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(Part II begins on page 2001)

Agencies in this issue—

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Agricultural Stabilization and Conservation Service
Agriculture Department
Civil Aeronautics Board
Civil Service Commission
Consumer and Marketing Service
Customs Bureau
Federal Aviation Agency
Federal Communications Commission
Federal Crop Insurance Corporation
Federal Reserve System
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Small Business Administration
Social Security Administration

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Title 3—THE PRESIDENT

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RED CROSS MONTH, 1967

By the President of the United States of America

A Proclamation

Under charter from the United States Congress, the American Red Cross represents the American people's concern for their armed forces, and in this capacity swiftly extended the full range of its morale and welfare services for the armed forces to our men in Viet-Nam as well as their families at home.

The American Red Cross cooperates unceasingly with the International Committee of the Red Cross for the full protection of prisoners of war.

Also under its Congressional Charter, the American Red Cross is charged with specific responsibilities for citizens threatened or affected by disaster, and last year assisted victims of over 14,000 disaster situations.

The American Red Cross as one of the 106 members of the League of Red Cross Societies joins in helping victims of disasters, famines, epidemics, and civil strife around the world.

It provides a network of regional blood centers through which Americans may donate blood for the benefit of the sick and injured, thus contributing to the health resources of the nation.

The American Red Cross represents a potent force for safety and health as demonstrated by over 4,000,000 certificates issued in 1965–66 to persons completing Red Cross water safety, small craft, first aid and home nursing courses.

This year marks the 50th anniversary of the organized Red Cross Youth Program which provides practical learning experiences in responsible service to communities, to our nation and to the peoples of the world.

Over 2,000,000 Americans volunteer annually through the American Red Cross to help the suffering, the lonely, the disadvantaged in a wide range of community projects and government programs embodying the highest ideals of voluntary humanitarian service.

NOW, THEREFORE, I, LYNDON B. JOHNSON, President of the United States of America and Honorary Chairman of the American National Red Cross, do hereby designate March 1967 as Red Cross Month; and I urge all Americans to give this voluntary organization their full support for the benefit of all our citizens.

IN WITNESS WHEREOF, I have hereunto set my hand and caused the Seal of the United States of America to be affixed.

DONE at the City of Washington this thirtieth day of January in the year of our Lord nineteen hundred and sixty-seven, and of the Independence of the United States of America the one hundred and ninety-first.

Lyndon B. Johnson

By the President:

Dean Rusk

Secretary of State.

[F.R. Doc. 67-1318; Filed, Feb. 1, 1967; 10:37 a.m.]

Rules and Regulations

Title 7—AGRICULTURE

Chapter IV—Federal Crop Insurance Corporation, Department of Agriculture

PART 401—FEDERAL CROP INSURANCE

Subpart—Regulations for the 1961 and Succeeding Crop Years

DISCONTINUANCE OF INSURANCE IN COUNTIES PREVIOUSLY DESIGNATED FOR OAT CROP INSURANCE

The counties listed below are hereby deleted from the list of counties published in the FEDERAL REGISTER on October 21, 1966 (31 F.R. 13584), which were designated for oat crop insurance for the 1967 crop year pursuant to the authority contained in § 401.1 of the above-identified regulations.

IDAHO

Canyon. Owyhee.
Latah.

(Secs. 506, 516, 52 Stat. 73, as amended, 77, as amended; 7 U.S.C. 1506, 1516)

[SEAL] JACK H. MORRISON,
Acting Manager,
Federal Crop Insurance Corporation.

[F.R. Doc. 67-1210; Filed, Feb. 1, 1967; 8:46 a.m.]

PART 401—FEDERAL CROP INSURANCE

Subpart—Regulations for the 1961 and Succeeding Crop Years

DISCONTINUANCE OF INSURANCE IN COUNTY PREVIOUSLY DESIGNATED FOR COTTON CROP INSURANCE

The county listed below is hereby deleted from the list of counties published in the FEDERAL REGISTER on October 21, 1966 (31 F.R. 13583), which were designated for cotton crop insurance for the 1967 crop year pursuant to the authority contained in § 401.1 of the above-identified regulations.

TEXAS

Ward.

(Secs. 506, 516, 52 Stat. 73, as amended, 77, as amended; 7 U.S.C. 1506, 1516)

[SEAL] JACK H. MORRISON,
Acting Manager,
Federal Crop Insurance Corporation.

[F.R. Doc. 67-1211; Filed, Feb. 1, 1967; 8:46 a.m.]

PART 401—FEDERAL CROP INSURANCE

Subpart—Regulations for the 1961 and Succeeding Crop Years

DISCONTINUANCE OF INSURANCE IN COUNTIES PREVIOUSLY DESIGNATED FOR TOMATO CROP INSURANCE

The counties listed below are hereby deleted from the list of counties published in the FEDERAL REGISTER on October 21, 1966 (31 F.R. 13588), which were designated for tomato crop insurance for the 1967 crop year pursuant to the authority contained in § 401.1 of the above-identified regulations.

INDIANA

Grant. Miami.
Howard. Tipton.

(Secs. 506, 516, 52 Stat. 73, as amended, 77, as amended; 7 U.S.C. 1506, 1516)

[SEAL] JACK H. MORRISON,
Acting Manager,
Federal Crop Insurance Corporation.

[F.R. Doc. 67-1212; Filed, Feb. 1, 1967; 8:46 a.m.]

Chapter VII—Agricultural Stabilization and Conservation Service (Agricultural Adjustment), Department of Agriculture

SUBCHAPTER B—FARM MARKETING QUOTAS AND ACREAGE ALLOTMENTS

[Amdt. 9]

PART 729—PEANUTS

Subpart—Allotment and Marketing Quota Regulations for Peanuts of the 1963 and Subsequent Crops

CONDITIONS OF ELIGIBILITY FOR NEW FARM ALLOTMENT

Basis and purpose. The amendment contained herein is issued pursuant to the Agricultural Adjustment Act of 1938, as amended (7 U.S.C. 1281 et seq.), to amend the allotment and marketing quota regulations for peanuts of the 1963 and subsequent crops (27 F.R. 11920; 28 F.R. 11811; 29 F.R. 7801, 7983, 13027, 16185; 30 F.R. 2589, 11345; 31 F.R. 6957, 12563).

This amendment provides an exception to the requirement that the owner-operator of a farm must have experience in producing, harvesting and marketing peanuts in at least 2 of the 5 years immediately preceding the year for which a new farm peanut allotment is requested in order for such farm to be eligible for such allotment. Under the exception, a producer other than the owner-operator can qualify the farm for a new farm allotment provided the county committee determines that such producer acting in good faith and in reliance upon advice of a member or employee of a State or county committee of the Agricultural Stabilization and Conservation Service produced, harvested and marketed peanuts prior to 1965 for the specific purpose of gaining eligibility for a new farm allotment. Producers are currently making applications for new farm peanut allotments for the 1967 crop and county committees are currently determining eligibility of such applicants. Thus, it is essential that this change in the regulations be made effective at the earliest possible date. Accordingly, it is hereby determined and found that compliance with the notice, public procedure and 30-day effective date requirements of 5 U.S.C. 553 is impracticable and contrary to the public interest and this amendment shall become effective upon publication in the FEDERAL REGISTER.

Section 729.1432 is amended by adding a subparagraph (b)(8) to read as follows:

§ 729.1432 **Conditions of eligibility for new farm allotment.**

* * * * *

(b) * * *

(8) Notwithstanding the provisions of subparagraphs (2) and (7) of this paragraph, a new farm allotment may be established for a farm if a producer thereon, other than the owner-operator, has experience in producing, harvesting and marketing peanuts in at least 2 of the 5 years immediately preceding the year for which the new farm allotment is requested if the county committee determines that such producer, acting in good faith and in reliance upon advice of a member or employee of a State or county committee, produced, harvested and marketed peanuts prior to 1965 for the specific purpose of gaining eligibility for a new farm peanut allotment.

(Secs. 358, 359, 375, 55 Stat. 88, as amended, 90, as amended, 52 Stat. 66, as amended; 7 U.S.C. 1358, 1359, 1375)

Effective date. Upon publication in the FEDERAL REGISTER.

Signed at Washington, D.C., on January 27, 1967.

H. D. GODFREY,
Administrator, Agricultural Stabilization and Conservation Service.

[F.R. Doc. 67-1238; Filed, Feb. 1, 1967; 8:48 a.m.]

PART 730—RICE

Subpart—1967-68 Marketing Year

PROCLAMATION OF RESULTS OF MARKETING QUOTA REFERENDUM

Basis and purpose. Section 730.1809 is issued to announce the results of the

rice marketing quota referendum for the marketing year August 1, 1967, through July 31, 1968, under the provisions of the Agricultural Adjustment Act of 1938, as amended. The Secretary proclaimed a marketing quota for rice for the 1967–68 marketing year and announced that a referendum would be held during the period January 3 to 5, 1967, each inclusive, by mail ballot in accordance with Part 717 of this chapter (§ 717.17, 31 F.R. 12011, 16401).

Since the only purpose of § 730.1809 is to announce the referendum result, it is hereby found and determined that compliance with the notice, procedure, and effective date provisions of 5 U.S.C. 553 is unnecessary.

§ 730.1809 Proclamation of the results of the rice marketing quota referendum for the marketing year 1967–68.

In a referendum of farmers engaged in the production of rice of the 1966 crop held by mail ballot during the period January 3 to 5, 1967, each inclusive, 11,661 voted. Of those voting, 10,257 or 88 percent favored quotas for the marketing year beginning August 1, 1967. Therefore, rice marketing quotas will be in effect for the 1967–68 marketing year.

(Secs. 354, 375, 52 Stat. 61, as amended, 66, as amended; 7 U.S.C. 1354, 1375)

Signed at Washington, D.C., on January 27, 1967.

H. D. GODFREY,
Administrator, Agricultural Stabilization and Conservation Service.

[F.R. Doc. 67-1239; Filed, Feb. 1, 1967; 8:48 a.m.]

Title 16—COMMERCIAL PRACTICES

Chapter I—Federal Trade Commission

[Docket No. C-1156]

PART 13—PROHIBITED TRADE PRACTICES

Fashion Sewing Center, Inc., et al.

Subpart—Advertising falsely or misleadingly: § 13.75 *Free goods or services;* § 13.125 *Limited offers or supply;* § 13.155 *Prices:* 13.155–10 Bait; 13.155–40 Exaggerated as regular and customary. Subpart—Misrepresenting oneself and goods—Goods: § 13.1625 *Free goods or services;* § 13.1747 *Special or limited offers;* Misrepresenting oneself and goods—Prices: § 13.1779 *Bait;* § 13.1805 *Exaggerated as regular and customary.*

(Sec. 6, 38 Stat. 721; 15 U.S.C. 46. Interpret or apply sec. 5, 38 Stat. 719, as amended, 15 U.S.C. 45) [Cease and desist order, Fashion Sewing Center, Inc., trading as Brant's Sewing and Appliance Center et al., Cincinnati, Ohio, Docket C-1156, Jan. 9, 1967]

In the Matter of Fashion Sewing Center, Inc., a Corporation, Trading as Brant's Sewing and Appliance Center, and Maxine Brant, Individually and as an Officer of Said Corporation, and Milton Brant, a Stockholder of Said Corporation, and Brant Sewing Machine Co., Inc., a Corporation and Milton Brant, Individually and as an Officer of Said Corporation.

Consent order requiring two Cincinnati, Ohio, distributors of sewing machines to cease using deceptive promotional methods in selling their sewing machines and other merchandise.

The order to cease and desist, including further order requiring report of compliance therewith, is as follows:

It is ordered, That respondents Fashion Sewing Center, Inc., a corporation, and its officers trading as Brant's Sewing and Appliance Center, or under any other name or names, and Maxine Brant, individually and as an officer of said corporation, and Milton Brant, a stockholder of said corporation, and Brant Sewing Machine Co., Inc., a corporation, and its officers, and Milton Brant individually and as an officer of said corporation, and respondents' agents, representatives, and employees, directly or through any corporate or other device, in connection with the advertising, offering for sale, sale, or distribution of sewing machines, TV sets, phonographs, or any other products in commerce, as "commerce" is defined in the Federal Trade Commission Act, do forthwith cease and desist from:

1. Representing, directly or by implication, that names of winners are obtained through "drawings" or by chance when all of the names selected are not chosen by lot; or misrepresenting in any other manner the method by which names or recipients of awards are selected.

2. Misrepresenting in any manner, the value or worth of any of respondents' prizes or awards.

3. Representing, directly or by implication, that they are authorized by manufacturers to give away sewing machines.

4. Representing, directly or by implication, that they are collaborating with, or acting in behalf or under the authority of, manufacturers or others.

5. Representing, directly or by implication, that any offer of merchandise is (a) limited as to time, (b) made to a limited number of, or to specially selected persons, or (c) restricted or limited in any other manner: *Provided, however,* That it shall be a defense in any enforcement proceeding instituted hereunder for respondents to establish that any represented limitations or restrictions were actually in force and in good faith adhered to.

6. Representing, directly or by implication, that any products or services are offered for sale when such offer is not a bona fide offer to sell said products or services; or using any advertising, sales plan, or procedure involving the use of false, deceptive, or misleading statements or representations which are designed to obtain leads or prospects for the sale of other merchandise.

7. Representing, directly or by implication, that any saving, discount or allowance is given purchasers from respondents' selling price for a specified article of merchandise unless said selling price is the amount at which such merchandise has been sold or offered for sale in good faith by respondents for a reasonably substantial period of time in the recent regular course of their business; or misrepresenting, in any manner, the savings afforded purchasers of respondents' merchandise.

It is further ordered, That the respondents herein shall, within 60 (sixty) days after service upon them of this order, file with the Commission a report in writing setting forth in detail the manner and form in which they have complied with this order.

Issued: January 9, 1967.

By the Commission.

[SEAL] JOSEPH W. SHEA,
Secretary.

[F.R. Doc. 67-1201; Filed, Feb. 1, 1967; 8:45 a.m.]

[Docket No. C-1157]

PART 13—PROHIBITED TRADE PRACTICES

Sportwelt Shoe Co., Inc., et al.

Subpart—Furnishing means and instrumentalities of misrepresentation or deception: § 13.1055 *Furnishing means and instrumentalities of misrepresentation or deception.* Subpart—Misrepresenting oneself and goods—Goods: § 13.1635 *Government inspection;* § 13.1645 *Government standards or specifications.*

(Sec. 6, 38 Stat. 721; 15 U.S.C. 46. Interpret or apply sec. 5, 38 Stat. 719, as amended, 15 U.S.C. 45) [Cease and desist order, Sportwelt Shoe Co., Inc. et al., Nashua, N.H., Docket C-1157, Jan. 12, 1967]

In the Matter of Sportwelt Shoe Co., Inc., a Corporation, Wilson Shoe Co., Inc., a Corporation, and Emanuel Alberts and Murray Alberts, Individually and as Officers of Said Corporations

Consent order requiring two affiliated manufacturers of men's shoes to cease misrepresenting that their shoes were manufactured in accordance with U.S. Navy specifications, and inspected or approved by Government inspectors.

The order to cease and desist, including further order requiring report of compliance therewith, is as follows:

It is ordered, That respondents Sportwelt Shoe Co., Inc., a corporation, and Wilson Shoe Co., Inc., a corporation, and their respective officers, and Emanuel Alberts and Murray Alberts, individually and as officers of said corporate respondents, and respondents' agents, representatives, and employees, directly or through any corporate or other device, in connection with the offering for sale, sale, or distribution of footwear in commerce, as "commerce"

is defined in the Federal Trade Commission Act, do forthwith cease and desist from:

1. Representing, directly or by implication, that said shoes are official, regulation or surplus U.S. Navy shoes or Armed Forces shoes or are manufactured in accordance with U.S. Navy or Government specifications: *Provided, however,* It shall be a defense in any enforcement proceeding instituted hereunder for respondents to establish that said shoes are genuine surplus shoes manufactured for and in accordance with specifications of such Armed Forces or Government.

2. Representing, directly or by implication, that said shoes have been inspected by U.S. Navy or Government inspectors or that they have been approved by said inspectors as meeting U.S. Navy or Government specifications: *Provided, however,* It shall be a defense in any enforcement proceeding instituted hereunder for respondents to establish that said shoes have been inspected and approved by said U.S. Navy or Government inspectors.

3. Misrepresenting in any manner the parties, organizations, firms, or corporations for whom said shoes were manufactured, or the specifications for or inspection of said shoes.

4. Furnishing or otherwise placing in the hands of retailers of said products, or others, any means or instrumentalities by or through which they may mislead and deceive the public in the manner or as to the things hereinabove prohibited: *Provided, however,* That nothing hereinabove shall be construed to prohibit the respondents from truthfully and nondeceptively stamping or marking shoes manufactured by respondent Sportwelt as (1) "Navy-type shoes [or Navy-type oxfords] made on surplus United States Navy lasts [or duplicates thereof, whichever is the case] by Sportwelt Shoe Co., Inc." or as (2) "Navy-type shoes [or Navy-type oxfords] made on surplus United States Navy lasts [or duplicates thereof, whichever is the case] by and inspected by Sportwelt Shoe Co., Inc."; or from similarly stamping or marking shoes made by respondent Wilson as (1) "Navy-type shoes [or Navy-type oxfords] made on surplus United States Navy lasts [or duplicates thereof, whichever is the case] by Wilson Shoe Co., Inc." or as (2) "Navy-type shoes [or Navy-type oxfords] made on surplus United States Navy lasts [or duplicates thereof, whichever is the case] by and inspected by Wilson Shoe Co., Inc.".

It is further ordered, That the respondents herein shall, within sixty (60) days after service upon them of this order, file with the Commission a report in writing setting forth in detail the manner and form in which they have complied with this order.

Issued: January 12, 1967.

By the Commission.

[SEAL] JOSEPH W. SHEA, *Secretary.*

[F.R. Doc. 67-1202; Filed, Feb. 1, 1967; 8:45 a.m.]

PART 15—ADMINISTRATIVE OPINIONS AND RULINGS

Functional Discounts Unlawful Whenever an Adverse Effect on Competition Results Therefrom

§ 15.111 Functional discounts unlawful whenever an adverse effect on competition results therefrom.

(a) The Commission issued an Advisory Opinion to the effect that the 14 percent discount which would be offered under the plan outlined below probably would result in violation of Commission administered law.

(b) At present, the manufacturer sells his product to manufacturers of a complementary product exclusively. The purchasing manufacturers resell the product to independent distributors and to ultimate consumers.

(c) The selling-manufacturer proposes to sell independent distributors direct, charging them approximately 14 percent more than the purchasing-manufacturers would be charged on shipments to the warehouses of the latter. On drop shipments to purchasers buying through the purchasing-manufacturers, the manufacturers would be charged the independent-distributors' price. On drop shipments to consumers of the product, the independent-distributor price would be charged. Drop shipments could be ordered by any customer and would be openly available to all on the same terms.

(d) There would be no agreement between purchasing-manufacturers or distributors and the manufacturer as to prices the former would charge; however, the manufacturer does now suggest and would continue to suggest prices to be charged consumers. No other form of control over resale of the product is now or would be exercised by the manufacturer.

(e) The Commission pointed out that the price difference which would result from the proposed discount is within the purview of section 2(a) of the Robinson-Patman amendment to the Clayton Act. Section 2(a) provides, in essence, that it is unlawful for a seller in commerce to discriminate between different purchasers of goods of like grade and quality where the effect may be substantially to lessen competition or to tend to create a monopoly.

(f) The Commission added that the 14 percent discount to be offered to purchasing-manufacturers is a functional discount and that such discounts are not prohibited by the applicable law or judicial interpretations thereof unless the discounts result in the adverse competitive effects the law proscribes. The Commission was of the view that such adverse effects were likely to result due to the fact that purchasing-manufacturers would compete against distributors in selling to ultimate consumers and the manufacturers would enjoy a 14 percent price advantage on such sales. The Commission pointed out that unless the 14 percent only made due allowance for differences in the cost of manufacture, sale or delivery resulting from the differing methods or quantities in which the tile cement would be sold or delivered to the manufacturers, substantial anticompetitive effects probably would result from implementation of the plan. Such a result would be violative of section 2(a) of the Robinson-Patman amendment to the Clayton Act.

(38 Stat. 717, as amended; 15 U.S.C. 41-58; 49 Stat. 1526; 15 U.S.C. 13, as amended)

Issued: February 1, 1967.

By direction of the Commission.

[SEAL] JOSEPH W. SHEA, *Secretary.*

[F.R. Doc. 67-1218; Filed, Feb. 1, 1967; 8:46 a.m.]

PART 15—ADMINISTRATIVE OPINIONS AND RULINGS

Foreign Origin Disclosure Not Required on Outside of Packaged Badminton Sets

§ 15.112 Foreign origin disclosure not required on outside of packaged badminton sets.

(a) In response to a question involving the sale of badminton sets which will be sold in an opened display case with the foreign country of origin marked on each imported component readily visible to prospective purchasers, the Commission ruled that it would not be necessary to disclose the foreign origin of each imported component on the outside of the package.

(b) The company which requested the advisory opinion intends to merchandise badminton sets to various department stores throughout the United States. The package, instructions for use and the steel poles will be manufactured here in the United States. The remaining three items in the sets will be imported from three different foreign countries and each will be marked as to its specific country of origin. For example, the rackets will be imported from Japan, the shuttlecocks from England, and the net from Pakistan. The badminton sets will be sold in an opened display case with the country of origin marked on each imported component readily visible to prospective purchasers.

(38 Stat. 717, as amended; 15 U.S.C. 41-58)

Issued: February 1, 1967.

By direction of the Commission.

[SEAL] JOSEPH W. SHEA, *Secretary.*

[F.R. Doc. 67-1219; Filed, Feb. 1, 1967; 8:46 a.m.]

Title 20—EMPLOYEES' BENEFITS

Chapter III—Social Security Administration, Department of Health, Education, and Welfare

[Reg. No. 5]

PART 405—FEDERAL HEALTH INSURANCE FOR THE AGED (1965–_)

Subpart C—Exclusions, Recovery of Overpayment, and Liability of a Certifying Officer

TYPES OF EXPENSES NOT COVERED

Subpart C of Part 405, Regulations No. 5 of the Social Security Administration (20 CFR 405.101 et seq.) is amended as follows:

1. Paragraph (b) of § 405.310 is amended to read as follows:

§ 405.310 Types of expenses not covered.

* * * * *

(b) Eyeglasses or contact lenses—however, payment may be made for post-surgical lenses customarily used during convalescence from eye surgery in which the lens of the eye was removed, or prosthetic lenses for patients who do not have the organic lens of the eye; e.g., due to cataract surgery or a congenital absence of the lens.

* * * * *

(Secs. 1102, 1862, 1871, 49 Stat. 647, as amended, 79 Stat. 325, 79 Stat. 331; 42 U.S.C. 1302, 1395 et seq.)

2. *Effective date.* The foregoing amendment shall become effective on the date of publication in the FEDERAL REGISTER.

Dated: January 18, 1967.

[SEAL] ROBERT M. BALL,
Commissioner of Social Security.

Approved: January 25, 1967.

WILBUR J. COHEN,
Acting Secretary of Health, Education, and Welfare.

[F.R. Doc. 67-1230; Filed, Feb. 1, 1967; 8:47 a.m.]

Title 21—FOOD AND DRUGS

Chapter I—Food and Drug Administration, Department of Health, Education, and Welfare

SUBCHAPTER A—GENERAL

PART 3—STATEMENTS OF GENERAL POLICY OR INTERPRETATION

SUBCHAPTER C—DRUGS

PART 148i—NEOMYCIN SULFATE

PART 148r—TYROTHRICIN

Antibiotic Troches; Antibiotic Mouthwash

By a notice of proposed rule making published in the FEDERAL REGISTER of March 9, 1966 (31 F.R. 4149), the Commissioner of Food and Drugs proposed to discontinue certification of certain antibiotic troches and an antibiotic mouthwash, by revoking §§ 148i.36, 148i.37, 148i.38, 148r.7, and 148r.8, due to a lack of substantial evidence that these drugs are efficacious for the purposes claimed in their labeling.

The Commissioner's medical advisers, having evaluated the comments and information submitted in response to the proposal, and other relevant material, conclude that such evidence of efficacy is still lacking; however, they find there is evidence upon which to conclude that certain antibiotic troches should be eligible for certification provided they are labeled with the prescription legend and, also, their labeling bears information indicating use only following tonsillectomy as an aid in preventing local infection and secondary hemorrhage due to local infection.

Accordingly, new §§ 141e.436 and 146e.436 are proposed in a document published elsewhere in this issue of the FEDERAL REGISTER and §§ 148i.36, 148i.37, and 148i.38 are amended as set forth below to provide for the certification of such drugs. In addition, §§ 148r.7 and 148r.8 are revoked as proposed and § 3.510 is amended to delete reference to "antibiotics."

Therefore, under the authority vested in the Secretary of Health, Education, and Welfare by the Federal Food, Drug, and Cosmetic Act (sec. 507, 59 Stat. 463, as amended; 21 U.S.C. 357) and delegated by him to the Commissioner (21 CFR 2.120; 31 F.R. 3008), Title 21, Chapter I, is amended in the following respects:

§ 3.510 [Amended]

1. Section 3.510 *Over-the-counter drugs for minor sore throats; suggested warning* is amended by deleting from the the first sentence the words "antibiotics and".

2. Section 148i.36 is amended by changing the section heading and paragraph (a) (1) and (2) to read as follows:

§ 148i.36 Neomycin sulfate-polymyxin B sulfate-tyrothricin troches; neomycin sulfate-polymyxin B sulfate-tyrothricin-benzocaine troches.

(a) *Requirements for certification*—(1) *Standards of identity, strength, quality, and purity.* Neomycin sulfate-polymyxin B sulfate-tyrothricin troches and neomycin sulfate-polymyxin B sulfate-tyrothricin-benzocaine troches are troches composed of neomycin sulfate, polymyxin B sulfate, tyrothricin, with or without benzocaine, and with one or more suitable lubricants, binders, fillers, colorings, and flavorings. Each troche contains either:

(i) 3.5 milligrams of neomycin, 1,000 units of polymyxin B, and 1.0 milligram of tyrothricin; or

(ii) 5.0 milligrams of neomycin, 1,500 units of polymyxin B, and 1.5 milligrams of tyrothricin.

Each troche may contain 5.0 milligrams or 10.0 milligrams of benzocaine. The moisture content is not more than 2.0 percent. The neomycin sulfate used conforms to the standards of § 148i.1 (a) (1) (i), (iv), (v), (vi), and (vii). The polymyxin B sulfate used conforms to the standards prescribed by § 148p.1 (a) (1) (i), (iv), (v), (vi), (vii), and (ix) of this chapter. The tyrothricin used conforms to the standards prescribed by § 148r.1(a) (1) of this chapter. Each other substance used, if its name is recognized in the U.S.P. or N.F., conforms to the standards prescribed therefor by such official compendium.

(2) *Labeling.* In addition to being labeled in accordance with the requirements of § 148.3 of this chapter, the labeling shall contain information to the effect that the drug is for use only following tonsillectomy as an aid in preventing local infection and secondary hemorrhage due to local infection. Its expiration date in 12 months.

* * * * *

3. Section 148i.37 is amended by changing the section heading and paragraph (a) (1) and (2) to read as follows:

§ 148i.37 Neomycin sulfate-gramicidin chewing troches; neomycin sulfate-gramicidin-propyl *p*-aminobenzoate chewing troches.

(a) *Requirements for certification*—(1) *Standards of identity, strength, quality, and purity.* Neomycin sulfate-gramicidin chewing troches and neomycin sulfate-gramicidin-propyl *p*-aminobenzoate chewing troches are troches composed of neomycin sulfate, gramicidin, with or without propyl *p*-aminobenzoate, and with one or more suitable binders, solvents, fillers, masticatory substances, flavorings, colorings, and preservatives. Each troche contains 3.5 milligrams of neomycin, 0.25 milligram of gramicidin, and, if propyl *p*-aminobenzoate is present, 2.0 milligrams thereof. The neomycin sulfate used conforms to the standards prescribed by § 148i.1(a) (1) (i), (iv), (v), (vi), and (vii). The gramicidin used conforms to the standards prescribed by § 148f.1(a) (1) of this chapter. Each other substance used, if its name is recognized in the U.S.P. or N.F., conforms to the standards prescribed therefor by such official compendium.

(2) *Labeling.* In addition to being labeled in accordance with the requirements of § 148.3 of this chapter, the labeling shall contain information to the effect that the drug is for use only following tonsillectomy as an aid in preventing local infection and secondary hemorrhage due to local infection. Its expiration date is 12 months.

* * * * *

4. Section 148i.38 is amended by changing the section heading and paragraph (a) (1) and (2) to read as follows:

§ 148i.38 Neomycin sulfate-gramicidin troches; neomycin sulfate-gramicidin-proply *p*-aminobenzoate troches.

(a) *Requirements for certification*—(1) *Standards of identity, strength, quality, and purity.* Neomycin sulfate-gramicidin troches and neomycin sul-

fate-gramicidin-propyl *p*-aminobenzoate troches are troches composed of neomycin sulfate, gramicidin, with or without propyl *p*-aminobenzoate, and with or without one or more suitable fillers, lubricants, colorings, and flavorings. Each troche contains 3.5 milligrams of neomycin, 0.25 milligram of gramicidin, and, if propyl *p*-aminobenzoate is present, 2.0 milligrams thereof. The moisture content is not more than 3.0 percent. The neomycin sulfate used conforms to the standards prescribed by § 148i.1(a)(1) (i), (iv), (v), (vi), and (vii). The gramicidin used conforms to the standards prescribed by § 148f.1 (a)(1) of this chapter. Each other substance used, if its name is recognized in the U.S.P. or N.F., conforms to the standards prescribed therefor by such official compendium.

(2) *Labeling.* In addition to being labeled in accordance with the requirements of § 148.3 of this chapter, the labeling shall contain information to the effect that the drug is for use only following tonsillectomy as an aid in preventing local infection and secondary hemorrhage due to local infection. Its expiration date is 12 months.

* * * * *

§§ 148r.7, 148r.8 [Revoked]

5. Part 148r is amended by revoking § 148r.7 *Tyrothricin-pantothenyl alcohol mouthwash* and § 148r.8 *Tyrothricin-benzocaine troches; tyrothricin-propyl p-aminobenzoate troches.*

A notice of proposed rulemaking was published in the FEDERAL REGISTER of March 9, 1966 (31 F.R. 4149), proposing revocation of certain antibiotic drug regulations. This order does revoke a portion of those regulations; however, this order also amends other portions of those regulations and, in association with this matter, new regulations are proposed in a document published elsewhere in this issue of the FEDERAL REGISTER.

With respect to the revocation of § 148r.7 and § 148r.8 and the amendments to §§ 148i.36, 148i.37, and 148i.38, any interested person may file written objections to this order within 30 days from the date of its publication in the FEDERAL REGISTER, specifying the particular changes desired, stating reasonable grounds therefor, and requesting a public hearing upon such objections. Objections should be filed, preferably in quintuplicate, with the Hearing Clerk, Department of Health, Education, and Welfare, Room 5440, 330 Independence Avenue SW., Washington, D.C. 20201, and may be accompanied by a memorandum or brief in support thereof.

Effective date. This order shall become effective 45 days following its date of publication in the FEDERAL REGISTER.

(Sec. 507, 59 Stat. 463, as amended; 21 U.S.C. 357)

Dated: January 25, 1967.

JAMES L. GODDARD,
Commissioner of Food and Drugs.

[F.R. Doc. 67-1228; Filed, Feb. 1, 1967; 8:47 a.m.]

SUBCHAPTER B—FOOD AND FOOD PRODUCTS

PART 121—FOOD ADDITIVES

Subpart D—Food Additives Permitted in Food for Human Consumption

Subpart G—Radiation and Radiation Sources Intended for Use in the Production, Processing, and Handling of Food

WHOLE FISH PROTEIN CONCENTRATE

Petitions were filed, pursuant to section 409(b) of the Federal Food, Drug, and Cosmetic Act, proposing the issuance of a food additive regulation to prescribe the safe use of a fish protein concentrate, designated as "marine protein concentrate" or "fish protein concentrate," prepared from whole hake and hakelike species of fish by solvent extraction. Notices of filing were published in the FEDERAL REGISTER of:

1. March 2, 1966 (31 F.R. 3317), for the petition (FAP 6A1991) filed by the U.S. Department of Interior, Washington, D.C. 20240. This petition proposed extraction with isopropyl alcohol only.

2. May 3, 1966 (31 F.R. 6593), for the petition (FAP 6A2015) filed by VioBin Corp., 226 West Livingston Street, Monticello, Ill. 61856. This petition proposed extraction with ethylene dichloride followed by isopropyl alcohol.

A proposal was published in the FEDERAL REGISTER of September 15, 1961 (26 F.R. 8641), to establish a definition and standard of identity, pursuant to section 401 of the act, for a product called "fish protein concentrate, whole fish flour," a food supplement to be prepared from whole fish of any wholesome species. In response to publication of the proposal, comments were received objecting to the fact that the product would include the viscera, intestines, and other portions of fish that are not normally used for food.

The order ruling on the proposal was published in the FEDERAL REGISTER of January 25, 1962 (27 F.R. 740), and established a definition and standard of identity for fish flour (21 CFR 37.5) made from edible species of cleaned fish after discarding the heads, tails, fins, viscera, and intestinal contents.

Within the statutory period, objections to the order and requests for a public hearing were received. Consequently, the effective date of the standard was stayed, and a public hearing on objections was announced in the FEDERAL REGISTER of April 28, 1962 (27 F.R. 4063). Prior to the scheduled prehearing conference, the Secretary of Interior requested that the National Academy of Sciences—National Research Council appoint an ad hoc committee to review the safety of whole fish flour and make a recommendation as to the action that should be taken. By an order published in the FEDERAL REGISTER of June 9, 1962 (27 F.R. 5498), the hearing was postponed indefinitely.

On October 29, 1962, a temporary committee selected by the Division of Biology and Agriculture and the Food and Nutrition Board, National Academy of Sciences—National Research Council, reported its conclusions on questions submitted by the Secretary of Interior concerning fish protein concentrates. The committee report indicated that an acceptable commercial method for producing whole fish flour had not been devised, but that from a scientific standpoint an acceptable product could be made, and it urged that steps be taken to develop such a process. The committee recommended that no hearing be held on the status of the article under the Federal Food, Drug, and Cosmetic Act until an acceptable process was developed and the finished product adequately tested.

On October 14, 1965, the Advisory Committee on Marine Protein Resource Development, Food and Nutrition Board, National Academy of Sciencies—National Research Council, recommended construction of an experimental pilot plant for the production of a fish protein concentrate suitable for human consumption, under the operational control of the Bureau of Commercial Fisheries, Department of the Interior. On the same date, the Committee adopted the following statement:

A STATEMENT CONCERNING THE COMMERCIAL PRODUCTION OF A WHOLESOME PROTEIN CONCENTRATE MADE FROM WHOLE FISH FOR HUMAN CONSUMPTION

Since 1963 the Committee, through meetings, through its Executive Secretary, and in discussions with the research workers, has kept a close surveillance on the research program of the Technology Laboratory of the Bureau of Commercial Fisheries at College Park, Md. This research is concerned with the development of a fish protein concentrate suitable for human consumption, made from whole fish, which is wholesome, nutritious, and capable of commercial production at costs low enough to be of practical value in the mitigation of human protein malnutrition problems.

The Committee has reexamined the Report of the Temporary Committee on Questions Submitted by the Secretary of the Interior concerning Fish Protein Concentrate, dated October 29, 1962, * * *. The Committee is of the opinion that the judgments made in that report have now been affirmed.

It became apparent during 1964 that a process using whole red hake gave promise for a suitable fish protein concentrate. The process involved the extraction of water, oil, and other unwanted solubles in the fish by the use of isopropanol. On the advice of the Committee, the Bureau of Commercial Fisheries concentrated its work on the necessary process development and testing of this product. A report on the results of this work was reviewed in detail by the Committee at its meeting on September 16, 17, 1965. On the basis of this report, the Committee believes that the fish protein concentrate developed by the Bureau of Commercial Fisheries is wholesome, highly nutritious, stable, safe, and capable of economic production and marketing.

Red hake together with silver hake (*Merluccius bilinearis*) are abundant on the continental shelf off the Northeast United States and Canada and can be harvested at relatively low cost. A near relative (*Merluccius productus*) occurs in large volumes off the West Coast of the United States, Mexico, and Canada. These fish have been used for human food for a long period of time. However, they do not enjoy a sufficiently broad market to utilize the resource fully since their delicate flesh does not stand up well

under marketing procedures because of excessive drip (loss of tissue moisture).

The Bureau of Commercial Fisheries process involves the solvent extraction of this fish using isopropanol in a sanitary food plant. The resulting concentrate of the solid parts of the fish retains most of the nutritious material originally in the fish except for the oils and other soluble residues. The product contains a minimum of 80 percent protein, as well as minerals useful in human nutrition. It is, as manufactured, a dry powder without any distinctive fish odor or taste. It is highly stable and can be stored and shipped economically.

Microbiological tests showed that the processing of the fish further reduced the original low microbial content of the raw material and resulted in a product with exceptionally low total bacterial count.

In this process the oil content of the fish is reduced to a level of 0.2 percent in the finished product. This level results in a satisfactory, wholesome, and stable product. There is also reason to believe that a product with a somewhat higher residual oil content might be equally satisfactory and be cheaper to produce. Further research aimed at elucidating this upper level of satisfactory residual oil content is in progress.

The product obtained by this process, when biologically tested, yielded an average protein efficiency ratio of 3.44, compared to 3.2 for the average casein controls. The difference is statistically significant.

Toxicological tests of a very stringent nature carried out thus far have yielded no evidence that the product is otherwise than wholesome.

The product blends well with other forms of food. The Committee has tested it as an ingredient in beverages, noodles, gravy, bread, and cookies. In percentages high enough to be of nutritional significance, the product is scarcely detectable, and in most forms not at all.

The calculated costs of the product in the pilot plant, extrapolated to commercial sized installations, indicate that manufacturing costs will enable the product to be used as an additive to other foods cheaply enough to reach the population of developing countries. The ability of the process to use whole edible fish insures cheap raw material costs and quantities of raw material adequate for making a major impact on human protein malnutrition problems.

The Committee does not imply by this report that other equally satisfactory and wholesome fish protein concentrates cannot be made from other kinds of whole edible fish by other suitable processes. The work at the Bureau of Commercial Fisheries, Technology Laboratory, and the Committee's work, is continuing and should continue for some years to come because of the possibility of developing a large range of fish protein products that can be used in a wide variety of dietary situations in the World to much good effect.

In the judgment of the Committee, Fish Protein Concentrate, as produced by the BCF process is not in any way filthy or otherwise unfit for human consumption. On the contrary, after reviewing in detail the Bureau of Commercial Fisheries report on the hake project and questioning the BCF research personnel on further details, the Committee has concluded that the fish protein concentrate made by the BCF process is a product that is wholesome and safe for human consumption, is highly nutritious, blends well as an additive to many types of food normally used, can be produced at a reasonably low cost and, in the view of the Committee, is suitable at present for commercial production, distribution, and use in human nutrition.

On December 20, 1966, a subcommittee designated by the Committee on Marine Protein Resource Development reviewed the research data accrued in regard to the fluoride content of fish protein concentrate and its possible implication in relation to human nutrition and public health. It was concluded by the subcommittee that, in view of the need for good quality protein, especially for the physical and mental development of preschool children, the likelihood of health benefits from consumption of fish protein concentrate by man greatly exceeds the risk of any possible tooth disfigurement, and it was reaffirmed that fish protein concentrate is a promising product for use in human nutrition.

The Commissioner of Food and Drugs, taking cognizance of the findings relative to the suitability of fish protein concentrate by the National Academy of Sciences—National Research Council, deems it desirable to make this economical source of protein available to consumers. Individual consumers are entitled to the opportunity of choice in the matter of whether they desire to include this item in their diets; therefore, the product, to be readily distinguishable, should be more properly identified as "whole fish protein concentrate," and for domestic distribution it should be packaged for household use in consumer sized units not exceeding 1 pound net weight. Bulk sales or packaging in units larger than 1 pound cannot be authorized unless the Commissioner is supplied with data demonstrating that the proposed use of the article will not promote deception and will promote honesty and fair dealing in the interest of the consumer.

In considering the petitions proposing the issuance of a food additive regulation to prescribe the safe use of the product, the Commissioner finds that while hake and hakelike species of fish are suitable for producing a safe and nutritious product, the levels of fluorides naturally present in fish and residues of solvent persisting after the processing need to be controlled so that the amounts present in the finished food will be without hazard. Screening out and partial removal of bone has been found to be an effective means of controlling fluoride content of the product. Also, microwave heat treatment has been found to be effective in reducing residues of isopropyl alcohol.

The Commissioner, therefore, having evaluated the data in the petitions, and other relevant information, and with due consideration to the findings of the National Academy of Sciences—National Research Council, has concluded that the food additive regulations should be amended to provide for the safe use of whole fish protein concentrate as a source of protein in food. The Commissioner has also concluded that the microwave heat treatment of whole fish protein concentrate should be authorized by issuance of a food additive regulation. Accordingly, pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 409(c) (1), (4), 72 Stat. 1786; 21 U.S.C. 348(c) (1), (4)), and under the authority delegated to the Commissioner by the Secretary of Health, Education, and Welfare (21 CFR 2.120), Part 121 is amended by adding § 121.1202 to Subpart D and § 121.3008 to Subpart G, as follows:

§ 121.1202 Whole fish protein concentrate.

The food additive whole fish protein concentrate may be safely used as a food supplement in accordance with the following prescribed conditions:

(a) The additive is derived from whole, wholesome hake and hakelike species of fish handled expeditiously and under sanitary conditions in accordance with good manufacturing practices recognized as proper for fish that are used in other forms for human food.

(b) The additive consists essentially of a dried fish protein processed from the whole fish without removal of heads, fins, tails, viscera, or intestinal contents. It is prepared by solvent extraction of fat and moisture with isopropyl alcohol or with ethylene dichloride followed by isopropyl alcohol; solvent residues are reduced by conventional heat drying and/or microwave radiation; and there is a partial removal of bone.

(c) The food additive meets the following specifications:

(1) Protein content (N x 6.25) shall not be less than 75 percent by weight of the final product, as determined by the method described in Official Methods of Analysis of the Association of Official Agricultural Chemists, section 2.044, 10th Edition (1965). Protein quality shall not be less than 100, as determined by the method described in sections 39.133–39.137 of such 10th Edition.

(2) Moisture content shall not exceed 10 percent by weight of the final product, as determined by the method described in section 23.003 of said 10th Edition.

(3) Fat content shall not exceed 0.5 percent by weight of the final product, as determined by the method described in section 23.005 of said 10th Edition.

(4) The additive may contain residues of isopropyl alcohol and ethylene dichloride not in excess of 250 parts per million and 5 parts per million, respectively, when used as solvents in the extraction process.

(5) Microwave radiation meeting the requirements of § 121.3008 may be used to reduce residues of the solvents used in the extraction process.

(6) The additive shall contain not in excess of 100 parts per million fluorides (expressed as F).

(7) The additive shall be free of *Escherichia coli* and pathogenic organisms, including *Salmonella*, and shall have a total bacterial plate count of not more than 10,000 per gram.

(8) The additive shall have no more than a faint characteristic fish odor and taste.

(d) The additive is used or intended for use only in the household as a protein supplement in food. When consumed regularly by children up to 8 years of age, the amount of the additive in their total diet shall not exceed 20 grams per day.

(e) The additive is packaged in consumer-sized units not exceeding 1 pound net weight.

(f) To assure safe use of the additive, in addition to the other information required by the act:

(1) The label shall bear the name of the additive "whole fish protein concentrate."

(2) The label or labeling shall bear adequate directions for use to comply with the limitations prescribed by paragraph (d) of this section. The label statement limiting continuous intake of the additive by children up to 8 years of age shall be expressed in terms of a convenient unit of measure that can be readily understood by purchasers of the concentrate.

§ 121.3008 Microwave radiation for the heat treatment of food.

Microwave radiation for the heat treatment of food may be safely used under the following conditions:

(a) The radiation source consists of electronic equipment producing a beam of microwaves with a frequency authorized by regulations of the Federal Communications Commission.

(b) The microwave power does not exceed 25 kilowatts.

(c) The microwave radiation is used or intended for use as follows:

Food for radiation	Limitation	Use
Whole fish protein concentrate.	Complying with § 121.1202.	Reduction of solvent residues.

Any person who will be adversely affected by the foregoing order may at any time within 30 days from the date of its publication in the FEDERAL REGISTER file with the Hearing Clerk, Department of Health, Education, and Welfare, Room 5440, 330 Independence Avenue SW., Washington, D.C. 20201, written objections thereto, preferably in quintuplicate. Objections shall show wherein the person filing will be adversely affected by the order and specify with particularity the provisions of the order deemed objectionable and the grounds for the objections. If a hearing is requested, the objections must state the issues for the hearing. A hearing will be granted if the objections are supported by grounds legally sufficient to justify the relief sought. Objections may be accompanied by a memorandum or brief in support thereof.

Effective date. This order shall become effective on the date of its publication in the FEDERAL REGISTER.

(Sec. 409(c)(1), (4), 72 Stat. 1786; 21 U.S.C. 348(c)(1), (4))

Dated: January 30, 1967.

JAMES L. GODDARD,
Commissioner of Food and Drugs.

[F.R. Doc. 67-1217; Filed, Feb. 1, 1967; 8:46 a.m.]

Title 32A—NATIONAL DEFENSE, APPENDIX

Chapter X—Oil Import Administration, Department of the Interior

[Oil Import Reg. 1 (Rev. 5); Amdt. 3]

OI REG. 1—OIL IMPORT REGULATION

Residual Fuel Oil To Be Used as Fuel

This amendment continues the 1966 revisions in the Department's regulations relating to control of imports of residual fuel oil to be used as fuel in District I. The formula for allocation has been simplified in that an initial allocation on the basis of historical imports or on the basis of inputs to deepwater terminals will not be made. All allocations will be on the basis of either certified firm existing contracts or certified sales and deliveries.

The "Residual Fuel Oil Import Instructions—District I" dated April 14, 1966 (31 F.R. 5960) are hereby revoked, since this amendment incorporates the substance of the instructions in section 12 of the regulations. Licenses issued during the months of April through January will expire on the following March 31. However, in order to assure a continuing supply of oil, licenses issued during the months of February and March will remain valid through April 30, and licenses will be issued in the next allocation period on the basis of sales and deliveries made during the last month (March) of an allocation period. Application forms will be processed and licenses will be issued on a monthly basis.

Section 12 of Oil Import Regulation 1 (Rev. 5) (31 F.R. 7745) is amended to read as follows:

Sec. 12 Eligibility for and allocations of residual fuel oil to be used as fuel—District I.

(a) To be eligible for an allocation of imports into District I of residual fuel oil to be used as fuel a person must:

(1) Have imported residual fuel oil to be used as fuel into District I during the calendar year 1957; or

(2) Be in the business in District I of selling residual fuel oil to be used as fuel and have under his management and operational control a deep-water terminal located in District I into which there has been delivered residual fuel oil to be used as fuel which he owned at the time of delivery, such delivery being the first delivery of that oil into a deep-water terminal in District I; or

(3) Be in the business in District I of selling residual fuel oil to be used as fuel and have a throughput agreement (warehouse agreement) with a deep-water terminal operator under which agreement the person has delivered to the terminal residual fuel oil to be used as fuel which he owned when it was so delivered, such delivery being the first delivery of that oil into a deep-water terminal in District I. For the purposes of this section, "throughput agreement" means an agreement which provides for the delivery to a deep-water terminal by a person of residual fuel oil which he owns and for a right in such person to withdraw on call an identical quantity of such oil from the terminal. A bona fide throughput agreement will be deemed to exist (1) only if the person operating under the agreement owns the oil at the time it is delivered to the terminal and only if that delivery is the first delivery of that oil into a deep-water terminal in District I; and (2) only if the person has delivered at least 25,000 barrels of residual fuel oil to be used as fuel into the terminal under the agreement during the allocation period ending March 31, 1967, or any subsequent allocation period.

(b) The maximum level of imports of residual fuel oil to be used as fuel into District I for a particular allocation period April 1 through March 31 shall be the level of imports of that product into that district during the calendar year 1957 as adjusted by the Secretary of the Interior as he may determine to be consonant with the objectives of Proclamation 3279 as amended. From this level the Administrator shall allocate in accordance with the decisions of the Oil Import Appeals Board, 5,480 B/D to the Department of Defense, 5, 480 B/D to the General Services Administration, and the balance pursuant to paragraph (c) of this section.

(c) (1) The Administrator shall make allocations for an allocation period April 1 through March 31 to each eligible applicant in District I of such quantities of imports of residual fuel oil to be used as fuel as the applicant certifies are required by the applicant to meet his obligations under firm existing contracts between the applicant and customers in District I. The Administrator shall, under such an allocation, (1) issue during the allocation period licenses in such amounts as the holder of the allocation from time to time certifies have been delivered to customers under such contracts during the first 11 months (April–February) of the allocation period and (2) issue during the next allocation period licenses in such amounts as the holder of the allocation certifies have been delivered in the last month (March) of the preceding allocation period; and

(2) The Administrator shall make allocations for an allocation period April 1 through March 31 and simultaneously issue licenses to each eligible applicant in District I of imports of residual fuel oil to be used as fuel in quantities equal to the quantities of such product which the applicant certifies that he has sold and delivered to customers in District I during the allocation period or the last month (March) of the preceding allocation period, exclusive of quantities which the applicant has delivered under contracts and which constitute the basis for the issuance of licenses pursuant to subparagraph (1) of this paragraph.

(d) (1) To apply for an allocation of imports of residual fuel oil to be used as

fuel in District I pursuant to subparagraph (1), paragraph (c), of this section (imports required to meet obligations under firm existing contracts), an eligible applicant should complete and submit OIA Form Resid–1 (white) to the Oil Import Administration. Instructions for completing this form are set forth on the reverse side of the form. An eligible applicant whose application is found to be in order will receive an allocation of imports of residual fuel oil to be used as fuel in District I for the allocation period ending March 31. OIA Form Resid–1 may be submitted at any time during the allocation period.

(2) Import licenses will not be issued under such an allocation until deliveries of residual fuel oil to be used as fuel have actually been made under the contracts on which the allocation is based and until the deliveries have been certified to the Oil Import Administration. To obtain an import license, the holder of an allocation should complete and submit OIA Form Resid–2 (green), to the Oil Import Administration, certifying the quantities of oil that have been delivered under such contracts. OIA Form Resid–2 may be submitted at any time during the allocation period, and, with respect to deliveries made in the last month (March) of an allocation period, may be submitted in the next allocation period.

(3) Each month, the Oil Import Administration will process all OIA Forms Resid–2 which have been received by the 10th day of that month. Licenses will promptly be issued to the holder of an allocation whose pending OIA Forms Resid–2 are in order in the amount of deliveries under contracts certified on such forms. OIA Forms Resid–2 received by the Oil Import Administration after the 10th day of a month may be held and processed in the following month.

(4) In the event that firm contracts which form the basis of an allocation are terminated or renegotiated during the allocation period, the holder of the allocation shall so advise the Oil Import Administration in writing and the allocation will be correspondingly adjusted.

(e) (1) To apply for an allocation and license pursuant to subparagraph (2), paragraph (c) of this section (based on sales and deliveries other than under firm existing contracts—for example, sales—"under the rack"), an eligible applicant should complete and submit OIA Form Resid–2 (green) to the Oil Import Administration.

(2) An eligible applicant may complete and submit an OIA Form Resid–2 at any time during an allocation period. By way of example, he may request an allocation and license on the basis of sales and deliveries made to customers during any month of the allocation period or the last month (March) of the preceding allocation period, or he may base his request upon sales and deliveries made over a period of 3 or 4 months of the allocation period. A person may find that, under arrangements with his suppliers, he has no need for an import allocation or license. If the occasion arises that an allocation and license are required at a later date, he may then submit an OIA Form Resid–2 to the Oil Import Administration upon which an allocation and license will be issued.

(3) Each month, the Oil Import Administration will process all OIA Forms Resid–2 which have been received by the 10th day of that month. Licenses will promptly be issued to each eligible applicant whose pending OIA Forms Resid–2 are in order in the amount of sales and deliveries certified on such forms. OIA Forms Resid–2 received by the Oil Import Administration after the 10th day of a month may be held and processed on the following month.

(f) All licenses issued in the period April 1 through January 31 will expire on the following March 31. Licenses issued during the months of February and March will remain valid through the following April 30.

As this amendment merely continues the existing system of allocating imports of residual fuel oil to be used as fuel in District I without substantial change, other than to extend for a period of 30 days the duration of licenses issued during February and March of an allocation period, it appears unnecessary to give notice of proposed rule making and this amendment shall become effective immediately.

STEWART L. UDALL,
Secretary of the Interior.

JANUARY 18, 1967.

[F.R. Doc. 67–1186; Filed, Feb. 1, 1967; 8:45 a.m.]

Title 19—CUSTOMS DUTIES

Chapter I—Bureau of Customs, Department of the Treasury

[T.D. 67–49]

PART 5—CUSTOMS RELATIONS WITH CONTIGUOUS FOREIGN TERRITORY

Inventory of Supplies on International Trains

This decision and the necessary amendment to the Customs Regulations is a result of an employee suggestion.

Section 5.7 of the Customs Regulations provides that an inventory of supplies on international trains be prepared, in duplicate, showing in parallel columns the kind and quantity of each class of supply on hand in the railroad car upon its arrival in the United States. A customs officer certifies both copies of the inventory at the port of arrival, retains the original and returns the duplicate to the person in charge of the car. The duplicate copy is submitted to the proper customs officer at the port of exit showing the quantity of each item used in the United States. An entry must be filed at the port of exit describing the quantity of inventoried supplies consumed and the duties and taxes due. The duplicate copy of the inventory is used as a supporting document for this entry. These duplicate copies are frequently difficult to read because they are prepared by using carbon paper and written on a train which is in motion, whereas the original is much more legible. To provide that the original certified inventory of supplies be returned to the person in charge of the car instead of the copy, § 5.7(c), Customs Regulations, is amended to read as follows:

§ 5.7 Supplies on international trains.

* * * * *

(c) The customs officer shall certify both copies of the inventory, retain the duplicate, and return the original to the person in charge of the car.

* * * * *

(Secs. 465, 624, 46 Stat. 718, 759; 19 U.S.C. 1465, 1624)

[SEAL] LESTER D. JOHNSON,
Commissioner of Customs.

Approved: January 24, 1967.

TRUE DAVIS,
Assistant Secretary of the Treasury.

[F.R. Doc. 67–1220; Filed, Feb. 1, 1967; 8:46 a.m.]

Title 41—PUBLIC CONTRACTS AND PROPERTY MANAGEMENT

Chapter 4—Department of Agriculture

PROCUREMENT

Miscellaneous Amendments

The following miscellaneous amendments are made in the Agriculture Procurement Regulations:

PART 4–1—GENERAL

1. The table of contents for Part 4–1—General, is amended to add the following new entries:

Subpart 4–1.1—Introduction

a. New § 4–1.112 is added as follows:

Sec.
4–1.112 Federal Property Management Regulations.

b. New § 4–1.112–1 is added as follows:

Sec.
4–1.112–1 Numbering in the FPMR system.

Subpart 4–1.3—General Policies

c. New § 4–1.302–3 is added as follows:

Sec.
4–1.302–3 Contracts between the Government and Government employees or business concerns substantially owned or controlled by Government employees.

2. Part 4–1—General is amended as follows:

Subpart 4–1.1—Introduction

a. New § 4–1.112 is added as follows:

§ 4–1.112 Federal Property Management Regulations.

The Federal Property Management Regulations (FPMR) are regulations

prescribed by the Administrator of General Services to govern and guide Federal agencies in the management of property and records, and other programs and activities, except procurement and contract matters contained in the Federal Procurement Regulations (FPR).

b. New § 4–1.112–1 is added as follows:

§ 4–1.112–1 Numbering in the FPMR System.

(a) Numbering in the FPMR System will conform with the FPR numbering system. Chapter assignments in Title 41, Code of Federal Regulations, will correspond to their chapter assignments in the FPR System except that the number "100" will be added. For example, the Federal Procurement Regulations have been assigned Chapter 1 in the FPR System and the Federal Property Management Regulations will have Chapter 101 in the FPMR System. This Department has been assigned Chapter 4 (AGPR) in the FPR System and in the FPMR System will have Chapter 104 (AGPMR).

(b) References in AGPR to specific text in the FPMR will be, for example, "§ 101–xx.xx" for sections or "Subpart 101–xx.x" for subparts. The same references to AGPMR would then be "§ 104–xx.x" and "Subpart 104–xx.x" respectively.

Subpart 4–1.3—General Policies

c. New § 4–1.302–3 is added as follows:

§ 4–1.302–3 Contracts between the Government and Government employees or business concerns substantially owned or controlled by Government employees.

(a) *Policy.* Contracts between the Government and its employees are not prohibited generally by statute, but only where an employee acts as an agent both for the Government and the contractor in the transaction of business (see 18 U.S.C. 208) or where the services to be rendered under a contract with an employee is such as could have been required of him in his official capacity (see 5 U.S.C. 5535, 5536; formerly 5 U.S.C. 69, 70). However, aside from any statutory prohibition, contracts between the Government and its employees are open to criticism for possible favoritism and preferential treatment and should not, therefore, be made except for the most cogent reasons and under no circumstances where the needs of the Government reasonably can be otherwise supplied. The hire or rental of equipment from employees is generally prohibited. The relationship of landlord and tenant between the Government and its employees may be created only when the conditions enumerated in 4 AR 44 are met. (See § 4–52.166.)

(b) *Approval.* Purchases from Government employees shall be approved in writing by the agency head or his designee for this purpose.

(c) *Exceptions.* The Forest Service may hire or rent property from employees of the Forest Service for the use of that Service in accordance with 16 U.S.C. 502, as amended. (See § 4–52.141.)

PART 4–3—PROCUREMENT BY NEGOTIATION

3. The table of contents for Part 4–3—Procurement by Negotiation, is amended as follows:

Subpart 4–3.3—Determinations, Findings, and Authorities

a. Section 4–3.350 *Authorities* is deleted in its entirety.

b. New § 4–3.350 is inserted in the table of contents as follows:

Sec.
4–3.350 Administrative authorities.

Subpart 4–3.9—Subcontracting Policies and Procedures

c. Section 4–3.901 *General* is deleted in its entirety.

4. Part 4–3—Procurement by Negotiation, is amended as follows:

Subpart 4–3.2—Circumstances Permitting Negotiation

a. Section 4–3.204(a)(3) is revised to read as follows:

§ 4–3.204 Personal or professional services.

(a) *Limitations.* * * *

(3) Where this authority is to be used for obtaining professional engineering, architectural and landscape architectural services for any building or improvement (exclusive of bridges, roads, sidewalks, sewers, mains, or similar items), the construction cost of which is estimated to be $100,000 or more, prior approval of the Director of Plant and Operations is required.

§ 4–3.211 [Amended]

b. Section 4–3.211(c) is deleted in its entirety.

Subpart 4–3.3—Determinations, Findings, and Authorities

§ 4–3.350 [Deleted]

c. Section 4–3.350 *Authorities,* is deleted in its entirety.

d. New § 4–3.350 is inserted as follows:

§ 4–3.350 Administrative authorities.

Contracting authority is required in accordance with § 4–1.350–4 whenever a formal contract is to be executed; otherwise, purchasing authority is necessary in accordance with § 4–1.350–5. Subject to the limitations prescribed in these regulations, agencies may procure property and services by negotiation under any of the exceptions contained in the Act, as stated in §§ 1–3.201 to 1–3.215, inclusive.

Subpart 4–3.9—Subcontracting Policies and Procedures

§ 4–3.901 [Deleted]

e. Section 4–3.901 is deleted in its entirety.

PART 4–4—SPECIAL TYPES AND METHODS OF PROCUREMENT

5. The table of contents for Part 4–4—Special Types and Methods of Procurement, is amended as follows:

Subpart 4–4.50—General

a. The following entries are deleted:

Sec.
4–4.5001 Aerial photography.
4–4.5002 Air conditioning equipment.
4–4.5018 Construction on land not owned by the U.S. (Forest Service).
4–4.5024 Desks, conference types.
4–4.5032 Envelopes.
4–4.5033 Exchange-sale in purchasing.
4–4.5060 Motor vehicle statutory purchasing limitations.

b. The following entries are added:

Sec.
4–4.5001 Advertising.
4–4.5001a Aerial photography.
4–4.5018 Construction of structures and facilities on land not owned by the United States.
4–4.5033 Exchange/Sale authority.

Subpart 4–4.52—Exchange or Sale of Personal Property and Application of Exchange Allowances or Proceeds of Sale to Purchase of Similar Items

a. The following entries are deleted:

Sec.
4–4.5200 Scope.
4–4.5201 Policy.
4–4.5202 Authority.
4–4.5203 Definitions.
4–4.5204 Use of GSA sales facilities.
4–4.5205 Sale requirements.
4–4.5206 Advertising for bids.
4–4.5207 Open-market (negotiated) disposals.
4–4.5208 Exchange allowances and cash offers.
4–4.5209 Similarity of items for exchange/sale purposes.
4–4.5210 Exchange or sale of more than one item.
4–4.5211 Application of exchange allowance and proceeds of sales.
4–4.5212 Availability of proceeds of sales.
4–4.5213 Limitations.
4–4.5214 Exceptions.
4–4.5215 Records.
4–4.5216 Exchange/sale categories.

Subpart 4–4.53—Procurement of Construction

a. The following entry is added:

Sec.
4–4.5320 Claims arising out of breach of contract by the Government.

6. Part 4–4—Special Types and Methods of Procurement is amended as follows:

Subpart 4–4.50—General

§ 4–4.5001a [Redesignated]

a. Section 4–4.5001 *Aerial photography* is renumbered as § 4–4.5001a.

b. New § 4–4.5001 is added as follows:

§ 4–4.5001 Advertising.

See instructions at 1 AR 391 for delegation of authority to order advertising, and 7 AR 103 for payment of advertising.

§ 4–4.5002 [Deleted]

c. Section 4–4.5002 *Air conditioning equipment* is deleted in its entirety.

d. Section 4–4.5005(a) is amended to read as follows:

§ 4–4.5005 Aircraft purchase, maintenance, and operation.

(a) *Authority.* Under the provisions of 60 Stat. 810; formerly 5 U.S.C. 78, no appropriated funds may be expended for the purchase, maintenance, or operation

of airplanes unless there is specific authority in the appropriation for such purchase, maintenance, or operation. (See § 101–43.317 for information on handling costs and proceeds.)

* * * * *

e. Section 4–4.5006(b) is amended to read as follows:

§ 4–4.5006 Alcohol and distilled spirits.

* * * * *

(b) *Forfeited distilled spirits.* See § 101–43.408–2(c) for transfer of forfeited distilled spirits to other Federal agencies.

f. Section 4–4.5010 is amended to read as follows:

§ 4–4.5010 Automatic data processing equipment.

Bureau of the Budget Bulletin 60–6 sets forth guidelines for studies to precede the utilization of ADP equipment. In circular letters both numbered B–115369 dated September 18, 1957, and January 14, 1959, the Comptroller General provides for GAO review of agency utilization studies. Any proposed rental or purchase of this equipment must be cleared in advance with the Office of Management Improvement, except where exemptions for small rental transactions have been granted to individual agencies by that Office. Subject to these restrictions, automatic data processing equipment may be purchased in accordance with the applicable purchasing policies and procedures in this title. (See § 101–26.405.)

g. Section 4–4.5014(b) is amended to read as follows:

§ 4–4.5014 Coal.

* * * * *

(b) *Carload requirements for field use.* See § 101–26.504.

h. Section 4–4.5016 is amended to read as follows:

§ 4–4.5016 Commissary operations.

(a) Pursuant to statutory provisions (46 Stat. 1162; formerly 5 U.S.C. 543a), agencies of the Department are authorized to purchase supplies and equipment for their employees in Alaska on a commissary basis. It is the policy however, to restrict the use of this authority to locations where commercial purchasing facilities are inadequate or lacking. (See § 4–52.117.)

(b) The Forest Service is authorized to purchase supplies and equipment, or merchandise for its employees on a commissary basis under the provisions of the Act of March 3, 1925 (16 U.S.C. 557). It is the policy, however, to prohibit the use of this commissary authority by employees of the Washington office, regional offices, forest supervisor's offices, and district ranger personnel with the exception of personnel located at field stations and camps and remote country towns and other isolated locations where commercial purchasing facilities are inadequate or lacking. (See § 4–52.147.)

i. Section 4–4.5018 is amended to read as follows:

§ 4–4.5018 Construction of structures and facilities on land not owned by the United States.

(a) The Department is authorized, within the limitations of cost otherwise applicable, to construct buildings and other structures (except CCC storage facilities) on land not owned by the United States: *Provided*, That prior to such construction there is obtained the right (1) to use the land for the estimated life of, or need for, the structure, and (2) to remove any such structure within a reasonable time after termination of the right to use the land. In acquiring the right to use the land, the Department may enter into long-term leases and available funds may be obligated for the total expenses in connection therewith. (79 Stat. 431; formerly 5 U.S.C. 565b.) (See § 4–52.118–1.)

(b) The Forest Service is authorized to construct permanent facilities on land not owned by the United States: *Provided*, That prior to such construction there be obtained the right to use the land for the estimated life of or need for the structure, including the right to remove any structure constructed after the termination of the right to use the land. (16 U.S.C. 571c.) (See § 4–52.–151.)

j. Section 4–4.5021 is amended to read as follows:

§ 4–4.5021 Copying machines and supplies.

Proposed acquisitions of office-type copying machines shall be submitted to the Office of Plant and Operations for approval. Proposals shall state in addition to make, model, and cost, the type, variety and maximum size of documents to be copied, the approximate total copies to be made annually, and the basis for determining such quantity, the number and make of copying machines on hand, if any, and the use or disposition to be made of them, and efforts made to share copying facilities of own and other agency offices. (See also §§ 101–25.504 and 104–25.504.)

§ 4–4.5024 [Deleted]

k. Section 4–4.5024 is deleted in its entirety.

l. Section 4–4.5027 is amended to read as follows:

§ 4–4.5027 Employees—purchase from.

See § 4–1.302–3.

§ 4–4.5032 [Deleted]

m. Section 4–4.5032 is deleted in its entirety.

n. Section 4–4.5033 is amended to read as follows:

§ 4–4.5033 Exchange/Sale authority.

See Part 101–46.

o. Section 4–4.5041 is amended to read as follows:

§ 4–4.5041 Fuel oil.

See § 101–26.404.

p. Section 4–4.5042 is amended to read as follows:

§ 4–4.5042 Furniture and furnishings.

See §§ 101–19.105 and 101–26.505.

q. Section 4–4.5043(b) is amended to read as follows:

§ 4–4.5043 Furniture and furnishings for executive offices.

* * * * *

(b) *Definitions.* See § 101–25.302–1.

* * * * *

r. Section 4–4.5045 is amended to read as follows:

§ 4–4.5045 Gasoline, fuel oil, kerosene, and solvents.

See § 101–26.404.

s. Section 4–4.5046 is amended to read as follows:

§ 4–4.5046 Gasoline and other items from service stations.

(a) *General.* Section 101–26.406 and Subpart 101–38.8 prescribes the policy and procedure for obtaining authorized service station deliveries of supplies and services by use of U.S. Government National Credit Card, Standard Form 149.

(b) *Billing code.* The billing code is a 10-digit number and always is the first embossed line on the SF–149. Nine of the digits are assigned by the using agency in accordance with the following:

(1) The first three digits will always be zeros. This will signify to the contractors that a Federal contract is involved.

(2) The fourth digit may be used by the agency to designate the vehicle class; if use of the vehicle class is not desired, zero will be used. (See Vehicle codes, § 4–4.5046(c).)

(3) The fifth and sixth digits will be used to designate the Department. All agencies will use the appropriation prefix "12" for this purpose.

(4) The seventh, eighth, and ninth digits will indicate the agency address code number. (See § 4–4.5046(d).

(c) *Vehicle codes.* In order to provide uniformity throughout the Department, the following vehicle codes will be assigned:

1—Sedans.
2—Station Wagons.
3—Busses and Ambulances.
4—Trucks, 4 x 2, 1 Ton or Less (Including Sedan Deliveries and Carryalls).
5—Reserved.
6—Trucks, 4 x 4, Vehicles (Jeeps, Power Wagons, etc).
7—Trucks, 4 x 2, Above 1 Ton Up to Two and a Half Tons.
8—Trucks, 3 Tons and Over.
9—Special Purpose Vehicles (Firetrucks, etc., not included in SF–82 Reports).

(d) *Billing address codes.* In the interest of uniformity, agencies will assign billing address codes within the following structure, which is not intended to conform with existing station accounting codes:

001–010	Office of the Secretary.
011–020	Reserved.
021–030	Farmers Home Administration.
031–064	Economic Research Service.
065–099	Statistical Reporting Service.
100–199	Consumer and Marketing Service.
200–299	Agricultural Research Service.

300–399 Agricultural Stabilization and Conservation Service.
400–499 Soil Conservation Service.
500–699 Forest Service.
700–999 Reserved.

Each agency should provide within the framework of its accounting system for the assignment of billing codes to the fiscal offices, so that invoices will go directly to such offices to assure prompt payment.

t. Section 4–4.5047 is amended to read as follows:

§ 4–4.5047 GSA controlled space, services and facilities.

See Part 101–20.

u. Section 4–4.5051 is amended to read as follows:

§ 4–4.5051 Kerosene.

See § 101–26.404.

v. Section 4–4.5053 is amended to read as follows:

§ 4–4.5053 License plates for motor vehicles.

See Subparts 101–38.3 and 101–38.4.

w. Section 4–4.5059 is amended to read as follows:

§ 4–4.5059 Motor vehicles.

See § 101–26.501.

§ 4–4.5060 [Deleted]

x. Section 4–4.5060 *Motor vehicle statutory purchasing limitations,* is deleted in its entirety.

y. Section 4–4.5061 is amended to read as follows:

§ 4–4.5061 Motor vehicle tags, shields, and other identification.

See Subparts 101–38.3 and 101–38.4. See also Subparts 104–38.3 and 104–38.4.

z. Section 4–4.5064 is amended to read as follows:

§ 4–4.5064 Oil, lubricating.

See § 101–26.602–2.

aa. Section 4–4.5073 is amended to read as follows:

§ 4–4.5073 Property forfeited and/or abandoned.

See § 104–43.400.

bb. Section 4–4.5074(d) is amended to read as follows:

§ 4–4.5074 Public utility services.

* * * * *

(d) *GSA utility service contracts.* See Parts 101–35 and 101–36. Also see 4 AR 1101, 1102 and 1103.

* * * * *

cc. Section 4–4.5074(e) is deleted in its entirety.

dd. Section 4–4.5079 is amended to read as follows:

§ 4–4.5079 Refrigerators.

See § 101–26.503.

ee. Section 4–4.5088 is amended to read as follows:

§ 4–4.5088 Space studies, layouts, and interior design.

See Part 101–20.

ff. Section 4–4.5097 is amended to read as follows:

§ 4–4.5097 Typewriters.

See §§ 101–25.104 and 101–25.403.

gg. Section 4–4.5099a is amended to read as follows:

§ 4–4.5099a Water coolers.

See § 101–26.502.

hh. Section 4–4.5099b(f)(4)(iii) is amended to read as follows:

§ 4–4.5099b Year-end purchasing.

* * * * *

(f) *Advance planning and closing dates for procurements.* * * *

(4) * * *

(iii) *Purchases from or through General Services Administration.* See § 101–26.104.

* * * * *

ii. Subpart 4–4.52—Exchange or Sale of Personal Property and Application of Exchange Allowance or Proceeds of Sale to Purchase of Similar Items, is deleted in its entirety.

Subpart 4–4.53—Procurement of Construction

jj. Section 4–4.5301–8(c) is amended to read as follows:

§ 4–4.5301–8 Rates of wages.

* * * * *

(c) *Inclusion of rates in specifications.* Minimum wage rates thus obtained shall be included in the advertised specifications of each invitation when issued. If circumstances require issuance of an invitation prior to availability of the wage determination, a notice shall be included that the applicable wage rates will be furnished by an addendum. Such addendum shall be issued not less than 14 calendar days prior to the bid opening date, which date shall be extended if necessary to cover the 14-day period.

* * * * *

kk. New § 4–4.5320 is added as follows:

§ 4–4.5320 Claims arising out of breach of contract by the Government.

(a) Claims by contractors arising out of breach of contract by the Government may not be settled administratively. Such claims include those based upon Government caused delay where the contract does not include the suspension of work clause set forth at § 1–7.602–1, and those caused by interference on the part of the Government.

(b) If the Contracting Officer determines, based upon the facts surrounding the alleged breach, that responsibility should clearly rest with the Government; and, if the claim is reasonable, just, and agreed to by both parties as to amount, it should be submitted by the responsible certifying officer to the General Accounting Officer for preaudit as to legality.

(c) All such claims shall be accompanied by all available evidence and shall extend only to the actual costs incurred which are in excess of the costs which reasonably would have been incurred but for the breach of contract by the Government. (See 44 Comp. Gen. 353.)

PART 4–5—SPECIAL AND DIRECTED SOURCES OF SUPPLY

7. The Table of Contents for Part 4–5—Special and Directed Sources of Supply, is amended as follows:

Subpart 4–5.55—Military Petroleum Supply Agency

a. Section 4–5.5500 is deleted in its entirety.

8. Part 4–5—Special and Directed Sources of Supply is amended as follows:

Subpart 4–5.55—Military Petroleum Supply Agency

§ 4–5.5500 [Deleted]

a. Section 4–5.5500 is deleted in its entirety.

PART 4–12—LABOR

9. Part 4–12—Labor, is amended as follows:

Subpart 4–12.4—Labor Standards in Construction Contracts

a. Section 4–12.404–1 is amended to read as follows:

§ 4–12.404–1 General.

(a) Agencies will be guided by §§ 1–12.404 and 4–12.404 and by the Regulations of the Secretary of Labor (see § 4–52.502) in the enforcement of labor standards. In addition, certain interpretative issuances of the Department of Labor are reproduced in Subpart 4–52.7.

(b) Except as otherwise provided in this subpart, all reports and information submitted to the General Accounting Office and to the Department of Labor on labor standards shall be forwarded through the Office of Plant and Operations.

b. New § 4–12.404–2(c) is added as follows:

§ 4–12.404–2 Wage determinations.

* * * * *

(c) *Geographic coverage.* Under the Davis-Bacon Act, wage determinations apply only to work performed directly upon the site of the work. (See 43 Comp. Gen. 84.)

c. Section 4–12.404–7 is amended to read as follows:

§ 4–12.404–7 Investigations.

(a) The "Enforcement Manual" issued by the Department of Labor, shall be followed where applicable in investigations to assure compliance with labor standards requirements.

(b) To the extent feasible, agencies shall utilize the investigative services available from the Office of Inspector General in accordance with 8 AR 3(c). Such services shall be confined to gathering and evaluating information and evidence, and making recommendations, where appropriate, to the Contracting Officer, who retains full responsibility for the reports required by this Part 4–12. Requests for such services are to be addressed to the appropriate OIG Regional Office. See 8 AR 5 for listing of the regional offices.

PART 4–16—PROCUREMENT FORMS

10. Part 4–16—Procurement Forms, is amended as follows:

Subpart 4–16.8—Miscellaneous Forms

a. New § 4–16.804(c) is added as follows:

§ 4–16.804 Report on procurement by civilian agencies.

* * * * *

(c) *Line entries.* Line 5 is to include the dollar amount of all reportable small business set-aside contracts awarded under "Small Business Restricted Advertising" procedures even though formally advertised.

PART 4–50—DISPUTES AND APPEALS POLICY AND PROCEDURE

11. The Table of Contents for Part 4–50—Disputes and Appeals Policy and Procedure is amended as follows:

Subpart 4–50.2—Contract Appeal Procedure

a. The following entry is added:

Sec.
4–50.202–6 Settlement.

12. Part 4–50—Disputes and Appeals Policy and Procedure, is amended as follows:

Subpart 4–50.2—Contract Appeal Procedure

a. Section 4–50.202–2(a) is amended to read as follows:

§ 4–50.202–2 Notice to parties.

(a) Upon receipt of an appeal from a contracting officer's decision the Director of Plant and Operations shall:

(1) Notify the contractor that his appeal has been received and if he has not requested a hearing, that he may,

(i) Have one before the Board upon request within a specified time,

(ii) Submit the case on written argument and evidence, or

(iii) Have the case decided on the basis of the record,

(2) Designate the Board as provided in § 4–50.202–1,

(3) Notify the contracting officer of receipt of the appeal,

(4) Request the Office of the General Counsel to designate counsel to represent the interests of the agency. Two copies of the notice of such designation shall be furnished to the Board Secretary. A copy of the notice shall be forwarded promptly to the contractor or his attorney by the Board Secretary, and

(5) Refer the appeal together with all pertinent information to the Board Secretary.

* * * * *

b. New § 4–50.202–6 is added as follows:

§ 4–50.202–6 Settlement.

A dispute may be settled at any time by filing with the Board (a) a written notice by the contractor withdrawing his appeal, or (b) a written stipulation between the parties settling either the entire dispute or any part thereof. The appeal shall continue as to any issues remaining in dispute.

c. Section 4–50.206 is amended to read as follows:

§ 4–50.206 Notice of hearings.

The Contractor and the representatives of the Government shall be given advance notice in writing of the time and place of any hearing scheduled by the Board. If it finds that the time fixed is inconvenient to the parties, the Board may reschedule the time.

d. The first sentence of § 4–50.207 is amended to read as follows:

§ 4–50.207 Scope of procedures.

In the written appeal or in other papers submitted to the Board or in any event prior to the time of the hearing, the contractor shall specify the portions of the findings of the contracting officer from which the appeal is taken and the reasons why the findings or the decision are deemed erroneous. * * *

Done at Washington, D.C., this 27th day of January 1967.

ELMER MOSTOW,
Director of Plant and Operations.

[F.R. Doc. 67–1237; Filed, Feb. 1, 1967; 8:48 a.m.]

Title 49—TRANSPORTATION

Chapter I—Interstate Commerce Commission

SUBCHAPTER A—GENERAL RULES AND REGULATIONS

[Docket No. 3666; Corrected Order 71]

PART 73—SHIPPERS

Notice of Postponement of Effective Date

At a session of the Interstate Commerce Commission, Division 3, acting as an Appellate Division, held at Washington, D.C., on the 27th day of January 1967.

It appearing, that the outstanding order dated December 21, 1966, published in the FEDERAL REGISTER on January 14, 1967, in the above-captioned proceeding not yet having become effective, and a request for postponement of the effective date having been submitted by National Tank Truck Carriers, Inc., and for good cause,

It is ordered, That the January 28, 1967, effective date of such order is hereby postponed until March 1, 1967.

And it is further ordered, That copies of this order be served upon all parties of record herein, and that notice shall be given to the general public by depositing a copy in the Office of the Secretary of the Commission at Washington, D.C., and by filing a copy thereof with the Director, Office of the Federal Register.

By the Commission Division 3, acting as an Appellate Division.

[SEAL] H. NEIL GARSON,
Secretary.

[F.R. Doc. 67–1221; Filed, Feb. 1, 1967; 8:47 a.m.]

Title 50—WILDLIFE AND FISHERIES

Chapter I—Bureau of Sport Fisheries and Wildlife, Fish and Wildlife Service, Department of the Interior

PART 33—SPORT FISHING

Hatchie National Wildlife Refuge, Tenn.

The following special regulation is issued and is effective on date of publication in the FEDERAL REGISTER.

§ 33.5 Special regulations; sport fishing; for individual wildlife refuge areas.

TENNESSEE

HATCHIE NATIONAL WILDLIFE REFUGE

Sport fishing on the Hatchie National Wildlife Refuge, Brownsville, Tenn., is permitted only on the areas designated by signs as open to fishing. These open areas, comprising 100 acres, are delineated on a map available at the refuge headquarters and from the Regional Director, Bureau of Sport Fisheries and Wildlife, 809 Peachtree-Seventh Building, Atlanta, Ga. 30323. Sport fishing shall be in accordance with all applicable State regulations subject to the following special conditions:

(1) The sport fishing season on the refuge extends from April 1, 1967, through October 15, 1967.

(2) Fishing permitted during daylight hours only.

(3) Outboard motors prohibited.

(4) Methods of fishing are limited to pole and line, or rod and reel, using natural or artificial baits.

(5) Vehicles may be used on refuge roads and trails to reach fishing area.

(6) Footpaths may be used to reach all lakes from Hatchie River.

(7) Firearms prohibited.

(8) Boats must be removed from refuge no later than October 22, 1967.

The provisions of this special regulation supplement the regulations which govern fishing on wildlife refuge areas generally which are set forth in Title 50, Code of Federal Regulations, Part 33, and are effective through October 15, 1967.

W. L. TOWNS,
Acting Regional Director, Bureau of Sport Fisheries and Wildlife.

[F.R. Doc. 67–1203; Filed, Feb. 1, 1967; 8:45 a.m.]

Proposed Rule Making

DEPARTMENT OF AGRICULTURE

Agricultural Research Service

[7 CFR Part 319]

UNSHU ORANGES FROM JAPAN

Notice of Public Hearing on Proposal To Permit Restricted Importation

A proposal has been made to the U.S. Department of Agriculture by certain importers that notice of quarantine No. 28 relating to the importation of citrus fruits (7 CFR 319.28) under the Plant Quarantine Act (7 U.S.C. 151 et seq.), be amended to permit the importation of Unshu (Satsuma) oranges from Japan. At the present time, under the quarantine such oranges are prohibited entry into the United States (except Alaska) because of the existence of the citrus canker disease (Xanthomonas citri (Hasse) Dowson) in Japan.

The proposal submitted to the Department suggested a number of safeguards that might be applied to prevent the introduction of the disease. The following safeguards would apply:

(1) The Unshu oranges would be grown and packed in certain isolated canker-free export areas established by the Japanese Plant Protection Service. In such areas only Unshu oranges would be grown and necessary steps would be taken to prevent the movement into those areas from any source of fruits, peel, plants, or budwood of the genera Citrus and Poncirus. The isolated areas would be chosen by qualified plant pathologists of both Japan and the United States as being apparently canker-free and would have no citrus trees except Unshu oranges. These isolated areas would be separated from other citrus groves by a buffer zone which would be free of any non-Unshu citrus.

(2) Inspection of the Unshu oranges would be performed jointly by plant pathologists of Japan and the United States in the groves prior to and during harvest, and in the packing houses during packing operations.

(3) Before packing, such oranges would be given a surface sterilization as prescribed by the U.S. Department of Agriculture.

(4) The identity of the fruit would be maintained in the following manner:

(i) Each orange would be marked to show the country of origin, while on its tissue paper wrapping, and on the individual box in which such oranges would be shipped, there would be stamped or printed a statement specifying the States into which the Unshu oranges could be imported.

(ii) Each shipment of oranges handled in accordance with these procedures would be accompanied by a certificate of the Japanese Plant Protection Service certifying that the fruit was believed to be free of citrus canker disease.

(5) Entry would be limited to the port of Seattle, Wash., with destinations limited to points in the States of Washington, Idaho, and Montana.

(6) Such Unshu oranges would be subject to a final examination at the Port of Seattle, Wash., by inspectors of the U.S. Department of Agriculture before release.

(7) All salary, travel, and subsistence expenses incident to the assignment of personnel of the U.S. Department of Agriculture to such operations in Japan would be paid by those requesting the service of such personnel.

On November 24, 1966, a notice of proposed rule making was published in the FEDERAL REGISTER (31 F.R. 14881) with respect to the proposed amendment. The notice of rule making requested that written data, views, or arguments in connection with the proposal be submitted within 30 days after the date of publication of the notice in the FEDERAL REGISTER. The notice also indicated that the Department particularly wished to take advantage of all available scientific information that may have a bearing on the matter.

In response to the aforesaid notice, over 700 communications have been received expressing both support and opposition to the proposal. Scientific information thus far presented has not been conclusive. Under the Plant Quarantine Act a decision to adopt the proposal would rest on a determination under section 7 of the Act (7 U.S.C. 160) that, in view of the proposed safeguards and other relevant facts, it is not necessary to continue to forbid the importation of the oranges into the United States in order to prevent the introduction into this country of the citrus canker disease; and upon a determination under section 5 of the Act (7 U.S.C. 159) that the unrestricted importation of the oranges may result in the entry into the United States or its Territories or Districts of injurious plant diseases or insect pests and that the proposed safeguards provide adequate restrictions to prevent the entry of such diseases and pests.

Therefore notice is hereby given pursuant to the administrative procedure provisions of 5 U.S.C. section 553, and sections 5 and 7 of the Plant Quarantine Act of 1912 (7 U.S.C. 159, 160), that a public hearing to consider the scientific aspects of the aforesaid proposal will be held before a representative of the Agricultural Research Service, in the Auditorium of the Museum of History and Technology of the Smithsonian Institution on Constitution Avenue between 12th and 14th Streets NW., Washington, D.C., beginning at 10 a.m., February 14, 1967, and if necessary will continue in the same auditorium the following day, beginning at 10 a.m. It is requested that statements at the public hearing be addressed specifically to the biological aspects of the proposal. At this hearing any interested persons may appear and be heard, either in person or by attorney, on the proposal. Any interested person who desires to submit written data, views, or arguments on the proposal may do so by filing the same with the Director of the Plant Quarantine Division, Agricultural Research Service, U.S. Department of Agriculture, Hyattsville, Md. 20782, on or before February 14, 1967, or with the presiding officer at the hearing.

Communications already filed in response to the initial notice of rulemaking will be considered in making the final determination, and it will be unnecessary to address a similar communication in response to this notice.

All written communications received pursuant to this notice will be made available for public inspection at times and places and in a manner convenient to the public business (7 CFR 1.27(b)).

Done at Washington, D.C., this 31st day of January 1967.

E. P. REAGAN,
Acting Deputy Administrator, Agricultural Research Service.

[F.R. Doc. 67-1278; Filed, Feb. 1, 1967; 8:48 a.m.]

Consumer and Marketing Service

[7 CFR Parts 1001, 1015]

[Docket Nos. AO 14-A41, AO 305-A15]

MILK IN MASSACHUSETTS-RHODE ISLAND AND CONNECTICUT MARKETING AREAS

Decision on Proposed Amendments to Tentative Marketing Agreements and to Orders

Pursuant to the provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601 et seq.), and the applicable rules of practice and procedure governing the formulation of marketing agreements and marketing orders (7 CFR Part 900), a public hearing was held at Boston, Mass., on December 19, 1966, pursuant to notice thereof issued on December 12, 1966 (31 F.R. 15811).

Upon the basis of the evidence introduced at the hearing and the record thereof, the Deputy Administrator for Regulatory Programs on January 17, 1967 (32 F.R. 667; F.R. Doc. 67-713), filed with the Hearing Clerk, U.S. Department of Agriculture, his recommended decision containing notice of the opportunity to file written exceptions thereto.

Rulings on exceptions. No exceptions to the recommended decision were filed.

Marketing agreement and order. Annexed hereto and made a part hereof are four documents entitled respectively, "Marketing Agreement Regulating the Handling of Milk in the Massachusetts-Rhode Island Marketing Area", "Order Amending the Order Regulating the Handling of Milk in the Massachusetts-Rhode Island Marketing Area", "Marketing Agreement Regulating the Handling of Milk in the Connecticut Marketing Area", and "Order Amending the Order Regulating the Handling of Milk in the Connecticut Marketing Area", which have been decided upon as the detailed and appropriate means of effectuating the foregoing conclusions.

It is hereby ordered, That all of this decision, except the attached marketing agreements, be published in the FEDERAL REGISTER. The regulatory provisions of said marketing agreements are identical with those contained in the order as hereby proposed to be amended by the attached order which will be published with this decision.

Determination of representative period. The month of November 1966 is hereby determined to be the representative period for the purpose of ascertaining whether the issuance of the attached order as amended and as hereby proposed to be amended, regulating the handling of milk in the Massachusetts-Rhode Island and Connecticut marketing areas, is approved or favored by producers, as defined under the terms of the orders, as amended and as hereby proposed to be amended, and who, during such representative period, were engaged in the production of milk for sale within the aforesaid marketing areas.

Signed at Washington, D.C., on January 27, 1967.

GEORGE L. MEHREN,
Assistant Secretary.

Order[1] Amending the Order Regulating the Handling of Milk in the Massachusetts-Rhode Island Marketing Area

§ 1001.0 Findings and determinations.

The findings and determinations hereinafter set forth are supplementary and in addition to the findings and determinations previously made in connection with the issuance of the aforesaid order and of the previously issued amendments thereto; and all of said previous findings and determinations are hereby ratified and affirmed, except insofar as such findings and determinations may be in conflict with the findings and determinations set forth herein.

(a) *Findings upon the basis of the hearing record.* Pursuant to the provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601 et seq.), and the applicable rules of practice and procedure governing the formulation of marketing agreements and marketing orders (7 CFR Part 900), a public hearing was held upon certain proposed amendments to the tentative marketing agreement and to the order regulating the handling of milk in the Massachusetts-Rhode Island marketing area. Upon the basis of the evidence introduced at such hearing and the record thereof, it is found that:

(1) The said order as hereby amended, and all of the terms and conditions thereof, will tend to effectuate the declared policy of the Act;

(2) The parity prices of milk, as determined pursuant to section 2 of the Act, are not reasonable in view of the price of feeds, available supplies of feeds, and other economic conditions which affect market supply and demand for milk in the said marketing area, and the minimum prices specified in the order as hereby amended, are such prices as will reflect the aforesaid factors, insure a sufficient quantity of pure and wholesome milk, and be in the public interest; and

(3) The said order as hereby amended, regulates the handling of milk in the same manner as, and is applicable only to persons in the respective classes of industrial or commercial activity specified in, a marketing agreement upon which a hearing has been held.

Order relative to handling. It is therefore ordered, that on and after the effective date hereof, the handling of milk in the Massachusetts-Rhode Island marketing area shall be in conformity to and in compliance with the terms and conditions of the aforesaid order, as follows: amended and as hereby amended, as

1. In paragraph (b) of § 1001.62 the phrase "Mileage Guide No. 7" is revised to read "Mileage Guide No. 8."

2. In § 1001.62 paragraph (e) is revised to read as follows:

(e) Notwithstanding the provisions of paragraphs (b) and (c) of this section, for any named point located in New England and New York State, determine the highway mileage distance between Boston and the named point by use of the appropriate State maps contained in Mileage Guide No. 7, issued by Household Goods Carriers' Bureau, agent, Washington, D.C. Such distance shall be the lowest highway mileage between Boston and the named point on the map, over roads designated thereon as paved, all-weather roads. In the event that the named point is not located on a through paved, all-weather road, such other roads shall be used to reach a through paved, all-weather road as will result in the lowest highway mileage to Boston, except that such other roads shall not be used for a distance of more than 15 miles if it is otherwise possible to connect with a through, paved, all-weather road. In any instance in which the map does not clearly show the mileage between points on a road, the mileage used shall be the mileage as determined by the highway authority for the State in which the road is located. The mileage so determined, or the mileage determined under paragraphs (b) and (c) of this section, whichever is less, shall be considered to be the lowest highway mileage distance between Boston and the named point.

Order[1] Amending the Order Regulating the Handling of Milk in the Connecticut Marketing Area

§ 1015.0 Findings and determinations.

The findings and determinations hereinafter set forth are supplementary and in addition to the findings and determinations previously made in connection with the issuance of the aforesaid order and of the previously issued amendments thereto; and all of said previous findings and determinations are hereby ratified and affirmed, except insofar as such findings and determinations may be in conflict with the findings and determinations set forth herein.

(a) *Findings upon the basis of the hearing record.* Pursuant to the provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601 et seq.), and the applicable rules of practice and procedure governing the formulation of marketing agreements and marketing orders (7 CFR Part 900), a public hearing was held upon certain proposed amendments to the tentative marketing agreement and to the order regulating the handling of milk in the Connecticut marketing area. Upon the basis of the evidence introduced at such hearing and the record thereof, it is found that:

(1) The said order as hereby amended, and all of the terms and conditions thereof, will tend to effectuate the declared policy of the Act;

(2) The parity prices of milk, as determined pursuant to section 2 of the Act, are not reasonable in view of the price of feeds, available supplies of feeds, and other economic conditions which affect market supply and demand for milk in the said marketing area, and the minimum prices specified in the order as hereby amended, are such prices as will reflect the aforesaid factors, insure a sufficient quantity of pure and wholesome milk, and be in the public interest; and

(3) The said order as hereby amended, regulates the handling of milk in the same manner as, and is applicable only to persons in the respective classes of industrial or commercial activity specified in, a marketing agreement upon which a hearing has been held.

Order relative to handling. It is therefore ordered, That on and after the effective date hereof, the handling of milk in the Connecticut marketing area shall be in conformity to and in compliance with the terms and conditions of the aforesaid order, as amended and as hereby amended, as follows:

[1] This order shall not become effective unless and until the requirements of § 900.14 of the rules of practice and procedure governing proceedings to formulate marketing agreements and marketing orders have been met.

1. In paragraph (b) of § 1015.62 the phrase "Mileage Guide No. 7" is revised to read "Mileage Guide No. 8."

2. In § 1015.62 paragraph (e) is revised to read as follows:

(e) Notwithstanding the provisions of paragraphs (b) and (c) of this section, for any named point located in New England and New York State, determine the highway mileage distance between Hartford and the named point by use of the appropriate State maps contained in Mileage Guide No. 7, issued by Household Goods Carriers' Bureau, agent, Washington, D.C. Such distance shall be the lowest highway mileage between Hartford and the named point on the map, over roads designated thereon as paved, all-weather roads. In the event that the named point is not located on a through, paved, all-weather road, such other roads shall be used to reach a through, paved, all-weather road as will result in the lowest highway mileage to Hartford, except that such other roads shall not be used for a distance of more than 15 miles if it is otherwise possible to connect with a through, paved, all-weather road. In any instance in which the map does not clearly show the mileage between points on a road, the mileage used shall be the mileage as determined by the highway authority for the State in which the road is located. The mileage so determined, or the mileage determined under paragraphs (b) and (c) of this section, whichever is less, shall be considered to be the lowest highway mileage distance between Hartford and the named point.

The material issue on the record of the hearing relates to changes in zone locations of certain plants as a result of the required redetermination of all plant zone locations using the mileage chart method upon issuance of Mileage Guide No. 8.

Findings and conclusions. The following findings and conclusions on the material issue are based on evidence presented at the hearing and the record thereof:

The Massachusetts-Rhode Island and Connecticut orders should be amended to provide for the use of State maps contained in Mileage Guide No. 7 as an alternative method for determining lowest highway mileages within New England and New York State when ascertaining zone locations of plants.

Under the terms of the existing orders as effective since October 1, 1964, the zone location of each plant is determined through the use of mileage charts in the most current Mileage Guide issued by Household Goods Carriers' Bureau, agent, Washington, D.C. The mileages used are those shown in the mileage charts between designated key points supplemented by mileages shown on the accompanying State road maps included in the guide between the nearest key point and the named point on the map nearest the actual plant location.

Mileages used in ascertaining plant zone locations prior to the October 1, 1964, amendments to the New England orders were calculated under the terms of the order by using the shortest highway mileages determined through the use of State maps contained in the most current Mileage Guide issued by the Household Goods Carriers' Bureau, agent, Washington, D.C. Since at the time of the amendments these mileages had already been determined using the current Mileage Guide (Mileage Guide No. 7) the amendments specified that such mileages should continue to be used until Mileage Guide No. 7 was canceled.

When Mileage Guide No. 8 was issued, effective November 1, 1966, it was necessary that the market administrator redetermine all plant zone locations under the revised procedure adopted October 1, 1964. Use of the new procedure resulted in the rezoning of several plants.

Eleven plants were rezoned under the Massachusetts-Rhode Island order and one plant under the Connecticut order. Eight of the eleven plants rezoned under the Massachusetts-Rhode Island order were rezoned one zone more distant and three were rezoned one zone nearer the market. The Connecticut order plant was rezoned more distant from the market. With respect to the former plants, this rezoning affected the price required to be paid producers under the order by 1.2 cents or 1.0 cent per hundredweight dependent on whether the plant was within 210 miles of Boston or in excess of that distance. With respect to the producers associated with the Connecticut plant, a 1.4-cent reduction was effected for each zone change.

It is possible for the rezoning to more distant zones to occur without any changes in the roads or actual plant locations because the mileages shown in the mileage charts which are used under the revised procedure are based on the shortest practical truck routes (primarily for the use of household goods movers) while the mileages previously computed by the market administrator were the shortest routes available over paved, all-weather roads.

The primary reason for the change from determining mileages through the use of State maps to the use of the mileage charts was the continuing growth of the road system throughout the area and especially in and around the metropolitan areas. With each new issue of the Mileage Guide the additional roads greatly increased the number of possible road combinations that had to be tested by the market administrator in order to arrive at the lowest mileage. In addition, the roads have become so numerous that following them and ascertaining shortest mileages through metropolitan areas has become in many instances, virtually impossible. However, it was not contemplated that this simplifying change in procedure would change the zone location of any of the plants except to the extent that new roads would reduce the mileages as shown in the mileage charts.

It is readily apparent why the rezoning of a plant to a more distant zone would be opposed by the producers affected by such rezoning, particularly when, in fact, the previous accessible roads by which the plant zone location was determined still exist. Since the shortest highway mileages were meticulously determined by the market administrator through the use of Mileage Guide No. 7 such mileages appropriately should continue to be used if they reflect a lesser highway distance than is reflected by the zoning procedure adopted October 1, 1964, and the use of the most current Mileage Guide. Under this procedure plants which were placed in a more distant zone through the use of Mileage Guide No. 8 will be returned to their previous zoning. Moreover, this amendment would merely restore the previous location differential applicable to Class I prices payable by handlers which prevailed before the adoption of Mileage Guide No. 8 as the basis for determining the location of plants within New England and New York State.

In order to avoid inconsistencies in zoning new plants, compared with presently zoned plants, the use of Mileage Guide No. 7 should be provided as an alternative method for determining shortest mileages for plants located in New England or New York State. However, to extend the use of Mileage Guide No. 7 as an alternative mileage determination method to plants located outside of the normal supply areas where there are presently no pool plants and mileages have not previously been determined under Mileage Guide No. 7 would create an unnecessarily burdensome administrative responsibility for the market administrator. Hence, with respect to any zoning of plants outside of New England and New York State the use of the mileage charts as set forth in the most current Mileage Guide will be continued in use to determine distances between key points and provide appropriate pricing for distant plant locations.

Rulings on proposed findings and conclusions. The period from the close of the hearing through December 23, 1966, was allowed for filing of briefs. None were filed.

General findings. The findings and determinations hereinafter set forth are supplementary and in addition to the findings and determinations previously made in connection with the issuance of the aforesaid orders and of the previously issued amendments thereto; and all of said previous findings and determinations are hereby ratified and affirmed, except insofar as such findings and determinations may be in conflict with the findings and determinations set forth herein.

(a) The tentative marketing agreements and the orders, as hereby proposed to be amended, and all of the terms and conditions thereof, will tend to effectuate the declared policy of the Act;

(b) The parity prices of milk as determined pursuant to section 2 of the Act are not reasonable in view of the price of feeds, available supplies of feeds, and other economic conditions which affect market supply and demand for milk in the marketing area, and the minimum

prices specified in the proposed marketing agreements and the orders, as hereby proposed to be amended, are such prices as will reflect the aforesaid factors, insure a sufficient quantity of pure and wholesome milk, and be in the public interest; and

(c) The tentative marketing agreements and the orders, as hereby proposed to be amended, will regulate the handling of milk in the same manner as, and will be applicable only to persons in the respective classes of industrial and commercial activity specified in, the marketing agreements upon which a hearing has been held.

[F.R. Doc. 67-1209; Filed, Feb. 1, 1967; 8:46 a.m.]

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Food and Drug Administration

[21 CFR Parts 141e, 146e]

CERTAIN ANTIBIOTIC TROCHES

Proposal To Provide for Certification

In association with an order published elsewhere in this issue of the FEDERAL REGISTER amending antibiotic drug regulations, and for reasons given in that order, it is proposed that Parts 141e and 146e of the antibiotic drug regulations be amended by adding to each a new section as set forth below to provide for certification of certain antibiotic troches. Accordingly, pursuant to the authority vested in the Secretary of Health, Education, and Welfare by the Federal Food, Drug, and Cosmetic Act (sec. 507, 59 Stat. 463, as amended; 21 U.S.C. 357) and delegated by him to the Commissioner of Food and Drugs (21 CFR 2.120; 31 F.R. 3008), it is proposed that:

1. Part 141e be amended by adding thereto the following new section:

§ 141e.436 Bacitracin-neomycin sulfate-tyrothricin troches; zinc bacitracin-neomycin sulfate-tyrothricin troches.

(a) *Potency*—(1) *Bacitracin content.* Dissolve 5 troches in sufficient 0.01*N* HCl to give a concentration of 10 units per milliliter (estimated) and proceed as directed in § 141e.401(a)(1), except § 141e.401(a)(1)(i). If the troches are composed of water-insoluble base, use a mortar and pestle and grind to a fine powder before adding the acid, and in lieu of the directions in § 141e.401(a)(1)(i), prepare the standard as follows: Prepare the stock solution as directed in § 141e.401(a)(1)(i), except that the dilutions for assay are prepared to contain the same ratio of 0.01*N* HCl to 1 percent phosphate buffer, pH 6.0, as the sample under test. The content of bacitracin is satisfactory if it is not less than 90 percent and not more than 125 percent of the number of units of bacitracin that it is represented to contain.

(2) *Neomycin content.* Proceed as directed in § 148i.1(b)(1) of this chapter, except prepare the sample for assay as follows: Dissolve a representative number of troches in 0.1*M* potassium phosphate buffer, pH 8.0, to make a stock solution of convenient concentration. Make estimated dilutions to the reference concentration with 0.1*M* potassium phosphate buffer, pH 8.0. The content of neomycin is satisfactory if it is not less than 90 percent and not more than 125 percent of the number of milligrams of neomycin that it is represented to contain.

(3) *Tyrothricin content.* Proceed as directed in § 148r.1(b)(1) of this chapter, except prepare the sample for assay as follows: Dissolve a representative number of troches in 20 milliliters of distilled water. Further dilute in 95 percent alcohol to give a stock solution of convenient concentration. Make proper estimated dilutions with 95 percent alcohol to the prescribed reference concentration. The content of tyrothricin is satisfactory if it is not less than 90 percent and not more than 125 percent of the number of milligrams of tyrothricin that it is represented to contain.

(b) *Moisture.* Proceed as directed in § 141a.5(a) of this chapter.

2. Part 146e be amended by adding the following new section:

§ 146e.436 Bacitracin-neomycin sulfate-tyrothricin troches; zinc bacitracin-neomycin sulfate-tyrothricin troches.

(a) *Standards of identity, strength, quality, and purity.* Bacitracin-neomycin sulfate-tyrothricin troches and zinc bacitracin-neomycin sulfate-tyrothricin troches are troches composed of bacitracin or zinc bacitracin, neomycin sulfate, and tyrothricin, with one or more suitable and harmless diluents, binders, lubricants, colorings, and flavorings, and with or without benzocaine. Each troche contains 50 units of bacitracin or zinc bacitracin, 3.5 milligrams of neomycin, 1.0 milligram of tyrothricin, and, if it contains benzocaine, 5.0 milligrams thereof. The moisture content is not more than 5.0 percent. The bacitracin used conforms to the standards prescribed by § 146e.401(a) (1), (3), (5), (6), and (7). The zinc bacitracin used conforms to the standards prescribed by § 146e418(a). The neomycin sulfate used conforms to the standards prescribed by § 148i.1(a)(1) (i), (iv), (v), (vi), and (vii) of this chapter. The tyrothricin used conforms to the standards prescribed by § 148r.1(a)(1) of this chapter. Each other substance used, if its name is recognized in the U.S.P. or N.F., conforms to the standards prescribed therefor by such official compendium.

(b) *Packaging.* Unless each troche is enclosed in foil or plastic film and such enclosure is a tight container as defined by the U.S.P., except the provision that it shall be capable of tight reclosure, the immediate container shall be a tight container as so defined. The immediate container may also contain a desiccant separated from the troches by a plug of cotton or other like material. The composition of the immediate container, or foil or film enclosure, shall be such as will not cause any change in the strength, quality, or purity of the contents beyond any limit therefor in applicable standards, except that minor changes so caused which are normal and unavoidable in good packaging, storage, and distribution practice shall be disregarded.

(c) *Labeling.* In addition to the labeling requirements prescribed by § 1.106 (b) of this chapter (regulations issued under sec. 502(f) of the act), each package shall bear on its label or labeling, as hereinafter indicated, the following:

(1) On the outside wrapper or container and the immediate container, the statement "Expiration date _____," the blank being filled in with the date that is 12 months after the month during which the batch was certified, except that the blank may be filled in with the date that is 18, 24, 30, 36, 42, 48, 54, or 60 months after the month during which the batch was certified if the person who requests certification has submitted to the Commissioner results of tests and assays showing that after having been stored for such period of time such drug as prepared by him complies with the standards prescribed therefor by paragraph (a) of this section.

(2) On the circular or other labeling within or attached to the package, information to the effect that the drug is for use only following tonsillectomy as an aid in preventing local infection and secondary hemorrhage due to local infection.

(d) *Requests for certification; samples.* In addition to the requirements of § 146.2 of this chapter, each such request shall contain:

(1) Results of tests and assays on:

(i) The bacitracin or zinc bacitracin used in making the batch: Potency, moisture, toxicity, pH, and ash content if it is bacitracin, plus zinc content if it is zinc bacitracin.

(ii) The neomycin sulfate used in making the batch: Potency, toxicity, moisture, pH, and identity.

(iii) The tyrothricin used in making the batch: Potency, moisture, and identity.

(iv) The batch for bacitracin content, neomycin content, tyrothricin content, and moisture.

(2) Samples required:

(i) The bacitracin or zinc bacitracin used in making the batch: 10 packages, each containing approximately 500 milligrams.

(ii) The neomycin sulfate used in making the batch: 10 packages, each containing approximately 300 milligrams.

(iii) The tyrothricin used in making the batch: 5 packages, each containing approximately 300 milligrams.

(iv) The batch: A minimum of 30 troches.

(v) In case of an initial request for certification, each other ingredient used in making the batch: 1 package of each containing approximately 5 grams.

(e) *Fees.* The fee for the services rendered with respect to each batch under the regulations in this section shall be:

(1) $1.25 for each troche submitted in accordance with paragraph (d)(2)(iv) of this section; $4 for each package in the samples submitted in accordance with paragraph (d)(2) (i), (ii), (iii), and (v) of this section.

(2) If the Commissioner considers that investigations, other than examination of such troches and packages are necessary to determine whether or not such batch complies with the requirements of § 146.3 of this chapter for the issuance of a certificate, the cost of such investigations.

Any interested person may, within 30 days from the date of publication of this notice in the FEDERAL REGISTER, file with the Hearing Clerk, Department of Health, Education, and Welfare, Room 5440, 330 Independence Avenue SW., Washington, D.C. 20201, written comments, preferably in quintuplicate, on this proposal. Comments may be accompanied by a memorandum or brief in support thereof.

Dated: January 25, 1967.

JAMES L. GODDARD,
Commissioner of Food and Drugs.

[F.R. Doc. 67-1229; Filed, Feb. 1, 1967; 8:47 a.m.]

Notices

INTERSTATE COMMERCE COMMISSION

[Notice 1024]

MOTOR CARRIER, BROKER, WATER CARRIER, AND FREIGHT FORWARDER APPLICATIONS

JANUARY 27, 1967.

The following applications are governed by Special Rule 1.247[1] of the Commission's general rules of practice (49 CFR, as amended), published in the FEDERAL REGISTER issue of April 20, 1966, effective May 20, 1966. These rules provide, among other things, that a protest to the granting of an application must be filed with the Commission within 30 days after date of notice of filing of the application is published in the FEDERAL REGISTER. Failure seasonably to file a protest will be construed as a waiver of opposition and participation in the proceeding. A protest under these rules should comply with § 1.247(d)(3) of the rules of practice which requires that it set forth specifically the grounds upon which it is made, contain a detailed statement of protestant's interest in the proceeding (including a copy of the specific portions of its authority which protestant believes to be in conflict with that sought in the application, and describing in detail the method—whether by joinder, interline, or other means—by which protestant would use such authority to provide all or part of the service proposed), and shall specify with particularity the facts, matters, and things relied upon, but shall not include issues or allegations phrased generally. Protests not in reasonable compliance with the requirements of the rules may be rejected. The original and one copy of the protest shall be filed with the Commission, and a copy shall be served concurrently upon applicant's representative, or applicant if no representative is named. If the protest includes a request for oral hearing, such requests shall meet the requirements of § 1.247(d)(4) of the special rule, and shall include the certification required therein.

Section 1.247(f) of the Commission's rules of practice further provides that each applicant shall, if protests to its application have been filed, and within 60 days of the date of this publication, notify the Commission in writing (1) that it is ready to proceed and prosecute the application, or (2) that it wishes to withdraw the application, failure in which the application will be dismissed by the Commission.

[1] Copies of Special Rule 1.247 (as amended) can be obtained by writing to the Secretary, Interstate Commerce Commission, Washington, D.C. 20423.

Further processing steps (whether modified procedure, oral hearing, or other procedures) will be determined generally in accordance with the Commission's General Policy Statement Concerning Motor Carrier Licensing Procedures, published in the FEDERAL REGISTER issue of May 3, 1966. This assignment will be by Commission order which will be served on each party of record.

The publications hereinafter set forth reflect the scope of the applications as filed by applicants, and may include descriptions, restrictions, or limitations which are not in a form acceptable to the Commission. Authority which ultimately may be granted as a result of the applications here noticed will not necessarily reflect the phraseology set forth in the application as filed, but also will eliminate any restrictions which are not acceptable to the Commission.

No. MC 730 (Sub-No. 277), filed January 18, 1967. Applicant: PACIFIC INTERMOUNTAIN EXPRESS CO., a corporation, 1417 Clay Street, Oakland, Calif. 94604. Applicant's representative: Alfred G. Krebs (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, classes A and B explosives, household goods as defined by the Commission, commodities in bulk and those requiring special equipment), between Indianapolis, Ind., and Cincinnati, Ohio, from Indianapolis over U.S. Highway 421 (Interstate Highway 74) to junction Indiana Highway 46 (Interstate Highway 74), thence over Indiana Highway 46 (Interstate Highway 74) to junction U.S. Highway 52 (Interstate Highway 74) to Cincinnati, and return over the same route, as an alternate route for operating convenience only in connection with carrier's presently authorized regular route operations, serving no intermediate points. NOTE: If a hearing is deemed necessary, applicant requests it be held at Indianapolis, Ind., or Cincinnati, Ohio.

No. MC 2452 (Sub-No. 9), filed January 12, 1967. Applicant: HAJEK TRUCKING CO., INC., 7635 West Lawndale Avenue, Summit, Ill. 60502. Applicant's representative: Eugene L. Cohn, 1 North La Salle Street, Chicago, Ill. 60602. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities* (except those of unusual value, classes A and B explosives, household goods, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading, between points in Cook County, Ill., and those in the Chicago, Ill., commercial zone, as defined by the Commission, on the one hand, and, on the other, Holland, Grand Rapids, and Lansing, Mich., and points in Michigan on and south of Michigan Highway 21 from Holland to Grand Rapids, on and south of U.S. Highway 16, from Grand Rapids to Lansing, and on and west of U.S. Highway 27 from Lansing to the Michigan-Indiana State line. NOTE: Applicant states elimination of its present gateways is proposed. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill., or Washington, D.C.

No. MC 2980 (Sub-No. 6), filed January 16, 1967. Applicant: LANDGREBE MOTOR TRANSPORT, INC., State Road 130, Valparaiso, Ind. 46383. Applicant's representative: Robert W. Loser, 409 Chamber of Commerce Building, Indianapolis, Ind. 46204. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, classes A and B explosives, household goods, commodities in bulk, and those requiring special equipment), (1) between Valparaiso and South Bend, Ind., over Indiana Highway 2, serving all intermediate points; (2) between junction Indiana Highway 2 and U.S. Highway 20, and South Bend, Ind., over U.S. Highway 20, serving all intermediate points; (3) between Wanatah, Ind., and Westville, Ind., over U.S. Highway 421, serving all intermediate points; and (4) between junction U.S. Highway 421 and Indiana Highway 10, and San Pierre, Ind., over U.S. Highway 421, serving all intermediate points. NOTE: If a hearing is deemed necessary, applicant requests it be held at Indianapolis, Ind., or Chicago, Ill.

No. MC 13250 (Sub-No. 87), filed January 12, 1967. Applicant: J. H. ROSE TRUCK LINE, INC., 5003 Jensen Drive, Post Office Box 16190, Houston, Tex. 77022. Applicant's representative: Thomas E. James, The 904 Lavaca Building, Austin, Tex. 78701. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Commodities*, the transportation of which, because of their size or weight, requires the use of special equipment, and *related machinery parts and related contractor's materials and supplies* when their transportation is incidental to the transportation by said carrier of commodities which by reason of size or weight require special equipment, between points in Arizona, California, Nevada, Oregon, and Washington. NOTE: Applicant states it would tack the proposed authority with its present authority to points in New Mexico, Texas, Oklahoma, Kansas, Louisiana, Missouri, Illinois, Indiana, Kentucky, Tennessee, Arkansas, Utah, and Colorado. If a hearing is deemed necessary, applicant requests it be held at Los Angeles and San Francisco, Calif.

No. MC 19945 (Sub-No. 25), filed January 11, 1967. Applicant: BEHNKEN

TRUCK SERVICE, INC., Route 13, New Athens, Ill. Applicant's representative: Ernest A. Brooks II, 1301 Ambassador Building, St. Louis, Mo. 63101. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Dry fertilizer and fertilizer materials*, from the plantsite of W. R. Grace & Co., located at or near Henry, Ill., to points in Iowa, Indiana, Kentucky, Michigan, Minnesota, Missouri, Ohio, and Wisconsin. NOTE: If a hearing is deemed necessary, applicant requests it be held at St. Louis, Mo., Memphis, Tenn., or Chicago, Ill.

No. MC 25567 (Sub-No. 46), filed January 5, 1967. Applicant: HANCOCK-TRUCKING, INCORPORATED (Sheldon A. Key, Trustee), Post Office Box 612, Winston-Salem, N.C. 27102. Applicant's representative: Frank C. Philips, Post Office Box 612, Winston-Salem, N.C. 27102. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, classes A and B explosives, household goods as defined by the Commission, commodities in bulk and those requiring special equipment), serving points in Liverpool Township, Medina County, Ohio, as an off-route point in connection with applicant's presently held authorized regular route authority to and from Cleveland, Ohio. NOTE: If a hearing is deemed necessary, applicant requests it be held at Columbus, Ohio, or Washington, D.C.

No. MC 29910 (Sub-No. 72), filed January 16, 1967. Applicant: ARKANSAS-BEST FREIGHT SYSTEM, INC., 301 South 11th Street, Fort Smith, Ark. 72901. Applicant's representative: Thomas Harper, Kelley Building, Post Office Box 43, Fort Smith, Ark. 72901. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), serving points in Liverpool Township, Medina County, Ohio, as an off-route point in connection with applicant's authorized regular route operations to and from Cleveland, Ohio. NOTE: If a hearing is deemed necessary, applicant requests it be held at Columbus, Ohio.

No. MC 30844 (Sub-No. 231), filed January 13, 1967. Applicant: KROBLIN REFRIGERATED XPRESS, INC., 2125 Commercial, Waterloo, Iowa 50704. Applicant's representative: Truman A. Stockton, Jr., The 1650 Grant Street Building, Denver, Colo. 80202. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Security equipment*, such as is used in prisons and other institutions where persons are confined, from Waterloo, Iowa, to points in the United States (except Alaska, Arizona, Hawaii, California, Idaho, Montana, Nevada, New Mexico, Oregon, Utah, Washington, and Wyoming). NOTE: Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Denver, Colo., or Washington, D.C.

No. MC 30844 (Sub-No. 233), filed January 18, 1967. Applicant: KROBLIN REFRIGERATED XPRESS, INC., 2125 Commercial, Waterloo, Iowa 50704. Applicant's representative: Truman A. Stockton, Jr., The 1650 Grant Street Building, Denver, Colo. 80202. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts, and articles distributed by meat packinghouses*, as described in sections A and C of appendix I to the Report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except hides and commodities in bulk, in tank vehicles), from the plantsite and storage facilities of Griffith Provision Co., Inc., at or near Downs, Kans., to points in Colorado, Connecticut, Delaware, Illinois, Indiana, Iowa, Maine, Maryland, Massachusetts, Michigan, Minnesota, Missouri, Nebraska, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Vermont, Virginia, West Virginia, Wisconsin, and the District of Columbia. NOTE: Applicant states that the above proposed operation is restricted to traffic originating at the plantsite and storage facility of Griffith Provision Co., Inc., at or near Downs, Kans. If a hearing is deemed necessary, applicant requests it be held at Kansas City, Mo.

No. MC 39507 (Sub-No. 4), filed January 6, 1967. Applicant: PAWTUXET VALLEY MOTOR EXPRESS, INC., 340 Jefferson Boulevard, Warwick, R.I. Applicant's representative: Gerard J. Donovan, 12 Stanson Drive, North Attleboro, Mass. 02760. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities* (except those of unusual value, household goods as defined by the Commission, and those in bulk, and those commodities injurious or contaminating to other commodities), between points in Rhode Island including the commercial zone of Providence, R.I. NOTE: If a hearing is deemed necessary, applicant requests it be held at Providence, R.I.

No. MC 41406 (Sub-No. 19), filed January 11, 1967. Applicant: ARTIM TRANSPORTATION SYSTEM, INC., 7105 Kennedy Avenue, Hammond, Ind. 46323. Applicant's representative: Ferdinand Born, 601 Chamber of Commerce Building, Indianapolis, Ind. 46204. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Iron and steel articles*, and *equipment, materials, and supplies used in the manufacture and processing of iron and steel articles*, between points in the St. Louis, Mo.-East St. Louis, Ill., commercial zone, as defined by the Commission, and Alton, Ill., on the one hand, and, on the other, points in Arkansas, Illinois, Indiana, Iowa, Michigan, Missouri, Ohio, and Wisconsin. NOTE: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill., or St. Louis, Mo.

No. MC 51146 (Sub-No. 51), filed January 18, 1967. Applicant: SCHNEIDER TRANSPORT & STORAGE, INC., 817 McDonald Street, Green Bay, Wis. 54306. Applicant's representative: Charles W. Singer, 33 North La Salle Street, Chicago, Ill. 60602. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Returned and rejected shipments of foodstuffs* and *equipment, materials and supplies* used in the manufacture and distribution of foodstuffs, from points in Connecticut, Delaware, Kentucky, Maryland, Massachusetts, New Jersey, New York, North Carolina, Pennsylvania, Rhode Island, South Carolina, Virginia, West Virginia, and the District of Columbia to points in Brown and Oconto Counties, Wis. NOTE: Applicant states that no duplicating authority is being sought. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 52110 (Sub-No. 103), filed January 13, 1967. Applicant: BRADY MOTORFRATE, INC., 1223 Sixth Avenue, Des Moines, Iowa 50314. Applicant's representative: Homer E. Bradshaw, 11th Floor, Des Moines Building, Des Moines, Iowa 50309. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Iron and steel, iron and steel articles, and equipment, materials, and supplies*, used in the manufacturing or processing of iron and steel articles, between Portage, Ind., on the one hand, and, on the other, points in Minnesota, Missouri, Kansas, Nebraska, and Michigan. NOTE: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 52458 (Sub-No. 212), filed January 18, 1967. Applicant: T. I. McCORMACK TRUCKING COMPANY, INC., Route 9, Woodbridge, N.J. Applicant's representative: Frank B. Hand, Jr., 921 17th Street NW., Washington, D.C. 20006. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Alcoholic liquors*, in bulk, in tank vehicles, from Elizabeth, N.J., and Baltimore, Md., to Schenley, Pa. NOTE: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 58813 (Sub-No. 87), filed January 11, 1967. Applicant: SELMAN'S EXPRESS, INC., 460 West 35th Street, New York, N.Y. 10001. Applicant's representative: Solomon Granett, 1350 Avenue of the Americas, New York, N.Y. 10019. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes transporting: *Wearing apparel on hangers only and materials and supplies* used in the manufacture thereof, between Hialeah, Fla., on the one hand, and, on the other, Greenville and Simpsonville, S.C., and Jacksonville, Fla. NOTE: Applicant states that in its Sub 63 it seeks, among other authority requested, authority to transport materials and supplies used in the manufacture of wearing apparel between New York, N.Y. commercial zone and points in South Carolina and in its Sub 64 it seeks authority, among other authority requested, to transport the same commodities between

New York, N.Y. commercial zone and points in Florida. If the instant application is granted and applicant is granted authority in Sub 63 to operate between New York, N.Y., commercial zone and Greenville, S.C., but is not granted authority in Sub 64 to operate between New York, N.Y., commercial zone and Hialeah, Fla., then applicant would tack the instant authority at Greenville, S.C., to the authority to operate between New York, N.Y., commercial zone and Greenville, S.C., so as to enable operations between Hialeah, Fla., and New York, N.Y., commercial zone. If a hearing is deemed necessary, applicant requests it be held at New York, N.Y.

No. MC 59150 (Sub-No. 31), filed January 11, 1967. Applicant: PLOOF TRANSFER COMPANY, INC., Box 47 Station G, 1901 Hill Street, Jacksonville, Fla. 32202. Applicant's representative: Martin Sack, Jr., 710 Atlantic Bank Building, 121 West Forsyth Street, Jacksonville, Fla. 32202. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Gypsum and gypsum products, and building materials and equipment, materials and supplies used in the manufacture or processing of gypsum products* (except liquid commodities in bulk), between points in Chatham County, Ga., on the one hand, and, on the other, points in North Carolina, South Carolina, and Tennessee. NOTE: If a hearing is deemed necessary, applicant requests it be held at Savannah or Atlanta, Ga.

No. MC 61048 (Sub-No. 7) (Correction), filed December 14, 1966, published in the FEDERAL REGISTER issue of January 12, 1967, corrected and republished as corrected this issue. Applicant: LEONARD EXPRESS, INC., Box 610, Greensburg, Pa. Applicant's representatives: Jerome Solomon, 1302 Grant Building, Pittsburgh, Pa. 15219 and S. Harrison Kahn, Investment Building, Washington, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, classes A and B explosives, household goods as defined by the Commission, commodities in bulk and commodities requiring special equipment), (1) between East Liverpool, Ohio, and Cleveland, Ohio, from East Liverpool, over U.S. Highway 30 to Lisbon, Ohio; thence over Ohio Highway 45, to Salem, Ohio; thence over Ohio Highway 14 to Cleveland, and return over the same route, serving all intermediate points, and serving the off-route points of Warren and Niles, Ohio; (2) between Chester, W. Va., and Toledo, Ohio, from Chester, over U.S. Highway 30 to East Liverpool, Ohio; thence over Ohio Highway 7 to junction U.S. Highway 20; thence over U.S. Highway 20 to Cleveland, thence over U.S. Highway 6 to Fremont, Ohio; thence over U.S. Highway 20 to Maumee, Ohio, thence over U.S. Highway 24 to Toledo, and return over the same route, serving all intermediate points (shipments between Lakewood, Ohio, and Toledo, Ohio, limited to truckload shipments); (3) between Lisbon, Ohio, and Wooster, Ohio, over U.S. Highway 30, serving all intermediate points; (4) between Bridgeport, Ohio, and Fremont, Ohio, from Bridgeport over U.S. Highway 250 to junction U.S. Highway 20, thence over U.S. Highway 20 to Fremont, and return over the same route, serving all intermediate points (shipments between Wooster, Ohio, and Toledo, Ohio, limited to truckload shipments, only).

(5) Between Steubenville, Ohio, and East Liverpool, Ohio, over Ohio Highway 7, serving all intermediate points; (6) between Steubenville, Ohio, and Cincinnati, Ohio, over U.S. Highway 22, serving all intermediate points (shipments between Zanesville, Ohio, and Cincinnati, Ohio, limited to truckload shipments only); (7) between Zanesville, Ohio, and Cincinnati, Ohio, from Zanesville, over U.S. Highway 40 to junction U.S. Highway 25, thence over U.S. Highway 25 to Cincinnati, and return over the same route, serving all intermediate points (transportation between Zanesville, Ohio, and Dayton, Ohio, limited to truckload shipments); (8) between Bridgeport, Ohio, and Zanesville, Ohio, over U.S. Highway 40, serving all intermediate points; (9) between Marietta, Ohio, and Cleveland, Ohio, over U.S. Highway 21, serving all intermediate points; (10) between Wheeling, W. Va., and Cambridge, Ohio, over U.S. Highway 40, serving all intermediate points; (11) between Greensburg, Pa., and Wheeling, W. Va., from Greensburg over U.S. Highway 119 to junction Interstate Highway 70, thence over Interstate Highway 70 to Wheeling, and return over the same route, for operating convenience only, serving no intermediate points; (12) between Youngstown, Ohio, and Akron, Ohio, over Ohio Highway 18, serving all intermediate points; (13) between Greensburg, Pa., and the Pennsylvania-Ohio State line, from Greensburg, over U.S. Highway 22, to junction Pennsylvania Turnpike, thence over the Pennsylvania Turnpike to the Pennsylvania-Ohio State line, as an alternate route for operating convenience only, in connection with applicant's regular route operations between the same points, serving no intermediate points, and return over the same route. NOTE: Applicant states it presently holds authority in MC 61048 Sub 6 to serve all points in Ohio as an irregular route authority. The instant application is to convert a portion of the irregular route area in Ohio to regular route. The purpose of this correction is to insert the digit "7" to describe the Ohio Highway from East Liverpool, Ohio, to the U.S. Highway Route 20, and to indicate intermediate point service is proposed where applicable. If a hearing is deemed necessary, applicant requests it be held at Columbus, Ohio, and New York, N.Y.

No. MC 67818 (Sub-No. 74), filed January 16, 1967. Applicant: MICHIGAN EXPRESS, INC., 1122 Freeman, SW., Grand Rapids, Mich. Applicant's representative: Robert D. Schuler, Suite 1700, 1 Woodward Avenue, Detroit, Mich. 48226. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, class A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), serving the plantsite of Ford Motor Co. on Sheldon Road, Plymouth Township, Wayne County, Mich., as an off-route point in connection with authorized service at Detroit, Mich. NOTE: If a hearing is deemed necessary, applicant requests it be held at Lansing, Mich.

No. MC 68980 (Sub-No. 10), filed January 13, 1967. Applicant: CHECKER EXPRESS CO., a corporation, 960 West Montana, Milwaukee, Wis. 53215. Applicant's representative: Richard A. Rebholz (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Iron and steel and iron and steel articles*, from (1) Chicago Heights, Ill., and points in the Chicago, Ill., commercial zone as defined by the Commission, to points in Illinois, Indiana, Michigan, Minnesota, Ohio, and Wisconsin; and from (2) Portage, Ind., to points in Illinois, Indiana, and Wisconsin. NOTE: Applicant states that tacking is possible in conjunction with its pending authority in MC 68980 Sub 8, at Chicago Heights, Ill., or a point in the Chicago, Ill., commercial zone, to serve from origins in Illinois, Pennsylvania, Ohio, West Virginia, Indiana, and southern Michigan to points in Minnesota. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 69052 (Sub-No. 35), filed January 9, 1967. Applicant: REED TRUCKING CO., a corporation, Milton, Del. Applicant's representative: James E. Wilson, 1735 K Street, NW., Washington, D.C. 20006. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Canned goods*, from Frederica, Del., and points in Sussex County, Del., to points in Virginia, Maryland, North Carolina, South Carolina, Georgia, Florida, Tennessee, Alabama, Mississippi, Louisiana, and the District of Columbia. NOTE: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 73165 (Sub-No. 230), filed January 13, 1967. Applicant: EAGLE MOTOR LINES, INC., Post Office Box 1348, Birmingham, Ala. 35207. Applicant's representative: Robert M. Pearce, Central Building, 1033 State Street, Bowling Green, Ky. 42101. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Land clearing, agricultural, and industrial machinery*, designed for use behind crawler tractors and large wheel type tractors, *and parts and attachments* for the above named commodities, from Cedartown, Ga., to points in the United States (except Alaska and Hawaii). NOTE: Applicant states no duplicating authority is being sought. If a hearing is deemed necessary, applicant requests it be held at Atlanta, Ga., or Washington, D.C.

No. MC 89684 (Sub-No. 58), filed January 12, 1967. Applicant: WYCOFF

COMPANY, INC., 560 South Second West, Salt Lake City, Utah 84110. Applicant's representative: Harry D. Pugsley, 600 El Paso Gas Building, Salt Lake City, Utah 84111. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities*, moving in express service, between points in Utah and points in Idaho south of Idaho County, on the one hand, and, on the other, Butte and Sheridan, Mont., and points in Montana on Montana Highway 41, and U.S. Highway 10 between Butte and junction Montana Highway 41, and U.S. Highway 91 south of Butte. NOTE: If a hearing is deemed necessary, applicant requests it be held at Butte Mont., or Salt Lake City, Utah.

No. MC 95540 (Sub-No. 689), filed January 12, 1967. Applicant: WATKINS MOTOR LINES, INC., 1120 West Griffin Road, Lakeland, Fla. 33801. Applicant's representative: Hoyt Starr (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fozen bakery products*, from Lancaster and Downingtown, Pa., to Miami, Fla., and Atlanta, Ga. NOTE: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C., Miami, Fla., or Atlanta, Ga.

No. MC 102295 (Sub-No. 11), filed January 20, 1967. Applicant: GUY HEAVENER, INC., 28 School Street, Harleysville, Pa. 19438. Applicant's representative: V. Baker Smith, 2107 Fidelity-Philadelphia Trust Building, Philadelphia, Pa. 19109. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Slag*, from Philadelphia, Pa., to points in the United States (except Maryland, Delaware, New Jersey, New York, Alaska, Hawaii, and the District of Columbia). NOTE: Applicant states it would tack the proposed authority with its Sub 3 at Camden, N.J., to permit enlarged origin area of Bucks, Delaware, and Montgomery Counties, Pa. If a hearing is deemed necessary, applicant requests it be held at Philadelphia, Pa.

No. MC 103435 (Sub-No. 196), filed January 11, 1967. Applicant: UNITED-BUCKINGHAM FREIGHT LINES, East 4005 Broadway Street, Spokane, Wash. 99202. Applicant's representative: George R. LaBissoniere, 920 Logan Building, Seattle, Wash. 98101. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: (A) *General commodities*: (1) Between Minneapolis, Minn., and Hettinger, N. Dak., from Minneapolis over U.S. Highway 12 to Hettinger, and return over the same route; (2) from Bowman, N. Dak., to Miles City, Mont., from Bowman over U.S. Highway 12 to Miles City, and return over the same route; and (B) *General commodities* (except those of unusual value, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading): (1) Between Chillicothe and Cameron, Mo., from Chillicothe over U.S. Highway 36 to Cameron, and return over the same route, serving no intermediate points, as alternate routes for operating convenience only in connection with (A) and (B) above. NOTE: If a hearing is deemed necessary, applicant does not specify a location.

No. MC 107064 (Sub-No. 54), filed January 30, 1967. Applicant: STEERE TANK LINES, INC., 2808 Fairmount Street, Post Office Box 2998, Dallas, Tex. 75221. Applicant's representative: Hugh T. Matthews, 630 Fidelity Union Tower, Dallas, Tex. 75201. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Sulphuric acid*, in bulk, in tank vehicles, from Monument, N. Mex., to points in Colorado, Utah, Arizona, and points in Texas east of U.S. Highway 83. NOTE: If a hearing is deemed necessary, applicant requests it be held at Dallas, Tex.

No. MC 107107 (Sub-No. 380), filed January 16, 1967. Applicant: ALTERMAN TRANSPORT LINES, INC., 2424 Northwest 46th Street, Miami, Fla. 33142. Applicant's representative: Ford W. Sewell (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts* and *articles* distributed by meat packinghouses, as described in sections A and C of appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except hides and commodities, in bulk, in tank vehicles), from the plantsite and storage facilities of Griffith Provision Co., Inc., at or near Downs, Kans., to points in Alabama, Florida, Georgia, North Carolina, and South Carolina, restricted to the transportation of traffic originating at the plantsite and storage facilities of Griffith Provision Co., Inc., at or near Downs, Kans. NOTE: If a hearing is deemed necessary, applicant requests it be held at Omaha, Nebr., or Kansas City, Kans.-Mo.

No. MC 107496 (Sub-No. 524), filed January 17, 1967. Applicant: RUAN TRANSPORT CORPORATION, Keosauqua Way at Third, Post Office Box 855, Des Moines, Iowa 50304. Applicant's representative: H. L. Fabritz (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum products*, in bulk, from Superior, Wis., to points in Kittson, Roseau, Marshall, Polk, Pennington, and Red Lake Counties, Minn., and the Upper Peninsula of Michigan. NOTE: If a hearing is deemed necessary, applicant requests it be held at Superior, Wis., Minneapolis, or St. Paul, Minn.

No. MC 108375 (Sub-No. 26), filed January 12, 1967. Applicant: LEROY L. WADE & SON, INC., 1615 Izard Street, Omaha, Nebr. Applicant's representative: Donald L. Stern, 630 City National Bank Building, Omaha, Nebr. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Iron and steel articles, including angles, bars, beams, channels, columns, fabricated structural steel, girders, rails, lathing, ribbing, piling, pipe, pipe fittings, pipe halves, pipe plate, pipe sheet, plate, poles, posts, rings or circles, rods, roofing, rope, shapes, sheets, stampings, strips, structural steel, tanks (knocked down), tees, ties, tin plate, wire, and zees;* and (2) *pipe coating material* when shipped with pipe, from Omaha and Nebraska City, Nebr., and Council Bluffs and Sioux City, Iowa, to Norfolk Valley, Columbus, and Lincoln, Nebr. Restricted to traffic having an immediately prior movement by barge and also against transportation of the above commodities when coming within the so-called "Mercer" Description. NOTE: If a hearing is deemed necessary, applicant requests it be held at Omaha, Nebr.

No. MC 109265 (Sub-No. 16), filed January 18, 1967. Applicant: W. L. MEAD, INC., Post Office Box 31, Norwalk, Ohio 44857. Applicant's representative: James W. Mouldoon, 50 West Broad Street, Columbus, Ohio 43215. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, dangerous explosives, livestock, household goods as defined in *Practices of Motor Common Carriers of Household Goods*, 17 M.C.C. 467, commodities in bulk, and those requiring special equipment), serving Marion, Ohio, as an intermediate point, for purposes of joinder only, in connection with applicant's presently held authorized regular route authority to and from Cleveland, Ohio. NOTE: If a hearing is deemed necessary, applicant requests it be held at Columbus, Cleveland, Ohio, or Washington, D.C.

No. MC 110479 (Sub-No. 20), filed January 13, 1967. Applicant: HARPER TRUCK SERVICE, INC., 1230 North Eighth Street, Paducah, Ky. 42002. Applicant's representative: Robert M. Pearce, Central Building, 1033 State, Bowling Green, Ky. 42101. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, classes A and B explosives, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading), between Paducah and Ragland, Ky.: From Paducah over Kentucky Highway 305 to junction Kentucky Highway 358, thence over Kentucky Highway 358 to Ragland, and return over the same route, serving all intermediate points and off-route points within 5 miles of the specified route. NOTE: If a hearing is deemed necessary, applicant does not specify a location.

No. MC 111397 (Sub-No. 81), filed January 19, 1967. Applicant: DAVIS TRANSPORT, INC., 1345 South Fourth Street, Paducah, Ky. 42001. Applicant's representative: Herbert S. Melton, Jr., Box 1284, Paducah, Ky. 42001. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Graphite scrap*, in bulk, in dump vehicles, from Falconer, N.Y., to points in Fulton County, Ky.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Louisville, Ky., or Washington, D.C.

No. MC 111545 (Sub-No. 95), filed January 13, 1967. Applicant: HOME TRANSPORTATION COMPANY, INC., 1425 Franklin Road SE., Marietta, Ga. 30060. Also: Post Office Box 6426, Station A. Applicant's representative: Robert E. Born, Post Office Box 6426, Station A, Marietta, Ga. 30060. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Machinery and equipment*, such as is used by contractors, (2) *commodities*, which because of size or weight require the use of special equipment or handling, (3) *commodities*, which do not require the use of special equipment or handling when transported as part of the same shipment with commodities described in (2) above; and (4) *parts, attachments, accessories, implements, and supplies*, when moving incidentally thereto and as part of the same shipment with commodities described in (1) and (2) above; between points in Georgia and Kentucky, and (5) *lumber and pallets*, between points in Georgia, on the one hand, and, on the other, points in Alabama, Arkansas, Florida, Kentucky, Louisiana, Mississippi, North Carolina, South Carolina, Tennessee, and Virginia. NOTE: Applicant states the authority under paragraphs 1 through 4 could be tacked with its present authority in Kentucky for service from or to points in Iowa, Minnesota, Nebraska, and Wisconsin. Applicant also states it could be tacked in Georgia with present authority to points in Alabama, North Carolina, and South Carolina. If a hearing is deemed necessary, applicant requests it be held at Atlanta, Ga.

No. MC 112801 (Sub-No. 63), filed January 20, 1967. Applicant: TRANSPORT SERVICE CO., a corporation, 5100 West 41st Street, Chicago, Ill. Mail: Post Office Box 272 (Cicero Station), Chicago, Ill. Applicant's representative: Robert H. Levy, 29 South La Salle Street, Chicago, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Diammonium phosphate*, in bulk, from the plantsite of the New Jersey Zinc Co. at or near Depue, Ill., to points in Iowa, Wisconsin, Missouri, Minnesota, Nebraska, Kansas, South Dakota, North Dakota, Indiana, Ohio, and Michigan. NOTE: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 113276 (Sub-No. 6), filed January 16, 1967. Applicant: ROMANO BROS. TRUCKING, INC., 11 Meadow Street, Rutland, Vt. 05701. Applicant's representative: Abatiell & Abatiell, Fifth Floor, Gryphon Building, Rutland, Vt. 05701. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Marble, marble products, and ground limestone*, from New Haven Junction, Vt., to Middlebury and Florence, Vt. NOTE: Applicant states it will tack at Middlebury and Florence, Vt., to serve points in New Hampshire, Massachusetts, Connecticut, Rhode Island, New York, New Jersey, Pennsylvania, Delaware, Maryland, District of Columbia, and Cumberland Mills, Lisbon, Sanford, and Winthrop, Maine. If a hearing is deemed necessary, applicant requests it be held at Rutland, Montpelier, or Burlington, Vt.

No. MC 113325 (Sub-No. 117), filed January 13, 1967. Applicant: SLAY TRANSPORTATION CO., INC., 2001 South Seventh Street, St. Louis, Mo. 63104. Applicant's representative: Chester A. Zyblut, 1522 K Street NW., Washington, D.C. 20005. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Acids and chemicals*, and *petroleum and petroleum products*, in bulk, from the plantsite of Monsanto Co. at or near Luling, La., to points in the United States (except Alaska and Hawaii). Restricted to traffic originating at the plantsite of Monsanto Co. at Luling, and destined to points in the described territory. NOTE: If a hearing is deemed necessary, applicant requests it be held at New Orleans, La., or St. Louis, Mo.

No. MC 113855 (Sub-No. 150), filed January 16, 1967. Applicant: INTERNATIONAL TRANSPORT, INC., South Highway 52, Rochester, Minn. 55902. Applicant's representative: Alan Foss, 502 First National Bank Building, Fargo, N. Dak. 58102. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Lumber and building board*, from the ports of entry on the international boundary line between the United States and Canada located in Minnesota and North Dakota, to points in Minnesota, North Dakota, South Dakota, Montana, Nebraska, Iowa, Missouri, Illinois, Wisconsin, Michigan, Indiana, Ohio, and Kentucky. NOTE: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill., or Minneapolis, Minn.

No. MC 114239 (Sub-No. 15), filed December 27, 1966. Applicant: FARRIS TRUCK LINE, a corporation, Faucett, Mo. Applicant's representative: Carll V. Kretsinger, 450 Professional Building, 1103 Grand Avenue, Kansas City, Mo. 64106. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Dry fertilizer and fertilizer materials*, from the plantsite of W. R. Grace & Co., Henry, Ill., to points in Minnesota, Wisconsin, Iowa, Missouri, Indiana, Kentucky, Ohio, and Michigan, under a continuing contract with W. R. Grace & Co. NOTE: If a hearing is deemed necessary, applicant requests it be held at Kansas City, Mo., or Memphis, Tenn.

No. MC 114239 (Sub-No. 16), filed January 16, 1967. Applicant: FARRIS TRUCK LINE, a corporation, Faucett, Mo. Applicant's representative: Carll V. Kretsinger, 450 Professional Building, 1103 Grand Avenue, Kansas City, Mo. 64106. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Agricultural insecticides and ingredients thereof*, dry, in containers and in bulk, and liquid in containers other than in tank vehicles, (1) from St. Joseph, Mo., to points in Mississippi, Louisiana, Alabama, Georgia, Florida, Arizona, California, and New York; and, from points in Texas, Louisiana, Alabama, Georgia, Arizona, and Indiana to St. Joseph, Mo.; (2) from Denver, Colo., to points in Nebraska, Wyoming, South Dakota, North Dakota, Minnesota, Wisconsin, Texas, Oklahoma, Arkansas, Louisiana, Mississippi, Tennessee, Alabama, Georgia, Florida, Missouri, Kansas, and Iowa; (3) from Orlando, Fla., to points in Georgia, Alabama, Mississippi, Louisiana, Arkansas, Tennessee, Indiana, Ohio, Kentucky, Texas, Oklahoma, Kansas, Missouri, Illinois, Michigan, Wisconsin, Colorado, and California; (4) from Lubbock, Tex., to points in Arkansas, Oklahoma, Louisiana, Missouri, Tennessee, Mississippi, Alabama, Georgia, Florida, Colorado, Kansas, North Dakota, South Dakota, Wyoming, New Mexico, Montana, Nebraska, and Minnesota; and (5) from points in Los Angeles County, Calif., to points in Nevada, Utah, Arizona, Montana, Wyoming, Colorado, New Mexico, Texas, Oklahoma, Kansas, Nebraska, South Dakota, North Dakota, Missouri, Arkansas, Louisiana, Mississippi, Alabama, Georgia, Florida, and New York. Restriction: The authority sought as described in (1), (2), (3), (4), and (5) above shall be limited to a transportation service to be performed under a continuing contract, or contracts, with Woodbury Chemical Co., of St. Joseph, Mo. NOTE: If a hearing is deemed necessary, applicant requests it be held at Kansas City, Mo., or Washington, D.C.

No. MC 114273 (Sub-No. 22), filed January 16, 1967. Applicant: CEDAR RAPIDS STEEL TRANSPORTATION, INC., Post Office Box 68, 3930 16th Avenue SW., Cedar Rapids, Iowa 52406. Applicant's representative: Robert E. Konchar, Suite 315 Commerce Exchange Building, 2720 First Avenue NE., Cedar Rapids, Iowa 52402. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Trailers, trailer chassis, tractors, bodies, containers, materials, supplies, and parts thereof*, between the Fruehauf Corp. plant located in Lee County, Iowa, and points in the United States (except Hawaii). NOTE: Applicant states no duplicating authority is sought. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill., or Washington, D.C.

No. MC 114301 (Sub-No. 46), filed January 16, 1967. Applicant: DELAWARE EXPRESS CO., a corporation, Post Office Box 97, Elkton, Md. 21921. Applicant's representative: Chester A. Zyblut, 1522 K Street NW., Suite 634, Washington, D.C. 20005. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Inedible tallow* from Berlin, Md., to points in Delaware, Maryland, New Jersey, Pennsylvania, Virginia, West Virginia, and the District of Columbia, and (2) *dry feed ingredients*, in bulk, in pneumatic tank vehicles from Camden, N.J., to Wilmington, Del. NOTE: If a hearing is deemed necessary applicant requests it be held at Washington, D.C.

No. MC 115242 (Sub-No. 6), filed January 16, 1967. Applicant: DONALD MOORE, 603 Buchanan Street, Prairie du Chien, Wis. Applicant's representative: John T. Porter, 708 First National Bank Building, 1 South Pinckney Street, Madison, Wis. 53703. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Wood chips*, in bulk, from Prairie du Chien, Wis., to Dubuque, Fort Madison, and Keokuk, Iowa, and points in the Minneapolis-St. Paul, Minn., commercial zone as defined by the Commission. NOTE: If a hearing is deemed necessary, applicant requests it be held at Madison, Wis., or Chicago, Ill.

No. MC 115322 (Sub-No. 52), filed January 16, 1967. Applicant: BLYTHE MOTOR LINES, INC., Post Office Box 1698, 2939 Orlando Drive, Sanford, Fla. 32771. Applicant's representative: David E. Wells, Post Office Box 426, Tampa, Fla. 33601. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen fruit juices*, single strength, concentrated with essences, in can and containers, from Dundee and Penn Yan, N.Y., to the States of Virginia, North Carolina, South Carolina, Tennessee, Georgia, Alabama, Louisiana, Mississippi, and Florida. NOTE: If a hearing is deemed necessary, applicant requests it be held at Tampa, Fla., or Washington, D.C.

No. MC 115523 (Sub-No. 137), filed January 3, 1967. Applicant: CLARK TANK LINES COMPANY, a corporation, Post Office Box 1895, 1450 Beck Street, Salt Lake City, Utah. Applicant's representative: Franklin D. Johnson, 422 Continental Bank Building, Salt Lake City, Utah 84111. Authority sought to operate as a *common carrier* by motor vehicle, over irregular routes, transporting: *phosphate fertilizer and phosphate fertilizer ingredients* in bulk and in bags, from Laramie, Wyo., and a radius of 25 miles therefrom to points in Wyoming, Nebraska, North Dakota, South Dakota, Montana, Colorado, Utah, Idaho, New Mexico, Arizona, Minnesota, Iowa, and Kansas. NOTE: If a hearing is deemed necessary, applicant requests it be held at Salt Lake City, Utah, or Denver, Colo.

No. MC 117574 (Sub-No. 156) Clarification), filed August 5, 1966, published in the FEDERAL REGISTER issue of September 1, 1966, and republished as clarified, this issue. Applicant: DAILY EXPRESS, INC., Post Office Box 39, Mail Route No. 3, Carlisle, Pa. 17013. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Iron and steel, and iron and steel products, machinery, boilers, and contractors' equipment*, between points in Franklin County, Ohio, on the one hand, and, on the other, points in Kentucky, West Virginia, Indiana, Michigan, and Pennsylvania, and (2) *commodities* the transportation of which, because of their size or weight, require the use of special equipment, and *related iron and steel and iron and steel products* when their transportation is incidental to the transportation by said carrier of commodities which by reason of size or weight require special equipment, (a) between points within 80 miles of Columbus, Ohio, including Columbus, (b) between Columbus and points within 80 miles thereof (except points in Franklin County), on the one hand, and, on the other, points in Kentucky, West Virginia, Indiana, Michigan, and Pennsylvania, and (c) between Columbus and points within 80 miles thereof, on the one hand, and, on the other, points in Illinois and New York. NOTE: The purpose of this republication is to add tacking information. To the extent that the commodities would be common to both paragraphs 1 and 2 (a), (b), and (c), above, applicant proposes to tack all of the above-named authorities so that it could conduct operations, for example, between Kentucky, West Virginia, Indiana, Michigan, and Pennsylvania, on the one hand, and, on the other, Illinois and New York. In other words, applicant proposes to tack or join paragraphs 1 and 2 (a), (b), and (c) indicated above or any combinations thereof where the commodities would be common to the authorities and where there would be common points of service. Applicant requests that this application be heard on a consolidated record with No. MC-F-8956, in which a petition for further hearing is pending. Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 117815 (Sub-No. 118), filed January 16, 1967. Applicant: PULLEY FREIGHT LINES, INC., 405 Southeast 20th Street, Des Moines, Iowa 50316. Applicant's representative: John P. Burroughs (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts, and articles distributed by meat packinghouses*, as described in sections A and C, appendix I, in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except hides and commodities in bulk in tank vehicles), from the plantsite of Oscar Mayer & Co., Inc., at Perry, Iowa, to points in Illinois, Indiana, Michigan, Minnesota, Nebraska, Ohio, and Wisconsin. NOTE: Applicant states the above proposed operation is restricted to traffic originating at the plantsite of Oscar Mayer & Co., Inc., at Perry, Iowa. If a hearing is deemed necessary, applicant requests it be held at Des Moines, Iowa.

No. MC 117883 (Sub-No. 96), filed January 16, 1967. Applicant: SUBLER TRANSFER, INC., East Main Street, Post Office Box 62, Versailles, Ohio. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Fresh, cured, and smoked meats*, frozen and unfrozen, and (2) *buckwheat flour, maple syrup, and cheese* when mixed in the same vehicle with commodities specified in (1) above, from Fort Atkinson, Wis., to points in Connecticut, Delaware, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Vermont, Virginia, West Virginia, and the District of Columbia. NOTE: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill., or Washington, D.C.

No. MC 118196 (Sub-No. 88), filed January 20, 1967. Applicant: RAYE & COMPANY TRANSPORTS, INC., Highway 71 North, Post Office Box 613, Carthage, Mo. 64836. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Dairy products* (except frozen), from points in Nebraska and Iowa, to points in Missouri on and south of U.S. Highway 50, except Kansas City and St. Louis, Mo., and their commercial zones, traversing the State of Kansas for operating convenience. NOTE: If a hearing is deemed necessary, applicant requests it be held at Kansas City, Mo.

No. 118282 (Sub-No. 8), filed January 18, 1967. Applicant: NURSERYMAN SUPPLY, INC., 6801 Northwest 74th Avenue, Miami, Fla. Applicant's representative: Guy H. Postell, 1375 Peachtree Street NW., Suite 693, Atlanta, Ga. 30309. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from Lake City, Pa., to points in New York, Ohio, West Virginia, New Jersey, Virginia, South Carolina, North Carolina, Georgia, Tennessee, Kentucky, Illinois, Indiana, Wisconsin, Michigan, Massachusetts, Connecticut, Arkansas, Missouri, Texas, Florida, Louisiana, Alabama, Delaware, Maine, Mississippi, Maryland, and the District of Columbia. NOTE: Applicant holds contract carrier operations under MC 125811 and Sub 5 thereunder, therefore dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 118282 (Sub-No. 9), filed January 18, 1967. Applicant: NURSERYMAN SUPPLY, INC., 6801 Northwest 74th Avenue, Miami, Fla. Applicant's representative: Monty Schumacher, 1375 Peachtree Street NE., Suite 693, Atlanta, Ga. 30309. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen bakery products*, in vehicles equipped with mechanical refrigeration, from Pottstown and Morgantown, Pa., to points in Florida, North Carolina, South Carolina, and Georgia. NOTE: Applicant holds contract carrier authority under MC 125811 and Sub 5 thereunder, therefore dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C., or Atlanta, Ga.

No. MC 119268 (Sub-No. 62), filed January 9, 1967. Applicant: OSBORN, INC., 125 Milton Avenue SE., Atlanta, Ga. 30315. Applicant's representative: John P. Carlton, 325-29 Frank Nelson Building, Birmingham, Ala. 35203. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Furniture, household appliances, and carpeting*, (1) from Seattle and Spokane, Wash., to Salt Lake City, Utah, and points in Idaho and Oregon, and (2) from Portland, Oreg.,

to Salt Lake City, Utah, and points in Idaho. NOTE: If a hearing is deemed necessary, applicant requests it be held at Seattle, Wash., or Salt Lake City, Utah.

No. MC 124153 (Sub-No. 2), filed January 13, 1967. Applicant: ROBERT E. WITTENBRADER, Rural Delivery 3, Lake Ariel, Pa. 18436. Applicant's representative: Thomas J. Jones, 502 Brooks Building, Scranton, Pa. 18503. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Feed and feed supplements*, from Binghamton, N.Y., to points in Wayne, Lackawanna, Monroe, and Pike Counties, Pa. NOTE: If a hearing is deemed necessary, applicant requests it be held at Philadelphia or Scranton, Pa.

No. MC 124679 (Sub-No. 6), filed January 12, 1967. Applicant: C. R. ENGLAND & SONS, INC., 228 West Fifth South, Salt Lake City, Utah 84101. Applicant's representative: Daniel B. Johnson, 847 Warner Building, 501 13th Street NW., Washington, D.C. 20004. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from Pottstown and Morgantown, Pa., to points in Washington, Idaho, Montana, Oregon, Wyoming, Nevada, Utah, Colorado, California, Arizona, and New Mexico. NOTE: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 124835 (Sub-No. 5), filed January 11, 1967. Applicant: PRODUCERS TRANSPORT CO., a corporation, Post Office Box 4022, Chattanooga, Tenn. 37405. Applicant's representative: Clifford E. Sanders, 321 East Center Street, Post Office Box G, Kingsport, Tenn. 37662. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Cement*, from the plantsite of Penn-Dixie Cement Corp., located at Richard City, Tenn., to points in Calhoun, Chickasaw, Clay, Coahoma, De Soto, Grenada, Lafayette, Lowndes, Monroe, Panola, Quitman, Tallahatchie, Tate, Tunica, and Yalobusha Counties, Miss. NOTE: If a hearing is deemed necessary, applicant requests it be held at Atlanta, Ga., or Nashville, Tenn.

No. MC 124998 (Sub-No. 1), filed December 19, 1966. Applicant: STEPHEN L. KULOVITS, 1141 Mickley Avenue, Fullerton, Pa. 18052. Applicant's representative: Paul B. Kemmerer, 1620 North 19th Street, Allentown, Pa. 18104. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Shale derived aggregated*, in bulk, from points in Plains Township, Luzerne County, Pa., to points in Connecticut, Delaware, Maryland, New Jersey, New York, Rhode Island, and the District of Columbia. NOTE: If a hearing is deemed necessary, applicant requests it be held at Philadelphia, Pa., Newark, N.J., or New York, N.Y.

No. MC 125041 (Sub-No. 2), filed January 16, 1967. Applicant: ROBERTS TRUCKING CO., INC., 904 Avondale, Apartment 3-A, Amarillo, Tex. Applicant's representative: Dan Felts, The 904 Lavaca Building, Austin, Tex. 78701. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Hot mix asphalt, cold mix asphalt, sand, gravel, crushed rock* and *aggregates*, in bulk, between points in Potter and Moore Counties, Tex., on the one hand, and, on the other, points in Cimarron and Texas Counties, Okla.; Curry, De Baca, Guadalupe, Quay, San Miguel, Harding, Union, and Colfax Counties, N. Mex.; Baca County, Colo., and Morton and Stevens Counties, Kans., restricted that no liquid asphalt shall be transported. NOTE: If a hearing is deemed necessary, applicant requests it be held at Amarillo, Tex.

No. MC 126736 (Sub-No. 50), filed January 16, 1967. Applicant: PETROLEUM CARRIER CORPORATION OF FLORIDA, 5627 San Jose Boulevard, Jacksonville, Fla. 32207. Applicant's representative: Martin Sack, Jr., 710 Atlantic Bank Building, 121 West Forsyth Street, Jacksonville, Fla. 32202. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Turpentine, dipentine, pine oil, pinene, pine pitch, rosin*, and *rosin sizing*, in bulk, in tank vehicles, from points in Duval County, Fla., to points in Georgia and South Carolina. NOTE: If a hearing is deemed necessary, applicant requests it be held at Jacksonville, Fla., or Atlanta, Ga.

No. MC 126736 (Sub-No. 51), filed January 16, 1967. Applicant: PETROLEUM CARRIER CORPORATION OF FLORIDA, 5627 San Jose Boulevard, Jacksonville, Fla. 32207. Applicant's representative: Martin Sack, Jr., 710 Atlantic Bank Building, 121 West Forsyth Street, Jacksonville, Fla. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Turpentine*, in bulk, in tank vehicles, from Lake City, Fla., to Savannah, Ga. NOTE: If a hearing is deemed necessary, applicant requests it be held at Jacksonville, Fla., or Atlanta, Ga.

No. MC 126822 (Sub-No. 10), filed January 18, 1967. Applicant: PASSAIC GRAIN AND WHOLESALE COMPANY, INC., Post Office Box 23, Passaic, Mo. Applicant's representative: Carll V. Kretsinger, 450 Professional Building, 1103 Grand Avenue, Kansas City, Mo. 64106. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Animal hides and pelts*, from points in the United States (except Alaska and Hawaii), to the ports along the Gulf of Mexico extending from Mobile, Ala., and Brownsville, Tex., including Mobile, Ala., and Brownsville, Tex., and the ports of entry on the international boundary line between the United States and Mexico located in Texas. NOTE: If a hearing is deemed necessary, applicant requests it be held at Kansas City, Mo., or Chicago, Ill.

No. MC 126881 (Sub-No. 5), filed January 18, 1967. Applicant: RICHARD B. RUDY, INC., 203 Linden Avenue, Frederick, Md. 21701. Applicant's representative: Eston H. Alt, Post Office Box 81, Winchester, Va. 22601. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Dairy products* and *preparations* requiring refrigeration, other than in bulk, from Frederick, Md., to points in Pennsylvania, New Jersey, and the New York, N.Y., commercial zone, under contract with Capitol Milk Producers Cooperative, Inc. NOTE: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 127215 (Sub-No. 27), filed January 16, 1967. Applicant: KENDRICK CARTAGE CO., a corporation, Post Office Box 63, Salem, Ill. 62881. Applicant's representative: W. C. Kendrick (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquid fertilizer materials*, in bulk, in tank vehicles, from Vigo County, Ind., to points in Indiana, Illinois, Iowa, Kentucky, Michigan, Minnesota, Missouri, Ohio, and Wisconsin. NOTE: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 127253 (Sub-No. 35), filed January 20, 1967. Applicant: R. A. CORBETT TRANSPORT, INC., 111 West Laurel Street, Post Office Box 86, Lufkin, Tex. 75901. Applicant's representative: Ewell H. Muse, Jr., 415 Perry Brooks Building, Austin, Tex. 78701. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *General commodities* (except those of unusual value and except dangerous explosives, household goods as defined in *Practices of Motor Common Carriers of Household Goods*, 17 M.C.C. 467, commodities in bulk and commodities requiring special equipment), between the plant and storage facilities of Red Barn Chemical Corp. located at or near Gilliam, La., on the one hand, and, on the other, points in Alabama, Arizona, Arkansas, Colorado, Florida, Georgia, Louisiana, Kansas, Mississippi, Missouri, New Mexico, Oklahoma, Tennessee, and Texas restricted to traffic originating or terminating at the plant and storage facilities of Red Barn Chemical Corp. location at or near Gilliam, La., and (2) *feed grade molasses*, in bulk, from Freeport, Tex., to points in Alabama, Colorado, Florida, Georgia, Kansas, Missouri, and Tennessee. NOTE: If a hearing is deemed necessary, applicant requests it be held at Shreveport or New Orleans, La.

No. MC 127276 (Sub-No. 4), filed January 17, 1967. Applicant: SOUTH CITY FREIGHT LINES, INC., 1470 Bayshore Highway, Burlingame, Calif. Applicant's representative: Raymond A. Greene, Jr., 405 Montgomery Street, San Francisco, Calif. 94104. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Radioactive pharmaceuticals*, from San Francisco International Airport, Calif., to points in San Francisco commercial zone, San Pablo, Martinez, Concord, Antioch, Pittsburg, Livermore, Walnut Creek, Castro Valley, San Jose, Santa Clara, Mountain View, Palo Alto, and Redwood City, Calif., under contract with Abbott Laboratories, North Chicago, Ill. NOTE: If a hearing is

deemed necessary, applicant requests it be held at San Francisco, Calif.

No. MC 128384 (Sub-No. 1), filed January 13, 1967. Applicant: JUNIOR EVERETT DEPRIEST, doing business as JUNIOR DEPRIEST TRUCKING CO., Route 3, Birch Tree, Mo. 65438. Applicant's representative: Newton C. Brill, 25 Court Square, West Plains, Mo. 65775. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Finished and unfinished oak flooring*, and occasionally on return from Milwaukee, Wis., *finished and unfinished maple flooring*, and occasionally on return from Joliet, Ill., *slater felt* for personal use of shipper and occasionally on return from Chicago, Ill., *steel banding* for personal use of shipper and occasionally on return from Ravenden, Ark., and *rough oak lumber* for personal use of shipper; from Birch Tree, Mo., to points in Arkansas, Illinois, Indiana, Iowa, Kansas, Michigan, Minnesota, Ohio, and Wisconsin under contract with Missouri Hardwood Flooring Co. NOTE: If a hearing is deemed necessary, applicant requests it be held at St. Louis or Jefferson City, Mo.

No. MC 128472 (Sub-No. 4), filed January 16, 1967. Applicant: BARTZ CARTAGE COMPANY, INC., 2611 Industrial Drive, Racine, Wis. 53403. Applicant's representative: John T. Porter, 1 South Pinckney Street, Room 708, Madison, Wis. 53703. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities* (except those of unusual value, classes A and B explosives, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading), between Chicago, Ill., and points in its commercial zone as defined by the Commission, on the one hand, and, on the other, points in Racine and Kenosha Counties, Wis. NOTE: Applicant states single line and joint line service is proposed in conjunction with other common carriers where such freight has an immediate prior or subsequent movement by air, motor, or rail. If a hearing is deemed necessary, applicant requests it be held at Racine, Kenosha, or Milwaukee, Wis.

No. MC 128594, filed September 9, 1966. Applicant: EDWARD G. THIGPEN, 3520 Krameria Street, Denver, Colo. 80207. Applicant's representative: G. Gordon Whitman and/or James F. Culver, 9981 North Washington Street, Suite 15, Denver, Colo. 80229. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities*, between points in Colorado, Wyoming, Utah, and New Mexico. NOTE: If a hearing is deemed necessary, applicant requests it be held at Denver, Colo.

No. MC 128596 (Sub-No. 1), filed January 16, 1967. Applicant: ALBERT BEASY, doing business as BEASY LIVESTOCK TRANSIT, 514 Lincoln Street, Monon, Ind. 47959. Applicant's representative: Richard P. Watson, 1212 Merchants Bank Building, Indianapolis, Ind. 46204. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Truck trailers* in driveaway service, in initial movements, from Monon, Ind., to Chicago, Ill., and *damaged or rejected trailers*, on return. NOTE: If a hearing is deemed necessary, applicant requests it be held at Indianapolis, Ind., or Chicago, Ill.

No. MC 128746 (Sub-No. 1), filed January 12, 1967. Applicant: D'AGATA NATIONAL TRUCKING COMPANY, a corporation, 3240 South 61st Street, Philadelphia, Pa. 19145. Applicant's representative: G. Donald Bullock, Box 103, Wyncote, Pa. 19095. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Malt beverages* in containers, from Norristown and Philadelphia, Pa., to points in Virginia. NOTE: If a hearing is deemed necessary, applicant requests it be held at Philadelphia, Pa.

No. MC 128749, filed December 5, 1966. Applicant: GENE BOLLINGER, doing business as BOLLINGER TRUCKING, Timber Lake, S. Dak. 57656. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Feed*, in bulk, and in sacks, (1) from Sioux City, Iowa, Minneapolis, and Mankato, Minn., De Smet, Bath, Gettysburg, Sioux Falls, and Rapid City, S. Dak., to points in that part of South Dakota beginning at Lemmon and extending along the North Dakota-South Dakota line to the eastern boundary of Campbell County, thence along the eastern boundary of Campbell County to the eastern boundary of Walworth County, thence along the eastern boundary line of said county to the southern boundary line of Walworth County, thence along the southern boundary line of said county to the Missouri River, thence south along the Missouri River to the Cheyenne River, thence west along the Cheyenne River to South Dakota Highway 73, thence along South Dakota Highway 73 to Lemmon the point of beginning; and (2) *beer*, from Anheuser-Bush, St. Louis, Mo., and Minneapolis Brewing Co., Minneapolis, Minn., to Mobridge Beverage, Mobridge, S. Dak. NOTE: If a hearing is deemed necessary, applicant requests it be held at Timber Lake, Eagle Butte, or Pierre, S. Dak.

No. MC 128783 (Correction), filed December 28, 1966, published FEDERAL REGISTER issue of January 19, 1967, and corrected and republished this issue. Applicant: RICHARD SPORCK, 252 Tom Hunter Road, Fort Lee, N.J. Applicant's representative: George A. Olsen, 69 Tonnele Avenue, Jersey City, N.J. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Engines and engine parts*, (1) from Wayne, Flint, and Detroit, Mich., to Lodi, N.J., Baltimore, Md., Hartford, Conn., and New York, N.Y., and (2) from Lodi, N.J., to points in Nassau and Suffolk Counties, N.Y., under contract with Bruce GM Diesel, Lodi, N.J. NOTE: The purpose of this republication is to show that applicant is under contract with Bruce GM Diesel, Lodi, N.J., in lieu of Wilkins, Kaiser Olsen, Inc., as previously published. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C., or New York, N.Y.

No. MC 128807, filed January 6, 1967. Applicant: AMERICAN AUTO RENTAL, INC., 16810 Collins Avenue, Miami Beach, Fla. 33139. Applicant's representative: Harry B. Smith, Miami Beach Federal Building, Miami Beach, Fla. 33139. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Automobiles*, from points in Florida to points in Maine, Vermont, New Hampshire, Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania, Delaware, Maryland, Virginia, West Virginia, North Carolina, South Carolina, Georgia, Alabama, Mississippi, Tennessee, Kentucky, Ohio, Indiana, Illinois, Michigan, Wisconsin, Minnesota, Missouri, Louisiana, Arizona, Texas, California, and the District of Columbia. NOTE: If a hearing is deemed necessary, applicant requests it be held at Miami, Fla.

No. MC 128809, filed January 12, 1967. Applicant: COYLE ENTERPRISES, INC., 2360 East Elvira, Tucson, Ariz. 85701. Applicant's representative: Russell S. Bernhard, 1625 K Street NW., Washington, D.C. 20006. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Mishandled or delayed baggage*, from the Tucson International Airport to points within the commercial zone of Tucson, Ariz., under contract with American Airlines, Inc., Trans World Airlines, Inc., and Continental Airlines, Inc. NOTE: Applicant states that the above proposed operations will be restricted to baggage having an immediately prior movement by aircraft from a point outside the State of Arizona. If a hearing is deemed necessary, applicant requests it be held at Tucson, Ariz.

No. MC 128810, filed January 11, 1967. Applicant: ALBERT KURTZHALS, Rural Route 3, Le Mars, Iowa 51031. Applicant's representative: R. W. Wigton, Post Office Box 56L, Sioux City, Iowa 51108. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Dry fertilizer and dry fertilizer materials*, from Sioux City, Iowa, to points in Iowa, Nebraska, South Dakota, and points in Minnesota located on and south of U.S. Highway 12, except Minneapolis and St. Paul, Minn. NOTE: If a hearing is deemed necessary, applicant requests it be held at Sioux City, Iowa, Omaha, Nebr., or Des Moines, Iowa.

No. MC 128817, filed January 16, 1967. Applicant: McMILLAN CARTAGE, INC., 1016 West Putnam Street, Princeton, Ill. Applicant's representative: Leonard A. Jaskiewicz, 1155 15th Street NW., Washington, D.C. 20005. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Anhydrous ammonia*, and *liquid nitrogen fertilizer solutions*, in bulk, in tank vehicles, and *ammonium nitrate fertilizer*, dry, in bulk, from Marseilles,

Ill., and points within 5 miles thereof, to points in Indiana, Iowa, Kentucky, Michigan, Minnesota, Missouri, Ohio, and Wisconsin. NOTE: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C., St. Louis, Mo., or Chicago, Ill.

No. MC 128819, filed January 16, 1967. Applicant: R. J. HALPIN, INC., Birchwood Lane, Lenox, Mass. Applicant's representative: William L. Mobley, 1694 Main Street, Springfield, Mass. 01103. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Limestone*, in bulk, from Lee and West Stockbridge, Mass., to points in Vermont; Cheshire, Sullivan, and Grafton Counties, N.H., and Clinton, Essex, Warren, Washington, Rensselaer, Columbia, Dutchess, Putnam, and Westchester Counties, N.Y. NOTE: If a hearing is deemed necessary, applicant requests it be held at Springfield, Mass., or Hartford, Conn.

No. MC 128824, filed January 20, 1967. Applicant: RUSTE TRANSPORTATION INC., 16 Tyler Road, Beverly, Mass. Applicant's representative: Rudolph V. Melei (same address as applicant). Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *General commodities*, with usual exceptions, between Boston, Mass., on the one hand, and, on the other, points in New York, New Jersey, Maryland, Connecticut, Maine, New Hampshire, Rhode Island, and Vermont, under contract with C. Pappas Co., Inc. NOTE: If a hearing is deemed necessary, applicant requests it be held at Boston, Mass.

MOTOR CARRIERS OF PASSENGERS

No. MC 15364 (Sub-No. 11), filed December 27, 1966. Applicant: WISCONSIN-MICHIGAN COACHES, INC., 725 Smith Street, Green Bay, Wis. 54302. Applicant's representative: John T. Porter, 708 First National Bank Building, 1 South Pinckney Street, Madison, Wis. 53703. Authority sought to operate as a *common carrier*, by motor vehicle, over regular and irregular routes, transporting: *Passengers and their baggage, mail, newspapers, and express* in the same vehicle with passengers and incidental chartered and special parties to the extent and in the manner and as provided in section 208(c) of the Interstate Commerce Act, (1) Over regular routes: (a) between Marshfield, and Milwaukee, Wis., via Wisconsin Highway 13 from Marshfield, to junction Wisconsin Highway 73 at Wisconsin Rapids, thence over Wisconsin Highway 73 to junction Wisconsin Highway 23 at Princeton, Wis., thence over Wisconsin Highway 23 to junction U.S. Highway 41 at Fond du Lac, Wis., and thence over U.S. Highway 41 to Milwaukee and return over the same route, serving Marshfield, Milwaukee and all intermediate points except for operating with closed doors on U.S. Highway 41 between Fond du Lac and Milwaukee and restricted against local service between the point of Fond du Lac, Wis., and Milwaukee, Wis., and (b) between Appleton and Antigo, Wis., over U.S. Highway 10 to junction Wisconsin Highway 76, thence on Wisconsin Highway 76 from Appleton to junction U.S. Highway 45 at Greenville Corners, thence over U.S. Highway 45 to Antigo and return over the same route serving all intermediate and terminal points; and (2) Over irregular routes, in special and charter operations, beginning and ending at points in (1) above, and extending to points in the United States. NOTE: If a hearing is deemed necessary, applicant requests it be held at Wisconsin Rapids, Marshfield, or Wautoma, Wis.

No. MC 34752 (Sub-No. 4), filed December 30, 1966. Applicant: LINCOLN COACH CO., INC., 24 Main Street, Dobbs Ferry, N.Y. Applicant's representative: Sidney J. Leshin, 501 Madison Avenue, New York, N.Y. 10022. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Passengers and their baggage*, between Stamford, Conn., and Tarrytown, N.Y.: From the Stamford Railroad Station on South State Street, proceeding east to Guernsey Street, thence north on Guernsey Street to North State Street, thence west on North State Street to the Connecticut Turnpike (Interstate Highway 95), thence west on the Connecticut Turnpike across the westerly line of the State of Connecticut to the Cross Westchester Expressway (Interstate Highway 287), thence northwest on the Cross Westchester Expressway to North Broadway (New York Highway 22) in the City of White Plains, N.Y., thence south on North Broadway to Hamilton Avenue, thence west on Hamilton Avenue to the White Plains Bus Terminal on Bronx Street, thence west on Hamilton Avenue to Central Avenue, thence north on Central Avenue to Tarrytown Road (New York Highway 119), thence west on Tarrytown Road to the entrance of the Cross Westchester Expressway in White Plains, N.Y., continuing west on the Cross Westchester Expressway to Tarrytown Road in the Village of Tarrytown, thence west on Tarrytown Road to Benedict Avenue, thence northwest on Benedict Avenue to South Broadway (U.S. Highway 9), thence north on South Broadway to Franklin Street, thence west on Franklin Street to Orchard Street, thence north on Orchard Street to Main Street, thence west on Main Street to Tarrytown Railroad Station, Tarrytown, N.Y., and return over the same route, serving the intermediate point of White Plains, N.Y. NOTE: If a hearing is deemed necessary, applicant requests it be held at White Plains, N.Y., Stamford, Conn., or New York, N.Y.

No. MC 36578 (Sub-No. 17), filed December 29, 1966. Applicant: REEDER'S INC., Modena, Chester County, Pa. 19358. Applicant's representative: Robert H. Griswold, Post Office Box 432, Harrisburg, Pa. 17108. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Passengers and their baggage, express, and newspapers* in the same vehicle with passengers, between Lancaster, Pa., and Wilmington, Del., from Lancaster over U.S. Highway 30 to Downingtown, Pa., thence over U.S. Highway 322 to West Chester, Pa., thence over Pennsylvania Highway 3 to Llanerch, Pa., thence over U.S. Highway 13 Bypass to Darby, Pa., thence over city streets to Philadelphia, Pa., thence over city streets to Philadelphia International Airport, thence over Pennsylvania Highway 291 to Chester, Pa., thence over U.S. Highway 13 to Wilmington, and return over the same route, serving all intermediate points. NOTE: If a hearing is deemed necessary, applicant requests it be held at Philadelphia, Pa.

No. MC 58701 (Sub-No. 3), filed November 14, 1966. Applicant: OKANOGAN VALLEY BUS LINES, INC., 1125 West Sprague Avenue, Spokane, Wash. 99210. Applicant's representative: Hugh A. Dressel, 702 Old National Bank Building, Spokane, Wash. 99201. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Passengers and their baggage, express, mail*, and *newspapers* in the same vehicle with passengers, (1) between the port of entry on the international boundary line between the United States and Canada north of Oroville, Wash., and Wenatchee, Wash.: From the port of entry on the international boundary line over U.S. Highway 97 to junction U.S. Highway 2 at Wenatchee Junction, Wash., thence over U.S. Highway 2 to Wenatchee, and return over the same route, serving the intermediate points of Oroville, Tonasket, Omak, Okanogan, Pateros, Chelan, and Wenatchee Junction, Wash.; (2) between the port of entry on the international boundary line between the United States and Canada north of Northport, Wash., and Spokane, Wash., from the port of entry on the international boundary line, over Washington Highway 25 to Kettle Falls, Wash., thence over U.S. Highway 395 to Spokane, and return over the same route, serving the intermediate points of Northport, Bossburg, Kettle Falls, Colville, Chewelah, Valley Junction, East Loon Lake, and Deer Park, Wash.; and (3) between Valley Junction and East Loon Lake, Wash., from junction U.S. Highway 395 and Washington Highway 231 (Valley Junction), over Washington Highway 231 to Springdale, Wash., thence over Washington Highway 292 to junction U.S. Highway 395 east of Loon Lake (East Loon Lake), and return over the same route, serving the intermediate point of Springdale. NOTE: Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Spokane, Wenatchee, or Okanogan, Wash.

No. MC 58701 (Sub-No. 4), filed December 29, 1966. Applicant: OKANOGAN VALLEY BUS LINES, INC., 1125 West Sprague Avenue, Spokane, Wash. 99210. Applicant's representative: Hugh A. Dressel, 702 Old National Bank Building, Spokane, Wash. 88201. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Passengers and their baggage, and express, mail, and newspapers* in the same vehicle with passengers, (1)

between Spokane, Wash., and Wenatchee, Wash., over U.S. Highway 2, serving all intermediate points, except between Davenport and Spokane, Wash.; (2) between Soap Lake, Wash., and Coulee City, Wash., over Washington Highway 17, to junction U.S. Highway 2, thence over U.S. Highway 2 to Coulee City, and return over the same route serving all intermediate points; (3) between Coulee City, Wash., and Grand Coulee, Wash., over Washington Highway 155, serving all intermediate points. NOTE: Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Spokane or Coulee City, Wash.

No. MC 69260 (Sub-No. 5), filed December 19, 1966. Applicant: GARDEN STATE TRANSIT LINES, INC., 157 Outwater Lane, Garfield, N.J. 07626. Applicant's representative: Herman B. J. Weckstein, 1060 Broad Street, Newark, N.J. 07102. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Passengers and their baggage*, and *newspapers* in the same vehicle with passengers, restricted to an express service, between New York, N.Y., and Saddle Brook, N.J., from 178th Street and Fort Washington Avenue, New York, N.Y., across the George Washington Bridge to Interstate 95, thence over Interstate 95 to its intersection with Interstate 80, thence over Interstate 80 to Pehle Avenue, Saddle Brook, N.J. exit, thence over Pehle Avenue to its intersection with Saddle River Road, thence over Saddle River Road to its intersection with Mayhill Street, thence over Mayhill Street to its intersection with Market Street, thence over Market Street to its intersection with Erie Street, thence over Erie Street to Midland Avenue, thence over Midland Avenue to Pehle Avenue and thence over Pehle Avenue to Interstate 80, and return over the same route, serving no intermediate points. NOTE: If a hearing is deemed necessary, applicant requests it be held at Newark, N.J.

No. MC 111490 (Sub-No. 2), filed January 9, 1967. Applicant: LOREN KIEFER, doing business as KIEFER BUS LINE, West 1924 10th Avenue, Spokane, Wash. 99204. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Passengers and their baggage, express, mail*, and *newspapers* in the same vehicle with passengers, between Tekoa, Wash., near the Idaho State line and Tensed, Idaho, from Tekoa over unnumbered highway to the Washington-Idaho State line, thence over Idaho Highway 60 to junction U.S. Highway 95, and thence over U.S. Highway 95 to Tensed, and return over the same route, serving all intermediate points. NOTE: If a hearing is deemed necessary, applicant requests it be held at Spokane, Wash.

No. MC 125066 (Sub-No. 9), filed December 19, 1966. Applicant: M. I. LOKER AND PAULINE LOKER, a partnership, doing business as SEAWAY COACH LINES, 28 North Perry Square, Erie, Pa. Applicant's representative: David H. Lund, 332 East Sixth Street, Erie, Pa. 16507. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Passengers and their baggage, and express, mail and newspapers* in the same vehicle with passengers, between Ridgway and Kane, Pa., (1) from Ridgway over U.S. Highway 219 to Wilcox, Pa., thence over Pennsylvania Highway 321 to Kane, and return over the same route and (2) from Ridgway, Pa., over U.S. Highway 219 to the intersection of U.S. Highway 6, thence over U.S. Highway 6 to Kane, and return over the same route serving all intermediate points in (1) and (2) above. NOTE: If a hearing is deemed necessary, applicant requests it be held at Pittsburgh, Harrisburg, or Erie, Pa.

APPLICATION FOR BROKERAGE LICENSE

No. MC 130027, filed January 23, 1967. Applicant: TRAVEL ASSOCIATES, INC., doing business as ALL-AMERICA MOTORCOACH TOURS, 2460 Brandon Road, Columbus, Ohio. Applicant's representative: Robert T. Fitzsimons, 50 West Broad Street, Columbus, Ohio 43215. For a license (BMC 5) to engage in operations as a *broker* at points in the State of Ohio, in arranging for transportation, in interstate or foreign commerce of *passengers and their baggage*, in the same vehicle with passengers, both as individuals and in groups, beginning and ending at points in Ohio and extending to points in the United States including Alaska and Hawaii.

APPLICATION OF FREIGHT FORWARDER

No. FF-338 ASTRON FORWARDING COMPANY, FREIGHT FORWARDER APPLICATION, filed January 17, 1967. Applicant: Astron Forwarding Company, 75 Market Street, Post Office Box 161, Oakland, Calif. 94604. Applicant's representative: Alan F. Wohlstetter, 1 Farragut Square South, Washington, D.C. 20006. Authority sought under Part IV of the Interstate Commerce Act as a freight forwarder in interstate or foreign commerce, in the transportation of used household goods, used automobiles, and unaccompanied baggage, between points in the United States, including Alaska and Hawaii.

APPLICATIONS IN WHICH HANDLING WITHOUT ORAL HEARING HAVE BEEN REQUESTED

No. MC 76266 (Sub-No. 114), filed January 18, 1967. Applicant: ADMIRAL MERCHANTS MOTOR FREIGHT, INC., 2625 Territorial Road, St. Paul, Minn. 55100. Applicant's representative: Anthony C. Vance, 2001 Massachusetts Avenue N.W., Washington, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, class A and B explosives, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment or those injurious or contamination to other lading, between Effingham, Ill., and Toledo, Ohio., from Effingham over U.S. Interstate Highway 70 to the Illinois-Indiana State line, thence over U.S. Highway 40 to junction U.S. Highways 40 and 465 west of Indianapolis, thence over U.S. Highway 465 to junction of U.S. Highways 465 and 40 east of Indianapolis, thence over U.S. Highway 40 to junction U.S. Highway 40 and Indiana Highway 1-A, thence over Indiana Highway 1-A to junction U.S. Highway 70 and Indiana Highway 1-A, thence over U.S. Highway 70 to junction U.S. Highway 70 and U.S. Highway 75, thence over U.S. Highway 75 to junction U.S. Highways 75 and 25 north of Cygnet, Ohio, thence over U.S. Highway 25 to Toledo, and return over the same route, serving no intermediate points as an alternate route for operating convenience only, in connection with carrier's presently authorized regular-route operations.

No. MC 123684 (Sub-No. 8), filed January 11, 1967. Applicant: THE H. R. LINE, INC., Box 447, Arcadia, Ind. Applicant's representative: James D. Collins, 802 Board of Trade Building, Indianapolis, Ind. 46204. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *New furniture*, crated, from the plantsite of Harris Pine Mills, Inc., located at or near West Brookfield, Mass., to points in Connecticut, Maine, New Hampshire, New York, Rhode Island, and Vermont, under contract with Harris Pine Mills, Inc., of Pendleton, Oreg.

No. MC 128816, filed January 16, 1967. Applicant: TAB TRANSPORT, INC., 33 School Street, Veazie, Maine 04401. Applicant's representative: Frank J. Weiner, Investors Building, 536 Granite Street, Braintree, Mass. 02184. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Malt beverages and advertising materials*, when moving in connection therewith, (a) from Newark and Trenton, N.J., New York, N.Y., and Cranston, R.I., to Veazie and Caribou, Maine, and (b) from Newark, N.J., to Auburn, Portland, Rockland, and Winslow, Maine, and (2) *carbonated* beverages (except in bulk) and *advertising materials* when moving in connection therewith, from Lynn, Mass., and Manchester, N.H., to Veazie and Caribou, Maine, restricted to a transportation service to be performed under a continuing contract or contracts, with H. Tabenken & Co., Inc., Veazie, Maine. NOTE: The application is accompanied by a petition to dismiss.

By the Commission.

[SEAL] H. NEIL GARSON, *Secretary*.

[F.R. Doc. 67-1138; Filed, Feb. 1, 1967; 8:45 a.m.]

HEARING ROOM SCHEDULING POLICY

Use of Federal Buildings

JANUARY 30, 1967.

It is the Commission's policy, when scheduling hearings in cities other than Washington, D.C., first to secure hearing room accommodations in Federal buildings. If satisfactory hearing room space cannot be obtained in Federal

buildings the second choice is state facilities, and then private facilties such as hotels and motels.

The Government is erecting new Federal Office Buildings throughout the country so as to provide for its future housing requirements. As this building program progresses, the Commission will take advantage of the new facilities by utilizing the hearing rooms provided in these buildings either on a permanent basis or under an as-needed arrangement. Eventually, it is anticipated that most ICC hearings will be held in Federal buildings. This policy is in the interest of and the convenience to the Commission and the general public, since Federal buildings are usually situated in central locations thereby assuring proximity to public transportation, hotel accommodations and restaurants. Moreover, it has been found generally that the appointments, furnishings and decor of hearing rooms in Federal buildings are superior to those located in private establishments and for this reason lend themselves to the conduct of a dignified public hearing.

The Commission will adhere to the above stated policy except where unusual circumstances dictate a different course of action.

[SEAL] H. NEIL GARSON,
Secretary.

[F.R. Doc. 67-1223; Filed, Feb. 1, 1967; 8:47 a.m.]

[3d Rev. S.O. 562; I.C.C. Order 215]

RAILROADS OPERATING IN ILLINOIS AND INDIANA

Rerouting and Diversion of Traffic

In the opinion of R. D. Pfahler, agent, railroads operating in the States of Illinois and Indiana are unable to transport traffic routed over their lines because of severe snow conditions.

It is ordered, That,

(a) *Rerouting of traffic.* Railroads serving the States of Illinois and Indiana, being unable to transport traffic in accordance with shippers' routing because of severe snow conditions, are hereby authorized to divert and reroute such traffic over any available route to expedite the movement regardless of the routing shown on the waybill. The billing covering all such cars rerouted shall carry a reference to this order as authority for the rerouting.

(b) *Concurrence of receiving roads to be obtained.* The railroad desiring to divert or reroute traffic under this order shall receive the concurrence of other railroads to which such traffic is to be diverted or rerouted, before the rerouting or diversion is ordered.

(c) *Notification to shippers.* Each carrier rerouting cars in accordance with this order shall notify each shipper at the time each car is rerouted or diverted and shall furnish to such shipper the new routing provided under this order.

(d) Inasmuch as the diversion or rerouting of traffic by said agent is deemed to be due to carriers' disability, the rates applicable to traffic diverted or rerouted by said agent shall be the rates which were applicable at the time of shipment on the shipments as originally routed.

(e) In executing the directions of the Commission and of such Agent provided for in this order, the common carriers involved shall proceed even though no contracts, agreements, or arrangements now exist between them with reference to the divisions of the rates of transportation applicable to said traffic; divisions shall be, during the time this order remains in force, those voluntarily agreed upon by and between said carriers; or upon failure of the carriers to so agree, said divisions shall be those hereafter fixed by the Commission in accordance with pertinent authority conferred upon it by the Interstate Commerce Act.

(f) *Effective date.* This order shall become effective at 9:00 a.m., January 27, 1967.

(g) *Expiration date.* This order shall expire at 11:59 p.m., February 3, 1967, unless otherwise modified, changed, or suspended.

It is further ordered, That this order shall be served upon the Association of American Railroads, Car Service Division, as Agent of all railroads subscribing to the car service and per diem agreement under the terms of that agreement and by filing it with the Director, Office of the Federal Register.

Issued at Washington, D.C., January 27, 1967.

INTERSTATE COMMERCE COMMISSION,
[SEAL] R. D. PFAHLER,
Agent.

[F.R. Doc. 67-1222; Filed, Feb. 1, 1967; 8:47 a.m.]

[Notice 330]

MOTOR CARRIER TEMPORARY AUTHORITY APPLICATIONS

JANUARY 30, 1967.

The following are notices of filing of applications for temporary authority under section 210a(a) of the Interstate Commerce Act provided for under the new rules in Ex Parte No. MC 67 (49 CFR 240) published in the FEDERAL REGISTER, issue of April 27, 1965, effective July 1, 1965. These rules provide that protests to the granting of an application must be filed with the field official named in the FEDERAL REGISTER publication, within 15 calendar days after the date notice of the filing of the application is published in the FEDERAL REGISTER. One copy of such protest must be served on the applicant, or its authorized representative, if any, and the protest must certify that such service has been made. The protest must be specific as to the service which such protestant can and will offer, and must consist of a signed original and six copies.

A copy of the application is on file, and can be examined, at the Office of the Secretary, Interstate Commerce Commission, Washington, D.C., and also in the field office to which protests are to be transmitted.

MOTOR CARRIERS OF PROPERTY

No. MC 64994 (Sub-No. 87 TA), filed January 25, 1967. Applicant: HENNIS FREIGHT LINES, INC., Post Office Box 612, Winston-Salem, N.C. 27102. Applicant's representative: Edward G. Villalon, 1735 K Street NW., Washington, D.C. 20006. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, as follows: (1) *Wood fencing, knocked down, including posts, rails, and prefabricated sections thereof:* from Hickory Grove, N.C., and points within 5 miles thereof, to points in Connecticut, Delaware, District of Columbia, Illinois, Indiana, Michigan, Massachusetts, Maryland, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Virginia, West Virginia, and Kentucky; and (2) *treated poles:* from Hickory Grove, N.C., and points within 5 miles thereof, Winston-Salem, N.C., and Salisbury, N.C., and points within 5 miles thereof, to points in Connecticut, Delaware, District of Columbia, Illinois, Indiana, Michigan, Massachusetts, Maryland, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Virginia, West Virginia, and Kentucky, for 180 days. Supporting shippers: Carolina-Virginia Fence Corp., Post Office Box 17696, Charlotte, N.C. 28211, Attention: Mr. H. Walter Kellen, President; Durable Wood Preservers, Inc., Post Office Box 17637, Charlotte, N.C. 28211, Attention: Mr. H. Walter Kellen, Secretary-Treasurer. Send protests to: Jack K. Huff, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, Room 206-327 North Tryon Street, Charlotte, N.C. 28202.

No. MC 82079 (Sub-No. 14 TA), filed January 25, 1967. Applicant: KELLER TRANSFER LINE, INC., 1239 Randolph Street SW., Grand Rapids, Mich. 49507. Applicant's representative: J. M. Neath, Jr., 1 Vandenberg Center, Grand Rapids, Mich. 49502. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, as follows: *Bulk flour*, from Quincy, Mich., to Cleveland, Ohio, for 180 days. Supporting shipper: Williams Milling Co., Division, Farm Bureau Service, Inc., Quincy, Mich. 49082. Send protests to: C. R. Flemming, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 221 Federal Building, Lansing Mich. 48933.

No. MC 86913 (Sub-No. 21 TA), filed January 25, 1967. Applicant: EASTERN MOTOR LINES, INC., Post Office Box 649, Warrenton, N.C. 27589. Applicant's representative: Edward G. Villalon, 1735 K Street NW., Washington, D.C. 20006. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, as follows: (1) *Wood fencing, knocked down, including posts, rails, and prefabricated sections thereof:* From Hickory Grove, N.C. and points within 5 miles thereof to points in Connecticut, Delaware, District of Columbia, Illinois, Indiana, Michigan, Massachusetts, Maryland, Maine, New Jersey, New Hampshire, New York, Ohio, Pennsylvania, Rhode Island, Virginia, and Vermont; (2) *treated poles* from Hickory

Grove, N.C. and points within 5 miles thereof, Winston-Salem, N.C. and Salisbury, N.C., and points within 5 miles thereof, to points in Connecticut, Delaware, District of Columbia, Illinois, Indiana, Michigan, Massachusetts, Maryland, Maine, New Jersey, New Hampshire, New York, Ohio, Pennsylvania, Rhode Island, Virginia, and Vermont, for 180 days. Supporting shippers: Durable Wood Preservers, Inc., Post Office Box 17637, Charlotte, N.C. 28211; Carolina-Virginia Fence Corp., Post Office Box 17696, Charlotte, N.C. 28211. Send protests to: Archie W. Andrews, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, Post Office Box 10885, Cameron Village Station, Raleigh, N.C. 27605.

No. MC 22229 (Sub-No. 44 TA), filed January 26, 1967. Applicant: TERMINAL TRANSPORT COMPANY, INC., 1030 East Market Street, Jeffersonville, Ind. 47130. Applicant's representative: Burton C. Kinney, 248 Chester Avenue SW., Atlanta, Ga. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, as follows: *General commodities* (except those of unusual value, classes A and B explosives, livestock, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), serving the plantsite of Ford Motor Co. on Sheldon Road in Plymouth Township, Wayne County, Mich., as an off-route point in connection with applicant's authorized service to and from Detroit, Mich., for 150 days. Supporting shipper: Ford Motor Co., The American Road, Dearborn, Mich. Send protests to: William T. Scroggs, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, Room 300, 680 West Peachtree Street NW., Atlanta, Ga. 30308.

No. MC 107740 (Sub-No. 5 TA), filed January 26, 1967. Applicant: HAROLD PAUL LAWRENCE, doing business as LAWRENCE FURNITURE DELIVERY SERVICE, 367 East Tusculum Street, Philadelphia, Pa. 19134. Applicant's representative: Harold Paul Lawrence (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, as follows: *Uncrated furniture and appliances*, from Fallsington and King of Prussia, Pa., to points in New Jersey, Delaware, and Maryland, east of the Susquehanna River and the Chesapeake Bay, for 150 days. Supporting shipper: Sears, Roebuck and Co., Post Office Box 6742, Philadelphia, Pa. 19132. Send protests to: Ross A. Davis, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 900 U.S. Customhouse, Philadelphia, Pa. 19106.

No. MC 111729 (Sub-No. 181 TA) (Correction), filed January 17, 1967, published FEDERAL REGISTER, issue of January 24, 1967, and republished as corrected, this issue. Applicant: AMERICAN COURIER CORPORATION, 222–17 Northern Boulevard, DeBenoise Building, Bayside, N.Y. 11361. Applicant's representative: J. K. Murphy (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, as follows: (1) *Business papers, records and audit and accounting media of all kinds* (excluding plant removals), (a) between Columbus, Ohio, on the one hand, and, on the other, points in Marion County, Ind.; (b) between Detroit, Mich., on the one hand, and, on the other, points in Rochester, N.Y.; Covington and Louisville, Ky.; (c) between New York, N.Y., on the one hand, and, on the other, points in New Haven County (except New Haven), Conn.; (d) between points in Hartford County, Conn., on the one hand, and, on the other, points in Hillsboro County, N.H., and Norfolk County, Mass.; (e) between points in Fairfield County, Conn., on the one hand, and, on the other, points in Middlesex County, N.J.; Philadelphia and Delaware Counties, Pa., and Prince Georges County, Md., and Alexandria, Va.; (f) between Niagara Falls, N.Y., and Fostoria, Ohio. (2) *Exposed and processed film and prints, complimentary replacement film, incidental dealer handling supplies consisting of labels, envelopes, and packaging materials, and advertising literature moved therewith* (excluding motion picture film used primarily for commercial theater and television exhibition), between Springfield, Mass., on the one hand, and, on the other, all points in Rhode Island; Auburn, Augusta, Bangor, Bath, Belfast, Bethel, Biddeford, Brewer, Brunswick, Caribou, Eastport, Ellsworth, Gardiner, Houlton, Kittery, Lewiston, Mexico, Millinocket, Norway, Oldtown, Paris, Portland, Presque Isle, Rockland, Rumford, Saco, Skowhegan, Waterville, and Yarmouth, Maine; Bennington, Berlin, Claremont, Concord, Dover, Gorham, Hanover, Keene, Laconia, Manchester, Milton, Nashua, Newport, Pittsfield, Plymouth, Rindge, Rochester, Troy, and Winchester, N.H.; Barre, Bellows Falls, Bennington, Bradford, Brattleboro, Burlington, Essex Junction, Middlebury, Montpelier, Newport, Orleans, Rutland, St. Albans, St. Johnsbury, Springfield, White River Junction, and Windsor, Vt. (3) *Research items and samples consisting of firearms in the process of being developed, tools used in the development of small arms and Ram-Set tools*, between New York, N.Y., on the one hand, and, on the other, points in New Haven County, Conn. (4) *Molds, experimental dies for plastic containers and samples consisting of plastic containers, for research*, between points in Hartford County, Conn., on the one hand, and, on the other, points in Hillsboro County, N.H., and Norfolk County, Mass. (5) *Meter books, meter reading scan sheets, sales slips, cashier payment stubs, data runs, payroll runs and related data, and audit media*, between points in Worcester County, Mass., on the one hand, and, on the other, Littleton, N.H.; Bellows Falls, East Barnet, McIndoe Falls, Readsboro, Vernon and Wilder, Vt. (6) *Payroll checks*, from Niagra Falls, N.Y., to Fostoria, Ohio, for 180 days. Supporting shippers: New England Power Service Co., Westboro, Mass., Union Carbide Corp., New York, N.Y.; General Electric Credit Corp., Stamford, Conn.; Frito-Lay, Inc., Detroit, Mich.; Standard Photo Service, Inc., Springfield, Mass.; Winchester-Western, New Haven, Conn.; Mansanto Co., Hartford, Conn. Send protests to: E. N. Carignan, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 346 Broadway, New York, N.Y. 10013. NOTE: The purpose of this republication is to add points in Prince Georges County, Md., and Alexandria, Va., as destination points in (1)(e) above.

No. MC 117509 (Sub-No. 25 TA), filed January 26, 1967. Applicant: SCHILLI TRANSPORT, INC., 230 St. Clair Avenue, East St. Louis, Ill. 62201. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, as follows: *Nitroglycerin*, desentized, suspended, in solvent, in drums, from Martinsburg, W. Va.; McArthur, Ohio, and Atlas, Mo., to East Alton, Ill., for 120 days. Supporting shipper: U.S. Powder Co., Division Commercial Solvents Corp., Terre Haute, Ind. 47808. Send protests to: Harold C. Jolliff, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, Room 476, 325 West Adams Street, Springfield, Ill. 62704.

No. MC 128517 (Sub-No. 1 TA), filed January 26, 1967. Applicant: STANLEY WISHNIA AND SEYMOUR MILLER, a partnership, doing business as MINUTE SERVICE CO., 838 Ninth Avenue, New York, N.Y. 10019. Applicant's representative: Ralph Rosenthal, 160 Broadway, New York, N.Y. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, as follows: *Photocopy equipment, machines, paper, and supplies*, from Teaneck, N.J., to New York, N.Y., for 180 days. Supporting shipper: 3M Business Products Sales, Inc., 480 Alfred Avenue, Teaneck, N.J. Send protests to: Paul W. Assenza, District Supervisor, Interstate Commerce Commission, Bureau of Operations and Compliance, 346 Broadway, New York, N.Y. 10013.

No. MC 126857 (Sub-No. 2 TA), filed January 25, 1967. Applicant: SCHALDACH TRUCK LINES, INC., 661 Aladdin Avenue, San Leandro, Calif. 94577. Applicant's representative: B. Silver, 140 Montgomery Street, San Francisco, Calif. 94104. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, as follows: *General commodities*, in covered pallets or closed containers, from Travis AF Base, Calif., to San Francisco International Airport and Oakland International Airport, restricted to shipments having a subsequent movement by air, for 180 days. Supporting shipper: Pan American World Airways, San Francisco, Calif. International Airport, Flying Tiger Line, San Francisco, Calif., International Airport. Send protests to: Howard O. Gaston, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 450 Golden Gate Avenue, Box 36004, San Francisco, Calif. 94102.

No. MC 127615 (Sub-No. 2 TA), filed January 26, 1967. Applicant: S. A.

HARRISON, doing business as HARRISON MOTOR EXPRESS, 5601 Villa Crest, Nashville, Tenn. 37220. Applicant's representative: S. A. Harrison (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, as follows: *General commodities* (except those of unusual value, dangerous explosives, livestock, used household goods and commodities in bulk), from Nashville, Tenn., to Atlanta, Ga., (a) from Nashville, over U.S. Highway 41 to Atlanta and return over the same route, serving all points within the Metropolitan Government of Nashville and Davidson County, Tenn., and (b) from Nashville over Interstate Highway 24 to junction Interstate Highway 75, thence over Interstate Highway 75 to Atlanta and return over the same route, serving all points within the Metropolitan Government of Nashville and Davidson County, Tenn., for 180 days. Supporting shipper: Kraft Foods, Peshtigo Court, Chicago, Ill. 60690. Send protests to: J. E. Gamble, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 706 U.S. Courthouse, Nashville, Tenn. 37203.

No. MC 128820 (Sub-No. 1 TA), filed January 25, 1967. Applicant: JAMES A. STRUDEVANT, doing business as PACKAGE DELIVERY SERVICE, 2117 Labernum Lane, Toledo, Ohio 43624. Applicant's representative: Arthur R. Cline, 420 Security Building, Toledo, Ohio 43624. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, as follows: *Such merchandise* as is dealt in and sold by retail or chain department stores, from Toledo, Ohio, to points in Lenawee, Monroe, Washtenaw, and Wayne Counties, Mich., for 180 days. Supporting shipper: Sears, Roebuck and Co., 3408 West Central Avenue, Toledo, Ohio 43606. Send protests to: Keith D. Warner, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 5234 Federal Office Building, Toledo, Ohio 43604.

No. MC 128828 TA, filed January 25, 1967. Applicant: BERTON S. TOBER, doing business as BERT TOBER CO., 99 Terrace Drive, East Greenwich, R.I. 02818. Applicant's representative: John F. Curley, 33 Broad Street, Boston, Mass. 02109. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, as follows: *Copper and copper based alloys, aluminum, tin and lead alloyed scrap metals*, from Providence, R.I., to Carteret, Kenilworth, Newark, Jersey City, Perth Amboy, and Bloomfield, N.J.; Philadelphia, Pa.; Maspeth (Long Island), and New York City, N.Y.; New Bedford, and Boston, Mass.; and Bridgeport, Waterbury, Waterville, and Thomaston, Conn., for 180 days. Supporting shipper: New England Metal Co., Inc., 70 Calverley Street, Providence, R.I. 02908. Send Protests to: Gerald H. Curry, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 187 Westminster Street, Providence, R.I. 02903.

By the Commission.

[SEAL] H. NEIL GARSON, *Secretary.*

[F.R. Doc. 67-1224; Filed, Feb. 1, 1967; 8:47 a.m.]

[Notice 1473]

MOTOR CARRIER TRANSFER PROCEEDINGS

JANUARY 30, 1967.

Synopses of orders entered pursuant to section 212(b) of the Interstate Commerce Act, and rules and regulations prescribed thereunder (49 CFR Part 179), appear below:

As provided in the Commission's special rules of practice any interested person may file a petition seeking reconsideration of the following numbered proceedings within 20 days from the date of publication of this notice. Pursuant to section 17(8) of the Interstate Commerce Act, the filing of such a petition will postpone the effective date of the order in that proceeding pending its disposition. The matters relied upon by petitioners must be specified in their petitions with particularity.

No. MC-FC-69334. By order of January 25, 1967, the Transfer Board approved the transfer to Indian Valley Enterprises, Inc., Harleysville, Pa., of the operating rights in certificate No. MC-116725, MC-116725 (Sub-No. 2), MC-116725 (Sub-No. 3), MC-116725 (Sub-No. 8), MC-116725 (Sub-No. 9), and MC-116725 (Sub-No. 10), issued September 30, 1957, July 26, 1962, May 7, 1962, December 15, 1964, August 26, 1965 and August 19, 1966, respectively, to John S. Keller, Harleysville, Pa., authorizing the transportation of: General commodities, and other specified commodities, between points in Pennsylvania, Delaware, Maryland, New Jersey, New York, Virginia, Ohio, Indiana, Illinois, Minnesota, Wisconsin, West Virginia, Connecticut, and the District of Columbia. John W. Frame, Post Office Box 626, Camp Hill, Pa. 17011, representative for applicants.

No. MC-FC-69352. By order of January 24, 1967, the Transfer Board approved the transfer to Lorne R. Wills, doing business as W. B. Wills and Son, Belleville, Pa., of the operating rights in certificates Nos. MC-97116 (Sub-No. 4), and MC-97116 (Sub-No. 5), issued June 11, 1965, and November 9, 1964, respectively, to William Brown Wills and Lorne R. Wills, a partnership, doing business as W. B. Wills and Son, Belleville, Pa., authorizing the transportation, over irregular routes, of general commodities between Belleville, Burnham, Lewistown, and Reedsville, Pa., and agricultural implements, and certain items related thereto, between Belleville, Lewistown, Intercourse, Lancaster, Mountville, and New Holland, Pa. John M. Musselman, 400 North Third Street, Harrisburg, Pa. 17108, attorney for applicants.

No. MC-FC-69379. By order of January 27, 1967, the Transfer Board approved the transfer to Brandt Truck Line, Inc., Post Office Drawer 812, U.S. Routes 66 and 150, Bloomington, Ill. 61701, of certificate of registration No. MC-120346 (Sub-No. 1) issued November 13, 1963, to Arthur Brandt and John S. Brandt, doing business as Brandt Truck Lines, Post Office Drawer 812, U.S. Routes 66 and 150, Bloomington, Ill. 61701, authorizing transportation of: General commodities in interstate or foreign commerce within the State of Illinois.

[SEAL] H. NEIL GARSON, *Secretary.*

[F.R. Doc. 67-1225; Filed, Feb. 1, 1967; 8:47 a.m.]

DEPARTMENT OF THE INTERIOR

Bureau of Land Management

[Montana 1188]

MONTANA

Notice of Proposed Withdrawal and Reservation of Lands

JANUARY 24, 1967.

The Department of Agriculture, on behalf of the Forest Service, has filed application, Montana 1188, for the withdrawal of the lands described below, from location and entry under the mining laws, subject to existing valid claims.

The applicant desires the land for campgrounds, picnic areas, and lookout sites.

For a period of 30 days from the date of publication of this notice, all persons who wish to submit comments, suggestions, or objections in connection with the proposed withdrawal may present their views in writing to the undersigned officer of the Bureau of Land Management, Department of the Interior, 316 North 26th Street, Billings, Mont. 59101.

The Department's regulations (43 CFR 2311.1-3(c)) provide that the authorized officer of the Bureau of Land Management will undertake such investigations as are necessary to determine the existing and potential demand for the lands and their resources. He will also undertake negotiations with the applicant agency with the view of adjusting the application to reduce the area to the minimum essential to meet the applicant's needs, to provide for the maximum concurrent utilization of the lands for the purposes other than the applicant's, to eliminate lands needed for purposes more essential than the applicant's, and to reach agreement on the concurrent management of the lands and their resources.

The authorized officer will also prepare a report for consideration by the Secretary of the Interior who will determine whether or not the lands will be withdrawn as requested by the applicant agency.

The determination of the Secretary on the application will be published in the FEDERAL REGISTER. A separate notice will be sent to each interested party of record.

If circumstances warrant, a public hearing will be held at a convenient time and place, which will be announced.

The lands involved in the application are:

KOOTENAI NATIONAL FOREST

PRINCIPAL MERIDIAN, MONTANA

Sunday Mountain Lookout

T. 33 N., R. 25 W.,
Sec. 29, SW¼NE¼SE¼.
Total area—10 acres.

Murphy Lake Recreation Area

T. 34 N., R. 25 W.,
Sec. 5, Lot 11;
Sec. 8, Lot 1.
Total area—43.60 acres.

South Dickey Lake Recreation Area

T. 34 N., R. 25 W.,
Sec. 15, Lot 6.
Total area—43.95 acres.

Marston Lookout

Unsurveyed, but which probably will be when surveyed:
T. 35 N., R. 25 W.,
Sec. 26, SW¼NW¼SE¼.
Total area—10 acres.

Big Therriault Lake Recreation Area

Unsurveyed, but which probably will be when surveyed:
T. 37 N., R. 25 W.,
Sec. 29, N½SE¼SW¼ and SW¼SE¼SW¼.
Total area—30 acres.

Stahl Peak Lookout

Unsurveyed, but which probably will be when surveyed:
T. 37 N., R. 25 W.,
Sec. 33, S½NE¼SE¼SE¼ and N½SE¼SE¼SE¼.
Total area—10 acres.

Horse Hill Lookout

T. 30 N., R. 26 W.,
Sec. 30, SW¼ of Lot 3.
Total area—10 acres.

Frank Lake Recreation Area

T. 35 N., R. 26 W.,
Sec. 17, Lot 1.
Total area—35.31 acres.

Pinkham Mountain Lookout

T. 33 N., R. 27 W.,
Sec. 9, NE¼NW¼NE¼.
Total area—10 acres.

Black Butte Lookout

T. 36 N., R. 27 W.,
Sec. 20, NE¼SW¼SW¼.
Total area—10 acres.

Calx Mountain Lookout

T. 28 N., R. 27½ W.,
Sec. 10, SE¼NW¼NE¼.
Total area—10 acres.

Ziegler Mountain Lookout

T. 33 N., R. 28 W.,
Sec. 31, SW¼NE¼SE¼.
Total area—10 acres.

Sylvan Lake Recreation Area

T. 25 N., R. 29 W.,
Sec. 24, Lots 2 and 3.
Total area—86.86 acres.

Kenelty Mountain Lookout

T. 27 N., R. 29 W.,
Sec. 22, SE¼NE¼SE¼.
Total area—10 acres.

Webb Mountain Lookout

T. 35 N., R. 29 W.,
Sec. 10, NE¼NW¼NW¼.
Total area—10 acres.

Horse Mountain Lookout

T. 28 N., R. 30 W.,
Sec. 33, SW¼SW¼SW¼.
Total area—10 acres.

Big Swede Lookout

T. 30 N., R. 30 W.,
Sec. 17, SW¼ of Lot 2.
Total area—10 acres.

Blue Mountain Lookout

T. 32 N., R. 30 W.,
Sec. 32, S½NE¼NE¼.
Total area—20 acres.

Mount Henry Lookout

T. 36 N., R. 30 W.,
Sec. 17, NE¼NW¼SW¼.
Total area—10 acres.

Big Creek Baldy Lookout

T. 33 N., R. 31 W.,
Sec. 12, SW¼NW¼SE¼.
Total area—10 acres.

Turner Mountain Winter Sports Area

T. 33 N., R. 31 W.,
Sec. 20, W½SE¼, N½SW¼, and S½NW¼.
Total area—240 acres.

Scenery Lookout

Unsurveyed, but which probably will be when surveyed:
T. 31 N., R. 32 W.,
Sec. 29, NE¼SW¼SE¼.
Total area—10 acres.

Garver Mountain Lookout

Unsurveyed, but which probably will be when surveyed:
T. 37 N., R. 32 W.,
Sec. 32, SE¼SW¼NE¼.
Total area—10 acres.

Bad Medicine Recreation Area

T. 28 N., R. 33 W.,
Sec. 4, Lot 4.
Total area—37.46 acres.

Baldy Mountain Lookout

T. 35 N., R. 33 W.,
Sec. 6, (unsurveyed) Beginning at a point from which the center of the fire lookout tower on Baldy Mountain bears west 5 chains, thence south, 5 chains; west, 10 chains; north, 10 chains; east, 10 chains; south, 5 chains to point of beginning.
Total area—10 acres.

Yaak Mountain Lookout

T. 32 N., R. 34 W.,
Sec. 2, SE¼SW¼SW¼.
Total area—10 acres.

The area described contains 717.18 acres.

EUGENE H. NEWELL,
Land Office Manager.

[F.R. Doc. 67-1204; Filed, Feb. 1, 1967; 8:45 a.m.]

National Park Service

ISLE ROYALE NATIONAL PARK

Notice of Intention To Issue Concession Permit

Pursuant to the provisions of section 5, Public Law 89-249, public notice is hereby given that the Department of the Interior, through the Superintendent of Isle Royale National Park, National Park Service, proposes thirty (30) days after the date of publication of this notice, to issue for the period January 1, 1967, through December 31, 1969, the concession permit under which Clarence J. Grognet, doing business as Isle Royale Seaplane Service provides air transportation of passengers and freight between Houghton, Mich. and Isle Royale National Park for the public, and to use certain Government-owned docks and fueling facilities located in Isle Royale National Park.

The foregoing concessioner has performed his obligations under prior Special Use Permits to the satisfaction of the National Park Service and, therefore, pursuant to the act cited above is entitled to be given preference in the negotiation of a new concession permit.

However, under the act cited above the Service is also required to consider and evaluate all proposals received as a result of this notice.

Dated: December 1, 1966.

CARLOCK E. JOHNSON,
Superintendent,
Isle Royale National Park.

[F.R. Doc. 67-1205; Filed, Feb. 1, 1967; 8:45 a.m.]

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Food and Drug Administration

FMC CORP.

Notice of Withdrawal of Petition for Food Additive Coated Polycarbonate Film

Pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 409(b), 72 Stat. 1786; 21 U.S.C. 348(b)), the following notice is issued:

In accordance with § 121.52 *Withdrawal of petitions without prejudice* of the procedural food additive regulations (21 CFR 121.52), FMC Corp., American Viscose Division, Marcus Hook, Pa. 19061, has withdrawn its petition (FAP 6B1853), notice of which was published in the FEDERAL REGISTER of March 22, 1966 (31 F.R. 4811), proposing the issuance of a regulation to provide for the safe use of coated polycarbonate film for the packaging of food.

The withdrawal of this petition is without prejudice to a future filing.

Dated: January 26, 1967.

J. K. KIRK,
Associate Commissioner for Compliance.

[F.R. Doc. 67-1226; Filed, Feb. 1, 1967; 8:47 a.m.]

ELANCO PRODUCTS CO.

Notice of Establishment of Temporary Tolerance

Notice is given that at the request of the Elanco Products Co., a division of

Eli Lilly and Co., Indianapolis, Ind. 46206, a temporary tolerance of 0.05 part per million is established for residues of the herbicide *N*-butyl-*N*-ethyl-α,α,α-trifluoro-2,6-dinitro-*p*-toluidine in or on the raw agricultural commodity peanuts. The Commissioner of Food and Drugs has determined that this temporary tolerance will protect the public health.

A condition under which this temporary tolerance is established is that the herbicide will be used in accord with the terms of the temporary permit issued by the U.S. Department of Agriculture.

This temporary tolerance expires January 26, 1968.

This action is taken pursuant to the authority vested in the Secretary of Health, Education, and Welfare by the Federal Food, Drug, and Cosmetic Act (sec. 408(j), 68 Stat. 516; 21 U.S.C. 346a (j)) and delegated by him to the Commissioner (21 CFR 2.120; 31 F.R. 3008).

Dated: January 26, 1967.

J. K. KIRK,
Associate Commissioner for Compliance.

[F.R. Doc. 67-1227; Filed, Feb. 1, 1967; 8:47 a.m.]

SECURITIES AND EXCHANGE COMMISSION

RAND DEVELOPMENT CORP.

Order Suspending Trading

JANUARY 27, 1967.

It appearing to the Securities and Exchange Commission that the summary suspension of trading in the common stock, 5 cents par value, of Rand Development Corp., Cleveland, Ohio, and the Class B Common Stock, 5 cents par value, being traded otherwise than on a national securities exchange is required in the public interest and for the protection of investors;

It is ordered, Pursuant to section 15 (c)(5) of the Securities Exchange Act of 1934, that trading in such securities otherwise than on a national securities exchange be summarily suspended, this order to be effective for the period January 30, 1967, through February 8, 1967, both dates inclusive.

By the Commission.

[SEAL] ORVAL L. DUBOIS,
Secretary.

[F.R. Doc. 67-1206; Filed, Feb. 1, 1967; 8:45 a.m.]

CIVIL AERONAUTICS BOARD

[Docket No. 16606]

OZARK AIR LINES, INC. ROUTE REALIGNMENT INVESTIGATION

Notice of Prehearing Conference

Notice is hereby given that a prehearing conference in the above-entitled proceeding is assigned to be held on February 28, 1967, at 10 a.m., e.s.t., in Room 911, Universal Building, 1825 Connecticut Avenue NW., Washington, D.C., before the undersigned Examiner.

To facilitate the conduct of the conference, interested parties are instructed to submit on or before February 21, 1967, (1) proposed statement of issues, (2) proposed stipulations, (3) requests for information, (4) statements of positions of parties, and (5) proposed procedural dates.

The written submissions provided for by this notice shall be made to the Examiner, with copies served on interested parties, but shall not be filed with the Docket Section. If any motions are filed with respect to this case, they shall be filed with the Docket Section of the Board in accordance with the Board's rules of practice in economic proceedings and copies thereof shall be served on the parties and the Examiner.

Dated at Washington, D.C., January 27, 1967.

[SEAL] LESLIE G. DONAHUE,
Hearing Examiner.

[F.R. Doc. 67-1236; Filed, Feb. 1, 1967; 8:48 a.m.]

CIVIL SERVICE COMMISSION

NURSES, LOS ANGELES COUNTY AND FORT ORD, CALIF.

Notice of Adjustment of Minimum Rates and Rate Ranges

1. Under authority of 5 U.S.C. 5303 and Executive Order 11073 the Civil Service Commission has increased the minimum rates and rate ranges for positions of Nurse, GS-610-4 and 5, and Clinical Nurse (all specializations) GS-610-6, 7, and 8. This authorization does not cover GS-4 and GS-5 Nurses employed for occupational health programs. The revised rate ranges are:

PER ANNUM RATES

Grade	1	2	3	4	5	6	7	8	9	10
GS-4	$5,736	$5,896	$6,056	$6,216	$6,376	$6,536	$6,696	$6,856	$7,016	$7,176
GS-5	6,387	6,563	6,739	6,915	7,091	7,267	7,443	7,619	7,795	7,971
GS-6	6,639	6,857	7,055	7,253	7,451	7,649	7,847	8,045	8,243	8,441
GS-7	7,090	7,303	7,516	7,729	7,942	8,155	8,368	8,581	8,794	9,007
GS-8	7,303	7,538	7,773	8,008	8,243	8,478	8,713	8,948	9,183	9,418

2. Geographic coverage is Los Angeles County and Fort Ord, Calif.

3. The effective date will be the first day of the first pay period beginning on or after January 29, 1967.

4. All new employees in the specified occupational levels will be hired at the new minimum rate.

5. As of the effective date, all agencies will process a pay adjustment to increase the pay of employees on the rolls in the affected occupational levels. An employee who immediately prior to the effective date was receiving basic compensation at one of the rates of the statutory rate range shall receive basic compensation at the corresponding numbered rate authorized by this notice on and after such date. The pay adjustment will not be considered an equivalent increase within the meaning of 5 U.S.C. 5335.

UNITED STATES CIVIL SERVICE COMMISSION,
[SEAL] JAMES C. SPRY,
Executive Assistant to the Commissioners.

[F.R. Doc. 67-1198; Filed, Feb. 1, 1967; 8:45 a.m.]

FEDERAL COMMUNICATIONS COMMISSION

[Docket Nos. 15461 etc.; FCC 67M-152]

CHAPMAN RADIO AND TELEVISION CO. ET AL.

Order Scheduling Hearing

In re applications of William A. Chapman and George K. Chapman, doing business as Chapman Radio and Television Co., Homewood, Ala., Docket No. 15461, File No. BPCT-3282; Alabama Television, Inc., Birmingham, Ala., Docket No. 16760, File No. BPCT-3706; Birmingham Broadcasting Co., Birmingham, Ala., Docket No. 16761, File No. BPCT-3707; for construction permit for new television broadcast station; Birmingham Television Corp. (WBMG), Birmingham, Ala., Docket No. 16758, File No. BPCT-3663; for modification of construction permit.

The Hearing Examiner has under consideration motions filed January 20, 1967, in the above-entitled proceeding by Birmingham Broadcasting Co. requesting the disqualification of counsel for a competing applicant and the dismissal of the latter's application; and the responsive "Comments" of the Commission's Broadcast Bureau. In view of the grave problems raised by the motions, he is in complete agreement with the Bureau's recommendation that a "preliminary" hearing be held wherein witnesses are sworn and cross-examined and their demeanor observed, before the motions are acted upon. The factual issues, it appears, cannot be satisfactorily resolved on mere affidavits. *Accordingly, it is ordered*, This 27th day of January 1967, that a hearing will be convened at the Commission's offices, Washington, D.C., at 10 a.m., Wednesday, February 8, 1967, at which all parties are directed to attend;

It is ordered further, That the moving party, Birmingham Broadcasting Co., is hereby directed to make available Messrs. Thomas G. Fisher, Keith E. Putbrese, B. Jay Baraff, and Ellis J. Parker III as possible witnesses on February 8 and that

Alabama Television, Inc. is to make available Messrs. Seymour M. Chase and Arthur Stambler; and

It is ordered further, That if Mr. Jason L. Shrinsky's presence cannot otherwise be assured, it is desired that the Bureau make a request for a subpoena.

Released: January 30, 1967.

FEDERAL COMMUNICATIONS COMMISSION,
[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 67-1231; Filed, Feb. 1, 1967; 8:48 a.m.]

[Docket Nos. 16706-16708; FCC 67M-146]

ATLANTIC BROADCASTING CO. (WUST) ET AL.

Order Continuing Hearing

In re applications of Atlantic Broadcasting Co. (WUST), Bethesda, Md., Docket No. 16706, File No. BP-14357; for construction permit; Atlantic Broadcasting Co. (WUST), Bethesda, Md., Docket No. 16707, File No. BR-1513; for renewal of license; Bethesda-Chevy Chase Broadcasters, Inc., Bethesda, Md., Docket No. 16708, File No. BP-16319; for construction permit.

The Hearing Examiner having under consideration: (1) "Petition to Accept Amendment", filed in the above-entitled proceeding by Atlantic Broadcasting Co. (WUST) on December 1, 1966; (2) amendment tendered therewith; (3) "Request", filed December 2, 1966 by Bethesda-Chevy Chase Broadcasters, Inc., in opposition to the petition; (4) "Comments" of the Commission's Broadcast Bureau filed January 26, 1967; (5) the Commission's memorandum opinion and order released November 4, 1966 (FCC 66-944); (6) the Commission's memorandum opinion and order, released January 20, 1967 (FCC 67-64); and (7) all actions and rulings heretofore taken herein;

It appearing, that the amendment submitted by the petitioner herein fails in all the respects noted in the pleading filed by the Commission's Broadcast Bureau to comply with the terms of the Commission's memorandum opinion and order of November 4 and with § 73.182(r) of the Commission's rules and, consequently, that it cannot be accepted;

It appearing further, that the hearing is presently scheduled to commence on February 14, but that it would be inappropriate to commence the hearing until the basic procedures and issues are resolved;

It is ordered, This 27th day of January 1967, that the December 1, 1966 petition of Atlantic Broadcasting Co. (WUST) for acceptance of an amendment to its application is hereby in all respects denied and the amendment tendered therewith for filing is rejected;

It is ordered further, That this action is taken without prejudice to the submission of a new amendment by the petitioner by not later than February 14, 1967 that complies in all respects with the Commission's memorandum opinion and its technical rules; and

It is ordered further, On the Hearing Examiner's own motion, that the hearing is hereby continued pending further order, which will be issued as soon as certainty as to the procedural ground rules herein can be established.

Released: January 27, 1967.

FEDERAL COMMUNICATIONS COMMISSION,
[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 67-1232; Filed, Feb. 1, 1967; 8:48 a.m.]

[Docket No. 17085; FCC 67M-147]

PAUL C. SCHAFER

Order Continuing Prehearing Conference

In re application of Paul C. Schafer, Honolulu, Hawaii, Docket No. 17085, File No. BP-15232; for construction permit.

On the oral request of applicant and counsel for the Commission's Broadcast Bureau for continuance of prehearing conference;

It is ordered, This 26th day of January 1967, that the prehearing conference presently scheduled herein for February 1, 1967 is continued to February 28, 1967, commencing at 9 a.m. in the offices of the Commission at Washington, D.C.

Released: January 27, 1967.

FEDERAL COMMUNICATIONS COMMISSION,
[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 67-1233; Filed, Feb. 1, 1967; 8:48 a.m.]

[Docket No. 16970; FCC 67M-151]

TOPEKA TELEVISION, INC.

Order Rescheduling Hearing

In re application of Topeka Television, Inc., Topeka, Kans., Docket No. 16970, File No. BPCT-3662; for construction permit for new television broadcast station.

On the unopposed oral request of counsel for applicant: *It is ordered*, This 26th day of January 1967, that (a) the applicant shall furnish its proposed exhibits to counsel for the Broadcast Bureau and the Hearing Examiner by February 23, 1967, and (b) the hearing is further rescheduled from January 30, to March 1, 1967.

Released: January 30, 1967.

FEDERAL COMMUNICATIONS COMMISSION,
[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 67-1234; Filed Feb. 1, 1967; 8:48 a.m.]

[Docket No. 17051; FCC 67-101]

WLCY-TV, INC. (WLCY-TV)

Memorandum Opinion and Order Clarifying Designation Order

In re application of WLCY-TV, Inc. (WLCY-TV), Largo, Fla., Docket No. 17051, File No. BPCT-3700; for construction permit.

1. The Commission has before it for consideration: (1) The Memorandum Opinion and Order, FCC 66-1152, released December 27, 1966, designating the above-captioned application for hearing; (2) the request filed on January 16, 1967, by the Association of Maximum Service Telecasters, Inc. (MST) for reconsideration of the designation order and for other relief; (3) the supporting statement of Hubbard Broadcasting, Inc., filed on January 16, 1967; and (4) the motion to dismiss MST's pleading filed by WLCY-TV, Inc., on January 24, 1967.

2. MST's petition for reconsideration is precluded by the provisions of § 1.111 (a) of the rules, and we find no reason to waive the provisions of that rule. However, we shall reconsider one aspect of the designation order on our own motion for the purpose of clarifying the parties' burden of proof.

3. The applicant is the permittee of television station WLCY-TV on Channel 10 at Largo, Fla. It proposes to locate its transmitter at a site which is separated from cochannel station WLBW-TV at Miami by only 182 miles and which, therefore, fails to meet the 220-mile minimum separation requirement of § 73.610 (b) of the rules. The application was designated for hearing upon several issues, but we are concerned here only with Issue 2 and Issue 5. Issue 2 relates to the availability of a transmitter site which would provide service to the public equivalent to that proposed in the application but which would conform to the Commission's cochannel mileage separation rules. Issue 5 is intended to provide the Commission with the information necessary to determine whether the proposed operation would have an adverse economic impact upon the maintenance and growth of UHF television service in the area. We believe, upon reconsideration, that while the respondents should be required to come forward first with their evidence on these issues, so that the applicant may be apprised of the facts the respondents believe militate against a grant, the final burden of presenting evidence adequate to demonstrate that a grant is in the public interest should rest with the applicant. Thus, it will be the initial responsibility of the respondents to present evidence indicating that other sites complying with the rule are available and that UHF television service is likely to be injured, and it will then be the responsibility of the applicant to show that these issues should be resolved in its favor. If substantial evidence is presented by the parties respondent, the applicant must come forward with answering evidence in order to sustain its ultimate burden.

4. *Accordingly, it is ordered*, This 25th day of January 1967, that, on the Commission's own motion, the Memorandum Opinion and Order, FCC 66-1152, released December 27, 1966, designating the above-captioned application for hearing is reconsidered and clarified to the extent set forth above.

5. *It is further ordered*, That the petition for reconsideration and for other relief filed on January 16, 1967, by the Association of Maximum Service Telecasters, Inc., is dismissed.

6. *It is further ordered*, That the motion to dismiss filed by WLCY-TV, Inc., on January 24, 1967, is dismissed as moot.

Released: January 27, 1967.

FEDERAL COMMUNICATIONS COMMISSION,[1]
[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 67-1235; Filed, Feb. 1, 1967; 8:48 a.m.]

FEDERAL RESERVE SYSTEM

FIRST AT ORLANDO CORP.

Order Approving Application Under Bank Holding Company Act

In the matter of the application of First at Orlando Corp., Orlando, Fla., for approval of action to become a bank holding company through the acquisition of 80 percent or more of the voting shares of five banks in the State of Florida.

There has come before the Board of Governors, pursuant to section 3(a)(1) of the Bank Holding Company Act of 1956 (12 U.S.C. 1842(a)(1), as amended by Public Law 89-485), and § 222.4(a)(1) of Federal Reserve Regulation Y (12 CFR 222.4(a)(1)), an application by First at Orlando Corp., Orlando, Fla., for the Board's prior approval of action whereby Applicant would become a bank holding company through the acquisition of 80 percent or more of the voting shares of each of the following banks in or near Orlando, Fla.: The First National Bank at Orlando; College Park National Bank at Orlando; South Orlando National Bank; First National Bank at Pine Hills; and The Plaza National Bank at Orlando.

As required by section 3(b) of the Act, the Board gave written notice to the Comptroller of the Currency of receipt of the application and requested his views and recommendation. The Comptroller recommended approval of the application.

Notice of receipt of the application was published in the FEDERAL REGISTER on June 21, 1966 (31 F.R. 8607), providing an opportunity for interested persons to submit comments and views with respect to the proposed transaction. A copy of the application was forwarded to the Department of Justice for its consideration. Time for filing comments and views has expired and all those received have been considered by the Board.

It is hereby ordered, For the reasons set forth in the Board's statement[1] of this date, that said application be and hereby is approved, provided that the acquisition so approved shall not be consummated (a) before the 30th calendar day following the date of this order or (b) later than 3 months after the date of the order.

Dated at Washington, D.C., this 26th day of January 1967.

By order of the Board of Governors.[2]

[SEAL] MERRITT SHERMAN,
Secretary.

[F.R. Doc. 67-1199; Filed, Feb. 1, 1967; 8:45 a.m.]

SAVINGS & TRUST COMPANY OF INDIANA

Order Approving Acquisition of Bank's Assets

In the matter of the application of The Savings & Trust Company of Indiana for approval of acquisition of assets of The First National Bank of Saltsburg.

There has come before the Board of Governors, pursuant to the Bank Merger Act, as amended (12 U.S.C. 1828(c), Public Law 89-356), an application by The Savings & Trust Company of Indiana, Indiana, Pa., a State member bank of the Federal Reserve System, for the Board's prior approval of its acquisition of assets and assumption of deposit liabilities of The First National Bank of Saltsburg, Saltsburg, Pa., and, as an incident thereto, The Savings & Trust Company of Indiana has applied, under section 9 of the Federal Reserve Act, for the Board's prior approval of the establishment by that bank of a branch at the location of the sole office of The First National Bank of Saltsburg. Notice of the proposed acquisition of assets and assumption of deposit liabilities, in form approved by the Board, has been published pursuant to said Act.

Upon consideration of all relevant material in the light of the factors set forth in said Act, including reports furnished by the Comptroller of the Currency, the Federal Deposit Insurance Corporation, and the Attorney General on the competitive factors involved in the proposed transaction,

It is hereby ordered, For the reasons set forth in the Board's statement[1] of this date, that said applications be and hereby are approved, provided that said acquisition of assets and assumption of deposit liabilities and establishment of the branch shall not be consummated (a) before the 30th calendar day following the date of this order or (b) later than 3 months after the date of this order.

Dated at Washington, D.C., this 26th day of January 1967.

By order of the Board of Governors.[2]

[SEAL] MERRITT SHERMAN,
Secretary.

[F.R. Doc. 67-1200; Filed, Feb. 1, 1967; 8:45 a.m.]

SMALL BUSINESS ADMINISTRATION

[Declaration of Disaster Area 597]

MISSOURI

Declaration of Disaster Area

Whereas, it has been reported that during the month of January 1967, because of the effects of certain disasters, damage resulted to residences and business property located in St. Louis County in the State of Missouri;

Whereas, the Small Business Administration has investigated and has received other reports of investigations of conditions in the area affected;

Whereas, after reading and evaluating reports of such conditions, I find that the conditions in such area constitute a catastrophe within the purview of the Small Business Act, as amended.

Now, therefore, as Administrator of the Small Business Administration, I hereby determine that:

1. Applications for disaster loans under the provisions of section 7(b)(1) of the Small Business Act, as amended, may be received and considered by the Office below indicated from persons or firms whose property, situated in the aforesaid county and areas adjacent thereto, suffered damage or destruction resulting from a tornado and accompanying conditions occurring on or about January 24, 1967.

OFFICE

Small Business Administration Regional Office, 208 North Broadway, St. Louis, Mo. 63102.

2. Applications for disaster loans under the authority of this Declaration

[1] Concurring and dissenting statement of Commissioner Bartley, and concurring statement of Commissioner Cox filed as part of the original document; Commissioner Johnson abstaining from voting.

[1] Filed as part of the original document. Copies available upon request to the Board of Governors of the Federal Reserve System, Washington, D.C. 20551, or to the Federal Reserve Bank of Atlanta. Dissenting Statement of Governors Robertson and Maisel also filed as part of the original document and available upon request.

[2] Voting for this action: Governors Shepardson, Mitchell, Daane, and Brimmer. Voting against this action: Governors Robertson and Maisel. Absent and not voting: Chairman Martin.

[1] Filed as part of the original document. Copies available upon request to the Board of Governors of the Federal Reserve System, Washington, D.C. 20551, or to the Federal Reserve Bank of Cleveland.

[2] Voting for this action: Chairman Martin, and Governors Robertson, Shepardson, Mitchell, Daane, Maisel, and Brimmer.

will not be accepted subsequent to July 31, 1967.

Dated: January 25, 1967.

BERNARD L. BOUTIN,
Administrator.

[F.R. Doc. 67-1207; Filed, Feb. 1, 1967; 8:46 a.m.]

[Delegation of Authority No. 30 (Pacific Coastal Area)]

PACIFIC COASTAL AREA COORDINATORS ET AL.

Delegation of Authority To Conduct Program Activities

Pursuant to the authority delegated to the Area Administrators by Delegation of Authority No. 30 (Rev. 12), 32 F.R. 179 the following authority is hereby redelegated to the positions as indicated herein:

I. *Area Coordinators*—A. *Economic Development Coordinator.* **1. To approve or decline section 501 State Development Company Loans without dollar limitation and section 502 Local Development Company loans up to $350,000 (SBA share).

2. To close and disburse section 501 and 502 loans.

3. To extend the disbursement period on section 501 and 502 loan authorizations or undisbursed portions of section 501 and 502 loans.

4. To cancel wholly or in part undisbursed balances of partially disbursed section 501 and 502 loans.

5. To take all necessary actions in connection with the administration, servicing, and collection; and to do and perform and to assent to the doing and performance of, all and every act and thing requisite and proper to effectuate the granted powers, including without limiting the generality of the foregoing.

a. The assignment, endorsement, transfer and delivery (but in all cases without representation, recourse or warranty) of notes, claims, bonds, debentures, mortgages, deeds of trust, contracts, patents and applications therefor, licenses, certificates of stock and of deposit, and any other liens, powers, rights, charges on and interest in or to property of any kind, legal and equitable, now or hereafter held by the Small Business Administration or its Administrator.

b. The execution and delivery of assignments, subordinations, releases (in whole or part) of liens, satisfaction pieces, affidavits, proofs of claim in bankruptcy or other estates and such other instruments in writing as may be appropriate and necessary to effectuate the foregoing.

c. The approval of bank applications for use of liquidity privilege under the loan guaranty plan.

d. Except: (a) To compromise or sell any primary obligation or other evidence of indebtedness owed to the Agency for a sum less than the total amount due thereon; and (b) to deny liability of the Small Business Administration under the terms of a participation or guaranty agreement, or the assertion of a claim for recovery from a participating bank under any alleged violation of a participation or guaranty agreement.

B. *Supervisory Loan Officer (Economic Development).* 1. To close and disburse section 501 and 502 loans.

2. To extend the disbursement period on section 501 and 502 loan authorizations or undisbursed portions of section 501 and 502 loans.

3. To cancel wholly or in part undisbursed balances of partially disbursed section 501 and 502 loans.

4. To take all necessary actions in connection with the administration, servicing, and collection; and to do and perform and to assent to the doing and performance of, all and every act and thing requisite and proper to effectuate the granted powers, including without limiting the generality of the foregoing.

a. The assignment, endorsement, transfer and delivery (but in all cases without representation, recourse or warranty) of notes, claims, bonds, debentures, mortgages, deeds of trust, contracts, patents and applications therefor, licenses, certificates of stock and of deposit, and any other liens, powers, rights, charges on and interest in or to property of any kind, legal and equitable, now or hereafter held by the Small Business Administration or its Administrator.

b. The execution and delivery of assignments, subordinations, releases (in whole or part) of liens, satisfaction pieces, affidavits, proofs of claim in bankruptcy or other estates and such other instruments in writing as may be appropriate and necessary to effectuate the foregoing.

c. The approval of bank applications for use of liquidity privilege under the loan guaranty plan.

d. Except: (a) To compromise or sell any primary obligation or other evidence of indebtedness owed to the Agency for a sum less than the total amount due thereon; and (b) to deny liability of the Small Business Administration under the terms of a participation or guaranty agreement, or the assertion of a claim for recovery from a participating bank under any alleged violation of a participation or guaranty agreement.

C. *Liquidation and Disposal Coordinator.* 1. To take all necessary actions in connection with the liquidation and disposal of all loans and other obligations or assets, including collateral purchased; and to do and perform and to assent to the doing and performance of, all and every act and thing requisite and proper to effectuate the granted powers, including without limiting the generality of the foregoing:

a. The assignment, endorsement, transfer and delivery (but in all cases without representation, recourse or warranty) of notes, claims, bonds, debentures, mortgages, deeds of trust, contracts, patents and applications therefor, licenses, certificates of stock and of deposit, and any other liens, powers, rights, charges on and interest in or to property of any kind, legal and equitable, now or hereafter held by the Small Business Administration or its Administrator.

b. The execution and delivery of contracts of sale or of lease or sublease, quitclaim, bargain and sale of special warranty deeds, bills of sale, leases, subleases, assignments, subordinations, releases (in whole or part) of liens, satisfaction pieces, affidavits, proofs of claim in bankruptcy or other estates and such other instruments in writing as may be appropriate and necessary to effectuate the foregoing.

c. To take all necessary action in liquidating Economic Development Administration loans and acquired collateral when and as authorized by Economic Development Administration.

d. To advertise regarding the public sale of (a) collateral in connection with the liquidation of loans, and (b) acquired property.

e. Except: (a) To compromise or sell any primary obligation or other evidence of indebtedness owed to the Agency for a sum less than the total amount due thereon; (b) to deny liability of the Small Business Administration under the terms of a participation or guaranty agreement, or the assertion of a claim for recovery from a participating bank under any alleged violation of a participating or guaranty agreement.

D. *Supervisory Liquidation and Disposal Officer.* 1. To take all necessary actions in connection with the liquidation and disposal of all loans and other obligations or assets, including collateral purchased; and to do and perform and to assent to the doing and performance of, all and every act and thing requisite and proper to effectuate the granted powers, including without limiting the generality of the foregoing:

a. The assignment, endorsement, transfer and delivery (but in all cases without representation, recourse or warranty) of notes, claims, bonds, debentures, mortgages, deeds of trust, contracts, patents and applications therefor, licenses, certificates of stock and of deposit, and any other liens, powers, rights charges on and interest in or to property of any kind, legal and equitable, now or hereafter held by the Small Business Administration or its Administrator.

b. The execution and delivery of contracts of sale or of lease or sublease, quitclaim, bargain and sale of special warranty deeds, bills of sale, leases, subleases, assignments, subordinations, releases (in whole or part) of liens, satisfaction pieces, affidavits, proofs of claim in bankruptcy or other estates and such other instruments in writing as may be appropriate and necessary to effectuate the foregoing.

c. To take all necessary action in liquidating Economic Development Administration loans and acquired collateral when and as authorized by Economic Development Administration.

d. To advertise regarding the public sale of (a) collateral in connection with the liquidation of loans and (b) acquired property.

e. Except: (a) To compromise or sell any primary obligation or other evidence

of indebtedness owed to the Agency for a sum less than the total amount due thereon; (b) to deny liability of the Small Business Administration under the terms of a participation or guaranty agreement, or the assertion of a claim for recovery from a participating bank under any alleged violation of a participation or guaranty agreement; and (c) the cancellation of authority to liquidate.

E. *Financial Assistance Coordinator*—1. *Eligibility determinations (for financial assistance only).* To determine eligibility of applicants for assistance under any program of the Agency in accordance with Small Business Administration standards and policies.

2. *Size determinations (for financial assistance only).* To make initial size determinations in all cases within the meaning of the Small Business Size Standards Regulations, as amended, and further, to make product classification decisions for financial assistance purposes only. Product classification decisions for procurement purposes are made by contracting officers.

F. *Procurement and Management Assistance Coordinator*—1. *Eligibility determinations (for PMA activities only).* To determine eligibility of applicants for assistance under any program of the Agency in accordance with small Business Administration standards and policies.

2. *Size determinations (for PMA activities only).* To make initial size determinations in all cases within the meaning of the Small Business Size Standards Regulations, as amended, and further, to make product classification decisions for financial assistance purposes only. Product classification decisions for procurement purposes are made by contracting officers.

G. *Area Administrative Officer.* 1. To purchase reproductions of loan documents, chargeable to the revolving fund, requested by U.S. Attorneys in foreclosure cases.

2. To (a) purchase office supplies and equipment, including office machines and rent regular office equipment and furnishings; (b) contract for repair and maintenance of equipment and furnishings; (c) contract for services required in setting up and dismantling and moving SBA exhibits and (d) issue Government bills of lading.

3. In connection with the establishment of Disaster Loan Offices, to obligate Small Business Administration to reimburse General Services Administration for the rental of office space.

4. To rent motor vehicles from the General Services Administration and to rent garage space for the storage of such vehicles when not furnished by this Administration.

II. *Regional Directors*—A. *Financial assistance.* 1. To approve business and disaster loans not exceeding $350,000 (SBA share) and economic opportunity loans not exceeding $25,000 (SBA share).

2. To decline business, economic opportunity and disaster loans of any amount.

3. To close and disburse approved loans.

4. To enter into business, economic opportunity and disaster loan participation agreements with banks.

5. To execute loan authorizations for Washington and area approved loans and for loans approved under delegated authority, said execution to read as follows:

(Name), Administrator,
By _____
(Name)
Regional Director.
(City)

6. To cancel, reinstate, modify and amend authorizations for business, economic opportunity and disaster loans.

7. To extend the disbursement period on all loan authorizations or undisbursed portions of loans.

8. To approve, when requested, in advance of disbursement, conformed copies of notes and other closing documents; and certify to the participating bank that such documents are in compliance with the participation authorization.

9. To approve service charges by participating banks not to exceed 2 percent per annum on the outstanding principal balance of construction loans and loans involving accounts receivable and inventory financing.

**10. To establish disaster field offices upon receipt of advice of the designation of a disaster area; to advise on the making of disaster loans; to appoint as a processing representative any bank in the disaster area; and to close disaster field offices when no longer advisable to maintain such offices.

11. To take all necessary actions in connection with the administration, servicing and collection, other than those accounts classified as "in liquidation"; and to do and perform and to assent to the doing and performance of, all and every act and thing requisite and proper to effectuate the granted powers, including without limiting the generality of the foregoing:

a. The assignment, endorsement, transfer and delivery (but in all cases without representation, recourse or warranty) of notes, claims, bonds, debentures, mortgages, deeds of trust, contracts, patents and applications therefor, licenses, certificates of stock and of deposit, and any other liens, powers, rights, charges on and interest in or to property of any kind, legal and equitable, now or hereafter held by the Small Business Administration or its Administrator;

b. The execution and delivery of contracts of sale or of lease or sublease, quitclaim, bargain and sale of special warranty deeds, bills of sale, leases, subleases, assignments, subordinations, releases (in whole or part) of liens, satisfaction pieces, affidavits, proofs of claim in bankruptcy or other estates and such other instruments in writing as may be appropriate and necessary to effectuate the foregoing.

c. The approval of bank applications for use of liquidity privilege under the loan guaranty plan.

d. Except: (a) To compromise or sell any primary obligation or other evidence of indebtedness owed to the Agency for a sum less than the total amount due thereon; and (b) to deny liability of the Small Business Administration under the terms of a participation or guaranty agreement, or the assertion of a claim for recovery from a participating bank under any alleged violation of a participation or guaranty agreement.

B. *Size determinations.* To make initial size determinations in all cases within the meaning of the Small Business Size Standards Regulations, as amended, and further, to make product classification decisions for financial assistance purposes only. Product classification decisions for procurement purposes are made by contracting officers.

C. *Eligibility determinations.* To determine eligibility of applicants for assistance under any program of the Agency in accordance with Small Business Administration standards and policies.

D. *Administration.* 1. To purchase reproductions of loan documents, chargeable to the revolving fund, requested by U.S. Attorneys in foreclosure cases.

2. To (a) purchase office supplies and equipment, including office machines, and rent regular office equipment and furnishings; (b) contract for repair and maintenance of equipment and furnishings; (c) contract for services required in setting up and dismantling and moving SBA exhibits and (d) issue Government bills of lading.

3. In connection with the establishment of Disaster Loan Offices, to obligate Small Business Administration to reimburse the General Services Administration for the rental of office space.

4. To rent motor vehicles from the General Services Administration and to rent garage space for the storage of such vehicles when not furnished by this Administration.

E. *Chiefs, Financial Assistance Division (and Assistant Chiefs, if assigned)*—1. *Size determinations for financial assistance only.* To make initial size determinations in all cases within the meaning of the Small Business Size Standards Regulations, as amended, and further, to make product classification decisions for financial assistance purposes only. Product classification decisions for procurement purposes are made by contracting officers.

2. *Eligibility determinations for financial assistance only.* To determine eligibility of applicants for assistance under any program of the Agency in accordance with Small Business Administration standards and policies.

3. To approve business and disaster loans not exceeding $350,000 (SBA share), and economic opportunity loans not exceeding $25,000 (SBA share).

4. To close and disburse approved business, economic opportunity and disaster loans.

5. To decline business, economic opportunity and disaster loans of any amount.

6. To enter into business, economic opportunity and disaster loan participation agreements with banks.

7. To execute loan authorizations for Washington, area, and regional approved loans and loans approved under delegated authority, said execution to read as follows:

(Name), Administrator,
By ----------
(Name)
Title of person signing.

8. To cancel, reinstate, modify and amend authorizations for business, economic opportunity and disaster loans.

9. To extend the disbursement period on all loan authorizations or undisbursed portions of loans.

10. To approve, when requested, in advance of disbursement, conformed copies of notes and other closing documents; and certify to the participating bank that such documents are in compliance with the participation authorization.

11. To approve service charges by participating banks not to exceed 2 percent per annum on the outstanding balance on construction loans and loans involving accounts receivable and inventory financing.

12. To take all necessary actions in connection with the administration, servicing and collection, other than those accounts classified as "in liquidation"; and to do and to perform and to assent to the doing and performance of, all and every act and thing requisite and proper to effectuate the granted powers, including without limiting the generality of the foregoing:

a. The assignment, endorsement, transfer and delivery (but in all cases without representation, recourse or warranty) of notes, claims, bonds, debentures, mortgages, deeds of trust, contracts, patents and applications therefor, licenses, certificates of stock and deposit, and any other liens, powers, rights, charges on and interest in or to property of any kind, legal and equitable, now or hereafter held by the Small Business Administration or its Administrator;

b. The execution and delivery of contracts of sale or of lease or sublease, quitclaim, bargain and sale of special warranty deeds, bills of sale, leases, subleases, assignments, subordinations, releases (in whole or in part) of liens, satisfaction pieces, affidavits, proofs of claim in bankruptcy or other estates and such other instruments in writing as may be appropriate and necessary to effectuate the foregoing.

c. The approval of bank applications for use of liquidity privileges under the loan guaranty plan.

d. Except: (a) To compromise or sell any primary obligation or other evidence of indebtedness owed to the Agency for a sum less than the total amount due thereon; and (b) to deny liability of the Small Business Administration under the terms of a participation or guaranty agreement, or the assertion of a claim for recovery from a participating bank under any alleged violation of a participation or guaranty agreement.

F. *Supervisory Loan Officer.* 1. To approve or decline direct loans not in excess of $50,000 and participation loans not in excess of $50,000 (SBA share).

2. To approve or decline economic opportunity loans not in excess of $25,000 (SBA share).

3. To close and disburse approved business, economic opportunity and disaster loans.

4. To enter into business loan participation agreements with banks.

5. To execute loan authorizations for Washington, area, and regional approved loans and loans approved under delegated authority, said execution to read as follows:

(Name), Administrator,
By ----------
(Name)
Title of person signing.

6. To cancel, reinstate, modify and amend authorizations for business, economic opportunity and disaster loans.

7. To extend the disbursement period on all loan authorizations or undisbursed portions of loans.

8. To approve, when requested, in advance of disbursement, conformed copies of notes and other closing documents; and certify to the participating bank that such documents are in compliance with the participation authorization.

9. To approve service charges by participating banks not to exceed 2 percent per annum on the outstanding balance on construction loans and loans involving accounts receivable and inventory financing.

10. To take all necessary actions in connection with the administration, servicing, and collection, other than those accounts classified as "in liquidation"; and to do and to perform and to assent to the doing and performance of, all and every act and thing requisite and proper to effectuate the granted powers, including without limiting the generality of the foregoing:

a. The assignment, endorsement, transfer and delivery (but in all cases without representation, recourse, or warranty) of notes, claims, bonds, debentures, mortgages, deeds of trust, contracts, patents and applications therefor, licenses, certificates of stock and of deposit, and any other liens, powers, rights, charges on and interest in or to property of any kind, legal and equitable, now or hereafter held by the Small Business Administration or its Administrator.

b. The execution and delivery of contracts of sale or of lease or sublease, quitclaim, bargain and sale of special warranty deeds, bills of sale, leases, subleases, assignments, subordinations, releases (in whole or in part) or liens, satisfaction pieces, affidavits, proofs of claim in bankruptcy or other estates and such other instruments in writing as may be appropriate and necessary to effectuate the foregoing.

c. The approval of bank applications for use of liquidity privileges under the loan guaranty plan.

d. Except: (a) To compromise or sell any primary obligation or other evidence of indebtedness owed to the Agency for a sum less than the total amount due thereon; and (b) to deny liability of the Small Business Administration under the terms of a participation or guaranty agreement or the assertion of a claim for recovery from a participating bank under any alleged violation of a participation or guaranty agreement.

11. *Size determinations for financial assistance only.* To make initial size determinations in all cases within the meaning of the Small Business Size Standards Regulations, as amended, and further, to make product classification decisions for financial assistance purposes only. Product classification decisions for procurement purposes are made by contracting officers.

12. *Eligibility determinations for financial assistance only.* To determine eligibility of applicants for assistance under any program of the Agency in accordance with Small Business Administration standards and policies.

G. *Loan Officer.* 1. To approve final actions concerning current direct or participation loans.

a. Use of the cash surrender value of life insurance to pay the premium on the policy.

b. Release of dividends of life insurance or consent to application against premiums.

c. Minor modifications in the authorization.

d. Extension of disbursement period.

e. Extension of initial principal payments.

f. Adjustment of interest payment dates.

g. Release of hazard insurance checks not in excess of $200 and endorse such checks on behalf of the Agency where SBA is named as joint loss payee.

h. Release of equipment with or without consideration where the value of equipment being released does not exceed $200.

2. To close and disburse approved business, economic opportunity and disaster loans.

H. *Regional Counsel* [Reserved]

I. *Chief, Accounting, Clerical and Training Division.* 1. To purchase reproductions of loan documents, chargeable to the revolving fund, requested by U.S. Attorney in foreclosure cases.

2. To (a) purchase office supplies and equipment, including office machines, and rent regular office equipment and furnishings; (b) contract for repair and maintenance of equipment and furnishings; (c) contract for services required in setting up and dismantling and moving SBA exhibits; and (d) issue Government bills of lading.

3. In connection with the establishment of Disaster Loan Offices, to obligate Small Business Administration to reimburse General Services Administration for the rental of office space.

4. To rent motor vehicles from the General Services Administration and to rent garage space for the storage of such

vehicles when not furnished by this Administration.

J. Assistant Chief, Accounting, Clerical and Training Division. 1. To purchase reproductions of loan documents, chargeable to the revolving fund, requested by the U.S. Attorney in foreclosure cases.

2. To (a) purchase office supplies and equipment, including office machines, and rent regular office equipment and furnishings; (b) contract for repair and maintenance of equipment and furnishings; (c) contract for services required in setting up and dismantling and moving SBA exhibits; and (d) issue Government bills of lading.

3. In connection with the establishment of Disaster Loan Offices, to obligate Small Business Administration to reimburse General Services Administration for the rental of office space.

4. To rent motor vehicles from the General Services Administration and to rent garage space for the storage of such vehicles when not furnished by this Administration.

III. *Branch Managers* [Reserved]

IV. The specific authority delegated herein, indicated by double asterisks (**) cannot be redelegated.

V. The authority delegated herein to a specific position may be exercised by any SBA employee designated as acting in that position.

VI. All previously delegated authority is hereby rescinded without prejudice to actions taken under such Delegation of Authority prior to the date hereof.

Effective date: September 1, 1966.

WILLIAM S. SCHUMACHER,
Area Administrator,
Pacific Coastal Area.

[F.R. Doc. 67-1208; Filed, Feb. 1, 1967; 8:46 a.m.]

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PART II

Federal Aviation Agency

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Revision of Regulations

No. 22—Pt. II——1

65-006 O - 68 - 1

Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Agency

[Airspace Docket No. 67-WA-1]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, AND REPORTING POINTS

PART 73—SPECIAL USE AIRSPACE

PART 75—ESTABLISHMENT OF JET ROUTES

Compilation of Regulations

The following compilations of Parts 71, 73, and 75 of the Federal Aviation Regulations are adopted for the purpose of combining all amendments and pending amendments to these parts which have been published by the Administrator of the Federal Aviation Agency in the FEDERAL REGISTER prior to January 6, 1967. Pending amendments are listed below the appropriate section and include the effective date and the FEDERAL REGISTER citation.

The statement "* * * shall be used only after obtaining prior approval from appropriate authority." appeared in numerous descriptions of controlled airspace that coincided with restricted areas. Section 91.95 of the Federal Aviation Regulations requires a pilot to obtain permission from appropriate authority prior to operating an aircraft within a restricted area. It is therefore redundant and unnecessary for the statement to be included within each description. Consequently, it has been omitted where it appeared in any description of controlled airspace.

Warning area W-536 was rescinded in a separate nonrule making action. Therefore, the statement, "excluding the portion within W-536" in the description of the San Diego, Calif., transition area is meaningless and has been deleted herein.

These revisions are editorial in nature and effect no substantive change in the designation of any airspace. Therefore, notice and public procedure thereon are unnecessary, and for that reason they may be made effective immediately.

(Sec. 307(a), Federal Aviation Act of 1958; 49 U.S.C. 1348)

Issued in Washington, D.C., on January 13, 1967.

H. B. HELSTROM,
Chief, Airspace and Air Traffic Rules Division.

[F.R. Doc. 67-807; Filed, Feb. 1, 1967; 8:45 a.m.]

TITLE 14 - AERONAUTICS AND SPACE

CHAPTER I - FEDERAL AVIATION AGENCY

SUBCHAPTER E - AIRSPACE

PART 71

DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, AND REPORTING POINTS

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SUBPART A - GENERAL

§ 71.1 Applicability.

(a) The airspace assignments described in Subparts B and C are designated as Federal airways.

(b) The airspace assignments described in Subparts B through I are designated as control areas, the continental control area, control zones, transition areas, positive control areas, and reporting points, as described in the appropriate subpart.

§ 71.3 Classification of Federal Airways.

Federal airways are classified as follows:

(a) Colored Federal airways:

(1) Green Federal airways.

(2) Amber Federal airways.

(3) Red Federal airways.

(4) Blue Federal airways.

(b) VOR Federal airways.

§ 71.5 Extent of Federal airways.

(a) Each Federal airway is based on a centerline that extends from one navigational aid or intersection to another navigational aid (or through several navigational aids or intersections) specified for that airway.

(b) Unless otherwise specified in Subpart B or C -

(1) Each Federal airway includes the airspace within parallel boundary lines 4 miles each side of the centerline. Where an airway changes direction, it includes that airspace enclosed by extending the boundary lines of the airway segments until they meet.

(2) Where the changeover point for an airway segment is more than 51 miles from either of the navigational aids defining that segment, and -

(i) The changeover point is midway between the navigational aids, the airway includes the airspace between lines diverging at angles of 4.5° from the centerline at each navigational aid and extending until they intersect opposite the changeover point; or

(ii) The changeover point is not midway between the navigational aids, the airway includes the airspace between lines diverging at angles of 4.5° from the centerline at the navigational aid more distant from the changeover point, and extending until they intersect with the bisector of the angle of the centerlines at the changeover point; and between lines connecting these points of intersection and the navigational aid nearer to the changeover point.

(3) Where an airway terminates at a point or intersection more than 51 miles from the closest associated navigational aid it includes the additional airspace within lines diverging at angles of 4.5° from the centerline extending from the associated navigational aid to a line perpendicular to the centerline at the termination point.

(4) Where an airway terminates, it includes the airspace within a circle centered at the specified navigational aid or intersection having a diameter equal to the airway width at that point. However, an airway does not extend beyond the domestic/oceanic control area boundary.

(c) Unless otherwise specified in Subpart B or C -

(1) Each Federal airway includes that airspace extending upward from 700 feet above the surface of the earth to, but not including, 18,000 feet MSL, except that Federal airways for Hawaii have no upper limits. Variations of the lower limits of an airway are expressed in digits representing hundreds of feet above the surface (AGL) or mean sea level (MSL) and, unless otherwise specified, apply to the segment of an airway between adjoining navigational aids or intersections; and

(2) The airspace of a Federal airway within the lateral limits of a transition area has a floor coincident with the floor of the transition area.

(d) One or more alternate airways may be designated between specified navigational aids or intersections along each VOR Federal airway described in Subpart C. Unless otherwise specified, the centerline of an alternate VOR Federal airway and the centerline of the corresponding segment of the main VOR Federal airway are separated by 15°.

(e) A Federal airway does not include the airspace of a prohibited area.

§ 71.7 Control areas.

Control areas consist of the airspace designated in Subparts B, C, and E, but do not include the continental control area. Unless otherwise designated, control areas include the airspace between a segment of a main VOR Federal Airway and its associated alternate segments with the vertical extent of the area corresponding to the vertical extent of the related segment of the main airway.

§ 71.9 Continental Control Area.

The continental control area consists of the airspace of the 48 contiguous states, the District of Columbia, and Alaska south of latitude 68°00'00" N., excluding the Alaska peninsula west of longitude 160°00'00" W., at and above 14,500 feet MSL, but does not include --

(a) The airspace less than 1,500 feet above the surface of the earth; or

(b) Prohibited and restricted areas, other than restricted area military climb corridors and the restricted areas listed in Subpart D of this part.

§ 71.11 **Control Zones.**
The control zones listed in Subpart F consist of controlled airspace extending upward from the surface of the earth. A control zone may include one or more airports and is normally a circular area with a radius of five miles and any extensions necessary to include instrument approach and departure paths.

§ 71.13 **Transition Areas.**
The transition areas listed in Subpart G consist of controlled airspace extending upward from 700 feet or more above the surface of the earth when designated in conjunction with an airport for which an approved instrument approach procedure has been prescribed; or from 1,200 feet or more above the surface of the earth when designated in conjunction with airway route structures or segments. Unless otherwise specified, transition areas terminate at the base of the overlying controlled airspace.

§ 71.15 **Positive Control Areas.**
The positive control areas listed in Subpart H consist of controlled airspace within which there is positive control of aircraft.

§ 71.17 **Reporting Points.**
(a) The reporting points listed in Subpart I consist of geographic locations, in relation to which the position of an aircraft must be reported in accordance with §91.125.
(b) Unless otherwise designated, each reporting point applies to all directions of flight. In any case where a geographic location is designated as a reporting point for less than all airways passing through that point, or for a particular direction of flight along an airway only, it is so indicated by including the airways or direction of flight in the designation of geographical location.
(c) Unless otherwise specified, place names appearing in the reporting point descriptions indicate VOR or VORTAC facilities identified by those names.

§ 71.19 **Bearings; Radials; Miles.**
(a) All bearings and radials in this Part are true, and are applied from point of origin.
(b) Except as otherwise specified and except that mileages for Federal airways are stated as nautical miles, all mileages in this Part are stated as statute miles.

SUBPART B - COLORED FEDERAL AIRWAYS

§ 71.101 Designation.

The airspace assignments described in this subpart are designated as Colored Federal Airways.

§71.103 Green Federal Airways.

G-1 From the Sherbrooke, Quebec, Canada, RBN, 82 miles 52 MSL, 12 AGL Millinocket, Maine, RBN; 12 AGL Forest City, New Brunswick, Canada, RBN; to the Fredericton, New Brunswick, Canada, RR, excluding the portions within Canada.

AMENDMENTS 9/15/66 31 F.R. 10026 (Changed)

G-7 From the Nome, Alaska, RR via the Moses Point, Alaska, RR; INT of the E course of the Moses Point RR and the N course of the Unalakleet, Alaska, RR; Galena, Alaska, RR; INT of the E course of the Galena RR and the W course of the Fairbanks, Alaska, RR; to the Fairbanks RR.

G-8 From the King Salmon, Alaska, RR via the INT of the NE course of the King Salmon RR and the W course of the Homer, Alaska, RR; INT of the W course of the Homer RR and the SW course of the Kenai, Alaska, RR; Kenai RR; INT of the NE course of the Kenai RR and a line bearing 266° from the Anchorage, Alaska, RR; Anchorage RR; INT of the NE course of the Anchorage RR and the SE course of the Skwentna, Alaska, RR; Gulkana, Alaska, RR; INT of the NE course of the Gulkana RR and the SW course of the Northway, Alaska, RR; to the Northway RR.

G-9 From Bethel, Alaska, RBN (Ident BET) via Sparrevohn, Alaska, RBN; INT Sparrevohn RBN 093° and Anchorage, Alaska, RR 266° bearings; to Anchorage RR.

AMENDMENT 1/5/67 31 F.R. 14631 (Added)

AMBER FEDERAL AIRWAYS

§71.105 Amber Federal Airways.

A-1 From INT of Ediz Hook, Wash., RBN 090° bearing and S course of the Victoria, Canada, RR; Victoria RR; to the INT of the N course of the Victoria RR and the SE course of the Comox, Canada, RR. From the Sandspit, B. C., Canada, RR via the INT of the NW course of the Sandspit RR and SW course of the Annette Island, Alaska, RR; Sitka, Alaska, RR; Yakutat, Alaska, RR; INT of the NW course of the Yakutat RR and the SE course of the Hinchinbrook, Alaska, RR; Hinchinbrook RR; Whittier, Alaska, RBN; Anchorage, Alaska, R.R.; INT of the NW course of the Anchorage RR and the SE course of the Skwentna, Alaska, RR; Skwentna RR; Puntilla Lake, Alaska, RBN; Farewell, Alaska, RR; McGrath, Alaska, RR; Unalakleet, Alaska, RR; to the Nome, Alaska, RR, but excluding the portion under the jurisdiction of Canada.

A-2 From the Burwash Landing, Yukon Territory, Canada, RR via the Northway, Alaska, RR; Big Delta, Alaska, RR; INT of the NW course of the Big Delta RR and the E course of the Fairbanks, Alaska, RR; Fairbanks RR; to the Bettles, Alaska, RR, excluding the portion within Canada.

AMENDMENTS 9/15/66 31 F.R. 9400 (Changed)

A-10 From the Pennfield Ridge, New Brunswick, Canada, RBN to the Forest City, New Brunswick, Canada, RBN, excluding the portion within Canada.

A-15 From the Ethelda Bay, British Columbia, Canada, RBN via the Annette Island, Alaska, RR; Petersburg, Alaska, RR; Coghlan Island, Alaska, RBN; Haines, Alaska, RBN; Burwash Landing, Yukon Territory, Canada, RR; Northway, Alaska, RR; Big Delta, Alaska, RR; INT of the NW course of the Big Delta RR and the E course of the Fairbanks, Alaska, RR; to the Fairbanks RR., excluding the portion within Canada (joins Canadian high level airway No. 502).

AMENDMENTS 9/15/66 31 F.R. 9400 (Changed)

RED FEDERAL AIRWAYS

§71.107 **Red Federal Airways.**

R-1 From the Sitka, Alaska, RR via the INT of the SE course of the Sitka RR and the SW course of the Petersburg, Alaska, RR; Cape Decision, Alaska, RBN; Guard Islands, Alaska, RBN; to the Annette Island, Alaska, RR.

R-27 From the INT of the NW course of the Nenana, Alaska, RR and the W course of the Fairbanks, Alaska, RR via the Nenana RR; to the INT of the SE course of the Nenana RR and the SW course of the Fairbanks RR.

R-39 From the Bethel, Alaska, RBN via the Aniak, Alaska, RBN; McGrath, Alaska, RR; Minchumina, Alaska, RR; Nenana, Alaska, RR; to the Fairbanks, Alaska, RR.

AMENDMENTS 8/18/66 31 F.R. 8870 (Changed)

R-40 From the Kodiak, Alaska, RR via the Shuyak, Alaska, RBN; Homer, Alaska, RR; to the Anchorage, Alaska, RR.

R-41 From the INT of the NW course of the Sitka (Biorka Island), Alaska, RR and the SW course of the Gustavus, Alaska, RR via the Gustavus RR; to the Sisters Island, Alaska, RBN.

R-50 From the INT of the E course of the Galena, Alaska, RR and the SW course of the Tanana, Alaska, RR via the Tanana RR; to the INT of the SE course of the Tanana RR and the W course of the Fairbanks, Alaska, RR.

R-64 From the INT of the SW course of the Annette Island, Alaska, RR and the United States-Canadian Border, to the Annette Island RR.

R-75 From Vancouver, British Columbia, Canada, RR via White Rock, British Columbia, Canada, RBN; Abbotsford, British Columbia, Canada, RR; Cultus Lake, British Columbia, Canada, RBN; to Princeton, British Columbia, Canada, RR, excluding the portion within Canada.

AMENDMENT 11/15/66 31 F.R. 14547 (Rewritten)

R-82 From the Skwentna, Alaska, RR to the INT of the SE course of the Skwentna RR and the NE course of the Anchorage, Alaska, RR.

R-99 From the INT of the NE course of the King Salmon, Alaska, R.R. and a bearing 196° from the Iliamna, Alaska, RBN via the Iliamna RBN to the INT of a bearing 121° from the Iliamna RBN and the W course of the Homer, Alaska, R.R.

AMENDMENTS 8/18/66 31 F.R. 8747 (Rewritten)

R-103 From the Anchorage, Alaska, RR via the INT of a line bearing 266° from the Anchorage RR and the NE course of the Kenai, Alaska, RR; Kenai RR; INT of the SE course of the Kenai RR and the SW course of the Anchorage RR; to the Middleton Island, Alaska, RBN.

BLUE FEDERAL AIRWAYS

§71.109 **Blue Federal Airways.**

B-2 From the Sitka, Alaska, RR to the Sisters Island, Alaska, RBN.

B-12 From the McGrath, Alaska, RR to the Galena, Alaska, RR.

B-19 From Key West, Fla. RBN 12 AGL INT Key West RBN 037° and Perrine, Fla., RBN 232° bearings; 12 AGL Perrine RBN.

AMENDMENT 12/8/66 31 F.R. 13314 (Rewritten)

B-25 From the INT of the SW course of Hinchinbrook, Alaska, R. R. and the 296° bearing from the Middleton Island, Alaska, RBN via the Hinchinbrook RR; INT of the NE course of the Hinchinbrook RR and the S course of the Gulkana, Alaska, RR: Gulkana RR: to the Big Delta, Alaska, RR.

B-26 From the Anchorage, Alaska, RR via the Talkeetna, Alaska, RBN; Summit, Alaska, RR; INT of the N course of the Summit RR and the SW course of the Fairbanks, Alaska, RR; Fairbanks RR; to the Fort Yukon, Alaska, RBN.

B-27 From the Kodiak, Alaska, RR via the INT of the W course of the Kodiak RR and the SE course of the King Salmon, Alaska, RR; King Salmon RR; Bethel, Alaska, RBN; Nome, Alaska, RR; to the Kotzebue, Alaska, airport.

B-38 From the Five Finger, Alaska, USCG RBN via the Gustavus, Alaska, RR: Haines, Alaska, RBN: to the Whitehorse, Yukon Territory, Canada, RR, excluding the portion within Canada.

B-43 From the INT of the N course of the Summit, Alaska, RR and the SW course of the Fairbanks, Alaska, RR via the INT of the N course of the Summit RR and the SE course of the Nenana, Alaska, RR; Nenana RR; to the Fairbanks RR.

B-48 From INT Bimini, Bahamas, RBN 216° and Miami, Fla. RBN 145° bearings; 12 AGL Miami RBN.

AMENDMENT 5/26/66 31 F.R. 5285 (Rewritten); 12/8/66 31 F. R. 13314 (Rewritten)

B-63 From the Laconia, N. H., RBN, 12 AGL North Conway, N. H., RBN; 12 AGL Berlin, N. H., RBN.

AMENDMENTS 9/15/66 31 F.R. 10026 (Rewritten)

B-65 From the Shuyak, Alaska, RBN via the INT of the W course of the Homer, Alaska, RR and the SW course of the Kenai, Alaska, RR to the Homer RR.

B-79 From the United States-Canadian border to the Annette Island, Alaska, RR via a direct bearing from the Sandspit, British Columbia, Canada, RR to the Annette Island RR; Petersburg, Alaska, RR; Coghlan Island, Alaska, RBN; Haines, Alaska, RBN; Burwash Landing, Yukon Territory, RR; to Northway, Alaska, RR, excluding the portion within Canada.

AMENDMENTS 9/15/66 31 F.R. 9400 (Changed)

B-80 From the INT of the NW course of the Unalakleet, Alaska, RR and the S course of the Moses Point, Alaska, RR to the Moses Point RR.

SUBPART C - VOR FEDERAL AIRWAYS

§ 71.121 **Designation**
The airspace assignments described in this subpart are designated as VOR Federal airways. Unless otherwise specified, place names appearing in the descriptions indicate VOR or VORTAC navigational facilities identified by those names.

§71.123 **Domestic VOR Federal Airways.**

V-1 From Jacksonville, Fla., 12 AGL Charleston, S. C.; 12 AGL Myrtle Beach, S. C.; 12 AGL Wilmington, N.C.; 12 AGL Kinston, N. C., including a 12 AGL W alternate via INT Wilmington 352° and Kinston 214° radials; 12 AGL Cofield, N. C.; 12 AGL Norfolk, Va.; 12 AGL Cape Charles, Va.; 12 AGL INT Cape Charles 015° and Salisbury, Md., 206° radials; 12 AGL Salisbury; 12 AGL Waterloo, Del.; 12 AGL INT Waterloo 023° and Atlantic City, N. J., 238° radials; 12 AGL Atlantic City; 12 AGL Barnegat, N. J.; 12 AGL INT Barnegat 043° and Kennedy, N. Y., 159° radials. The airspace within R-4006 and the airspace below 2,000 feet MSL outside the United States between Starfish INT and Charleston and north of Barnegat are excluded. The airspace within R-5002 more than 3 miles W of the centerline above 9,000 feet MSL is excluded.

AMENDMENTS 7/21/66 31 F. R. 7279 (Changed); 7/21/66 31 F. R. 7610 (Changed)
AMENDMENTS 10/13/66 31 FR 10516 (Rewritten)

V-2 From Seattle, Wash., via Ellensburg, Wash., including an S alternate via INT of Seattle 124° and Ellensburg 274° radials; 12 AGL Ephrata, Wash., including a north alternate from Seattle to Ephrata via Wenatchee, Wash.; 12 AGL Spokane, Wash., including a south alternate 12 AGL via INT Ephrata 096° and Spokane 221° radials; 12 AGL Mullan Pass, Idano, including a north alternate 12 AGL via INT Spokane 070° and Mullan Pass 291° radials, and also a south alternate, 12 AGL via INT Spokane 109° and Mullan Pass 260° radials; Missoula, Mont.; Drummond, Mont.; Helena, Mont.; INT of Helena 119° and Bozeman, Mont., 338° radials; Bozeman; INT of Bozeman 128° and Livingston, Mont., 261° radials; Livingston; Billings, Mont., including an N alternate from Helena to Billings via INT of Helena 089° and Billings 301° radials, excluding the airspace between the main and this alternate airway; Miles City, Mont.; including an N alternate; Dickinson, N. Dak.; Bismarck, N. Dak., including an N alternate; Jamestown, N. Dak., including an N alternate; Fargo, N. Dak., including an N alternate; Alexandria, Minn., including an N alternate; Minneapolis, Minn.; Nodine, Minn., including an N alternate; 12 AGL Lone Rock, Wis.; 12 AGL INT Lone Rock 104° and Milwaukee, Wis., 272° radiasl; 12 AGL Milwaukee; 12 AGL Muskegon, Mich., including a 12 AGL S alternate via INT Milwaukee 102° and Muskegon 252° radials; 12 AGL Lansing, Mich., including a 12 AGL S alternate from Muskegon to Lansing via INT Muskegon 154° and Grand Rapids, Mich., 284° radials and Grand Rapids; 12 AGL Salem, Mich., including a 12 AGL N alternate via INT Lansing 091° and Salem 308° radials; 12 AGL INT Salem 083° and Aylmer, Ont., Canada 260° radials; Aylmer; 12 AGL INT Aylmer 087° and Buffalo, N. Y., 259° radials; 12 AGL Buffalo; 12 AGL Rochester, N. Y.; 12 AGL Syracuse, N. Y., including a 12 AGL N alternate via INT Rochester 064° and Syracuse 283° radials; 12 AGL Utica, N. Y.; 12 AGL Albany, N. Y.; 12 AGL INT Albany 094° and Gardner, Mass., 284° radials; 12 AGL Gardner; 12 AGL Boston, Mass. The airspace within Canada is excluded.

AMENDMENTS 6/23/66 31 F.R. 6487 (Changed); 7/21/66 31 F. R. 7556 (Changed)
AMENDMENTS 9/15/66 31 F.R. 10026 (Changed)

PENDING AMENDMENT

In V-2 all between "Bismarck, N. Dak.," and "12 AGL Lone Rock, Wis.;" is deleted and "including an N alternate; 14 miles, 12 AGL, 62 miles, 34 MSL, 12 AGL Jamestown, N. Dak., including an N alternate from Bismarck 14 miles, 12 AGL, 65 miles, 34 MSL, 12 AGL Jamestown; 7 miles, 12 AGL, 43 miles, 28 MSL, 12 AGL Fargo, N. Dak., including an N alternate from Jamestown 7 miles, 12 AGL, 46 miles, 28 MSL, 12 AGL Fargo; 25 miles, 12 AGL, 50 miles, 30 MSL, 12 AGL Alexandria, Minn., including an N alternate from Fargo, 25 miles, 12 AGL, 52 miles, 30 MSL, 12 AGL Alexandria; 5 miles, 12 AGL, 70 miles, 25 MSL, 12 AGL Minneapolis, Minn.; 12 AGL Nodine, Minn., including a 12 AGL N alternate;" is substituted therefor.
AMENDMENTS 2/2/67 31 F. R. 15796 (Changed)

PENDING AMENDMENT

In V-2 all between "Mullan Pass 260° radials;" and "14 miles, 12 AGL, 62 miles, 34 MSL, 12 AGL Jamestown, N. Dak.," is deleted and "5 miles, 12 AGL, 53 miles, 91 MSL, 12 AGL Missoula, Mont.; 6 miles, 12 AGL 84 MSL, Drummond, Mont.; 11 miles, 84 MSL, 12 AGL Helena, Mont.; 12 AGL INT Helena 119° and Bozeman, Mont., 338° radials; 12 AGL Bozeman; 12 AGL INT Bozeman 128° and Livingston, Mont., 261° radials; 12 AGL Livingston; 11 miles, 12 AGL, 25 miles, 85 MSL, 12 AGL Billings, Mont., including an N aterlante from Helena, 21 miles,12 AGL, 10 miles, 105 MSL, 115 MSL INT Helena 089° and Billings 301° radials, 35 miles, 100 MSL, 12 AGL to Billings, excluding the airspace between the main and this N alternate; 19 miles, 12 AGL, 79 miles, 49 MSL, 12 AGL Miles City, Mont., including an N alternate from Billings, 19 miles, 12 AGL, 49 MSL INT Billings 057° and Miles City 269° radials, 42 miles, 49 MSL, 12 AGL to Miles City; 24 miles, 12 AGL, 90 miles, 55 MSL, 12 AGL Dickinson, N. Dak.; 10 miles, 12 AGL, 60 miles, 38 MSL, 12 AGL Bismarck, N. Dak., including an N alternate from Dickinson, 10 miles, 12 AGL, 38 MSL INT Dickinson 078° and Bismarck 290° radials, 28 miles, 38 MSL, 12 AGL to Bismarck;" is substituted therefor. 3/2/67 31 F. R. 16200 (Changed).

V-3 From Key West, Fla., 12 AGL INT Key West 086° and Miami, Fla., 205° radials; 12 AGL INT Miami 205° and Biscayne Bay, Fla., 262° radials; 12 AGL Biscayne Bay; 12 AGL Palm Beach, Fla., including a 12 AGL E alternate via INT Biscayne Bay 021° and Palm Beach 166° radials; 12 AGL Vero Beach, Fla., including a 12 AGL E alternate via INT Palm Beach 358° and Vero Beach 143° radials; 12 AGL Daytona Beach, Fla.; 12 AGL INT Daytona Beach 334° and
Jacksonville, Fla., 159° radials; 12 AGL Jacksonville, including a 12 AGL E alternate via INT Daytona Beach 360° and Jacksonville 144° radials; 12 AGL Brunswick, Ga.; 12 AGL Savannah, Ga., including a 12 AGL E alternate from Jacksonville to
Savannah via INT Jacksonville 028° and Savannah 180° radials; 12 AGL Vance, S. C.; 12 AGL Florence, S. C.; 12 AGL Pinehurst, N. C.; 12 AGL Raleigh, N. C., including a 12 AGL E alternate from Florence to Raleigh via Fayetteville, N. C., excluding the airspace between the main and this alternate airway; 12 AGL INT Raleigh 016° and Flat Rock, Va., 214° radials; 12 AGL
Flat Rock; 12 AGL Brooke, Va.; 6-mile wide, 12 AGL INT Brooke 014° and Westminster, Md., 195° radials; 6-mile wide, 12 AGL Westminster; 12 AGL INT Westminster 065° and West Chester, Pa., 250° radials; 12 AGL West Chester 12 AGL Solberg, N. J.; 12 AGL
Carmel, N. Y.; 12 AGL Hartford, Conn.; 12 AGL INT Hartford 044° and Boston, Mass., 256° radials; 12 AGL Boston; 12 AGL Kennebunk, Maine; 12 AGL Augusta, Maine; 12 AGL Bangor, Maine; 12 AGL INT Bangor 039° and Houlton, Maine, 203° radials; 12 AGL Houlton; 12 AGL Presque Isle, Maine. The portion outside the United States has no upper limit except that the portion of the E alternate between Jacksonville and Savannah extends up to but does not include 18,000 feet MSL.
AMENDMENTS 7/21/66 31 F.R. 7279 (Changed); 7/21/66 31 F. R. 7610 (Changed)
AMENDMENTS 9/15/66 31 F.R. 10026 (Changed) ; 10/13/66 31 F. R. 10516 (Changed)
AMENDMENTS 11/10/66 31 F. R. 12517 (Changed); 12/8/66 31 F. R. 13314 (Changed)

V-4 From Neah Bay, Wash., RBN via Port Angeles, Wash.; INT of Port Angeles 090° and Seattle, Wash., 322° radials; Seattle; Yakima, Wash., including an S alternate from Seattle to Yakima via INT of Seattle 163° and Olympia, Wash., 084° radials, excluding the airspace between the main and this alternate airway; INT of Olympia 084° and Seattle 124° radials; 12 AGL Pendelton, Oreg.; 12 AGL Baker, Oreg.; 12 AGL Boise, Idaho, including a 12 AGL south alternate; 12 AGL INT Boise 130° and Burley 290° radials; 5 mi. 12 AGL, 18 mi. 75 MSL, 12 AGL Burley; 12 AGL Malad City, Idaho; 40 mi. 12 AGL, 33 mi. 135 MSL, 12 AGL, Rock
Springs, Wyo., including an S alternate from Malad City, 20 mi. 12 AGL, 68 mi. 115 MSL, 12 AGL, via Fort Bridger, Wyo., 12 AGL to Rock Springs, excluding the airspace between the main and this S alternate; 20 mi. 12 AGL, 39 mi. 95 MSL, 12 AGL Cherokee, Wyo.; 30 mi AGL, 40 mi. 123 MSL, 12 AGL Laramie, Wyo.; Denver, Colo., including an N alternate from Laramie to Denver via Gill, Colo.; Thurman, Colo.;
Goodland, Kans.; 12 AGL Hill City, Kans.; 12 AGL Russell, Kans.; 12 AGL Salina, Kans.; 12 AGL Topeka, Kans., including a 12 AGL S alternate via INT Salina 095° and Topeka 236° radials; 12 AGL Kansas City, Mo., including a 12 AGL N alternate and also a 12 AGL S alternate via INT Topeka 099° and Kansas City 231° radials; 12 AGL Marshall, Mo.; 12 AGL Hallsville, Mo.; 12 AGL St. Louis, Mo., including a 12 AGL N alternate; 12 AGL Troy, Ill.; 12 AGL Centralia, Ill.; 12 AGL Evansville, Ind., including a 12 AGL S alternate; 12 AGL INT Evansville 080° and Lousiville, Ky., 269° radials; 12 AGL Louisville, including a 12 AGL N alternate; 12 AGL Lexington, Ky., including a 12 AGL N alternate via INT Louisville 081° and Lexington 303° radials and also a 12 AGL S alternate via INT Louisville 114° and Lexington 251° radials; 12 AGL Newcombe, Ky.; 12 AGL Charleston, W. Va.; 12 AGL Elkins, W. Va., including a 12 AGL S alternate via INT Charleston 083° and Elkins 228° radials;
12 AGL Kessel, W. Va.; 12 AGL Front Royal, Va.; 12 AGL Herndon, Va. The airspace within R-6705 is excluded.

AMENDMENTS 7/21/66 31 F.R. 6582 (Changed); 7/21/66 31 F.R. 7171 (Changed); 7/21/66 31 F.R. 7610 (Changed)
AMENDMENTS 8/18/66 31 F.R. 8747 (Changed)
PENDING AMENDMENT
In V-4 "12 AGL Burley;" is deleted and "12 AGL Burley, including an N alternate from Boise, 21 miles, 12 AGL, 28 miles, 90 MSL, 95 MSL INT Boise 104° and Burley 344° radials, 12 AGL Burley, excluding the airspace between the main and this alternate airway;" is substituted therefor.
AMENDMENT 2/2/67 31 F.R. 15531 (Changed); Corr: 32 F. R. 50;
PENDING AMENDMENT
In V-4 "INT of Port Angeles 090° and Seattle, Wash., 322° radials;" is deleted and "INT of Port Angeles 090° and Seattle, Wash., 329° radials;" is substituted therefor. 2/2/67 31 F. R. 15799 (Changed).

V-5 From Jacksonville, Fla.; 12 AGL INT Jacksonville 319° and Alma, Ga., 148° radials; 12 AGL Alma; 12 AGL Dublin, Ga., including a 12 AGL E alternate from Jacksonville to Dublin via INT Jacksonville 334° and Dublin 137° radials; 12 AGL Rex, Ga., including a 12 AGL W alternate via Macon, Ga., and INT Macon 335° and Rex 140° radials; 12 AGL INT Rex 345° and Chattanooga, Tenn., 118° radials; 12 AGL Chattanooga, including a 12 AGL W alternate from Rex to Chattanooga via INT Rex 268° and Atlanta, Ga., 347° radials and INT Atlanta 347° and Chattanooga 152° radials; 12 AGL Nashville, Tenn., including a 12 AGL E alternate via INT Chattanooga 332° and Nashville
117° radials; 12 AGL Bowling Green, Ky.; 12 AGL New Hope, Ky., including a 12 AGL E alternate from Nashville to New Hope via INT Nashville 029° and New Hope 202° radials; 12 AGL Louisville, Ky.; 12 AGL Cincinnati, Ohio; 12 AGL Appleton, Ohio, including a 12 AGL E alternate; 12 AGL Mansfield, Ohio, 12 AGL Cleveland, Ohio; 12 AGL London, Ont., Canada. The airspace within Canada is excluded.

AMENDMENT 3/31/66 31 F. R. 3231 (Changed); 7/21/66 31 F. R. 7507 (Changed)
AMENDMENTS 8/18/66 31 F.R. 8046 (Changed); 8/18/66 31 F. R. 8747 (Changed)
AMENDMENTS 10/13/66 31 F.R. 10516 (Changed); 11/10/66 31 F. R. 11286 (Changed)
PENDING AMENDMENT
V-5 is amended by deleting ", including a 12 AGL E alternate from Jacksonville to Dublin via INT Jacksonville 334° and Dublin 137° radials". 3/30/67 31 F. R. 16608 (Changed).

V-6 From INT of Oakland, Calif., 221° and Point Reyes, Calif., 161° radials via Oakland; INT of Oakland 039° and Sacramento, Calif., 212° radials; Sacramento, including an S alternate via INT of Oakland 077° and Sacramento 192° radials; Lake Tahoe, Calif.; 12 AGL Reno, Nev., including a north alternate from Sacramento to Reno via INT Sacramento 038° and Reno 257° radials; 12 AGL Lovelock, Nev., including a south alternate 12 AGL from Reno to Lovelock via Hazen, Nev.; Battle Mountain, Nev., including an N alternate via INT of Lovelock 053° and Battle Mountain 264° radials; INT of Battle Mountain 062° and Wells, Nev., 256° radials; Wells; Lucin, Utah; Ogden, Utah; Fort Bridger, Wyo.; 12 AGL Rock Springs, Wyo.; 20 mi. 12 AGL, 39 mi. 95 MSL, 12 AGL Cherokee, Wyo.; 39 mi. 12 AGL, 27 mi. 95 MSL, 12 AGL Medicine Bow, Wyo.; 12 AGL INT Medicine Bow 106° and Sidney, Nebr., 293° radials; 12 AGL Sidney; 12 AGL North Platte, Nebr.; 12 AGL Grand Island, Nebr.; 12 AGL Omaha, Nebr.; 12 AGL Des Moines, Iowa, including a 12 AGL S alternate; 12 AGL Iowa City, Iowa, including a 12 AGL S alternate via INT Des Moines 112° and Iowa City 252° radials; 12 AGL Cordova, Ill.; 12 AGL Naperville, Ill.; 12 AGL South Bend, Ind.; 12 AGL INT South Bend 092° and Waterville, Ohio, 288° radials; 12 AGL Waterville; 12 AGL Cleveland, Ohio; 12 AGL Youngstown, Ohio; 12 AGL Clarion, Pa., 12 AGL Philipsburg, Pa.; 12 AGL Selinsgrove, Pa.; 12 AGL INT Selinsgrove 087° and Allentown, Pa., 283° radials; 12 AGL Allentown; 12 AGL Solberg, N. J.; 12 AGL INT Solberg 094° and Kennedy, N. Y., 258° radials. The airspace within R-4803 and R-4813 is excluded.

AMENDMENTS 6/23/66 31 F.R. 6487 (Changed); 6/23/66 31 F. R. 6791 (Changed)
AMENDMENTS 7/21/66 31 F. R. 7171 (Changed); 7/21/66 31 F.R. 7279 (Changed); 7/21/66 31 F. R. 7556 (Changed)
AMENDMENTS 8/18/66 31 F.R. 8747 (Changed); 9/15/66 31 F. R. 10027 (Changed)

PENDING AMENDMENT

In V-6 all before "12 AGL Lovelock, Nev.," is deleted and "From INT Oakland, Calif., 221° and Point Reyes, Calif., 161° radials, 12 AGL Oakland; 12 AGL INT Oakland 039° and Sacramento, Calif. 212° radials; 12 AGL Sacramento, including a 12 AGL S alternate via INT Oakland 077° and Sacramento 192° radials; 12 AGL Lake Tahoe, Calif.; 12 AGL Reno, Nev., including a 12 AGL N alternate from Sacramento to Reno via INT Sacramento 038° and Reno 257° radials;" is substituted therefor.

AMENDMENTS 3/2/67 32 F. R. 47 (Changed)

V-7 From Miami, Fla., 12 AGL Fort Myers, Fla.; 12 AGL Lakeland, Fla.; 12 AGL Cross City, Fla.; 12 AGL INT Cross City 311° and Tallahassee, Fla., 137° radials; 12 AGL Tallahassee; 12 AGL Dothan, Ala., including a 12 AGL W alternate from Cross City to Dothan via INT Cross City 287° and Marianna, Fla., 141° radials and Marianna, excluding the airspace between the main and this W alternate; 12 AGL INT Dothan 333° and Montgomery, Ala., 129° radials; 12 AGL Montgomery; 12 AGL INT Montgomery 308° and Birmingham, Ala., 180° radials; 7 miles wide (4 miles on E, 3 miles on W and within 4.5° of the centerline) 12 AGL Birmingham; 12 AGL Muscle Shoals, Ala., including a 12 AGL E alternate via INT of Birmingham 358° and Muscle Shoals 122° radials and also a 12 AGL W alternate via INT Birmingham 313° and Muscle Shoals 178° radials; 12 AGL Graham, Tenn.; 12 AGL Nashville, Tenn.; 12 AGL Central City, Ky.; 12 AGL Evansville, Ind.; 12 AGL Lewis, Ind.; 12 AGL Terre Haute, Ind., including a 12 AGL W alternate from Evansville to Terre Haute via INT Evansville 001° and Terre Haute 215° radials; 12 AGL Westpoint, Ind.; 12 AGL Lafayette, Ind.; 12 AGL Chicago Heights, Ill.; 12 AGL INT Chicago Heights 358° and Milwaukee, Wis., 137° radials; 12 AGL Milwaukee, including a 12 AGL E alternate via INT Chicago Heights 013° and Milwaukee 137° radials; 12 AGL Green Bay, Wis.; 12 AGL Menominee, Mich.; 12 AGL Escanaba, Mich. The airspace below 2,000 feet MSL outside the United States is excluded. The portion outside the United States has no upper limit.

AMENDMENT 5/26/66 31 F.R. 5055 (Changed); 7/21/66 31 F.R. 6960 (Changed); 7/21/66 31 F.R. 7171 (Changed)
AMENDMENTS 7/21/66 31 F R. 7556 (Changed); 8/18/66 31 F. R. 8046 (Changed)
AMENDMENTS 8/18/66 31 F.R. 8747 (Changed); 10/13/66 31 F. R. 10516 (Changed)
AMENDMENTS 11/10/66 31 F. R. 11286 (Changed); 12/8/66 31 F. R. 13314 (Changed)

PENDING AMENDMENT

In V-7 "Marianna, excluding the airspace between the main and this W alternate;" is deleted and "Marianna;" is substituted therefor.

AMENDMENT 2/2/67 31 F.R. 1523[illegible] (Changed)

V-8 From INT of Long Beach, Calif., 266° and Los Angeles, Calif., 236° radials via Long Beach; Ontario, Calif. (7 miles wide (3 miles SE and 4 miles NW of the centerline) to 35 miles NE of Ontario); Hector, Calif. Goffs, Calif.; INT of Goffs 033° Mormon Mesa, Nev., 196° radials; Mormon Mesa, including an N alternate from Long Beach, Calif., via Pomona, Calif., Daggett, Calif.; Las Vegas; to Mormon Mesa; Bryce Canyon, Utah, including a N alternate from INT Morman Mesa 059° and Cedar City, Utah, 197° radials to Bryce Canyon, Utah, via Cedar City and INT Cedar City 004° and Bryce Canyon 292° radials (the airspace between the main and this alternate airway is excluded); Hanksville, Utah, including an S alternate; Grand Junction, Colo., including an S alternate, and a north alternate from Bryce Canyon to Grand Junction via the INT of Bryce Canyon 048° and Grand Junction 259° radials; to Kremmling, Colo.; Denver, Colo.; Akron, Colo., including an S alternate via INT of Denver 101° and Akron 238° radials; Hayes Center, Nebr., including an N alternate via INT of Akron direct radial to North Platte, Nebr., with Hayes Center 276° radial and also an S alternate via INT of Akron 094° radial with Hayes Center direct radial to Thurman, Colo.; 12 AGL Grand Island, Nebr., including a 12 AGL N alternate via INT Hayes Center 059° and Grand Island 273° radials, and also a 12 AGL S alternate; 12 AGL Omaha, Nebr.; 12 AGL Des Moines, Iowa, including a 12 AGL S alternate; 12 AGL Iowa City, Iowa, including a 12 AGL S alternate via INT Des Moines 112° and Iowa City 252° radials; 12 AGL Cordova, Ill.; 12 AGL INT Cordova 088° and Joliet, Ill., 316° radials; 12 AGL Joliet; 12 AGL Chicago Heights, Ill.; 12 AGL Goshen, Ind.; 12 AGL Findlay, Ohio; 12 AGL Briggs, Ohio; 12 AGL INT Briggs 126° and Allegheny, Pa., 286° radials; 12 AGL Allegheny; 12 AGL Indian Head, Pa.; 12 AGL Martinsburg, W. Va.; 12 AGL INT Herndon, V[illegible], 048° and Washington, D. C., 324° radials; 12 AGL Washington, including a 12 AGL N alternate from INT Martinsburg 297° and Grantsville, Md., 086° radials to INT Washington 324° and Herndon 048° radials via Hagerstown, Md. The portion outside the United States has no upper limit.

AMENDMENT 5/26/66 31 F.R. 5056 (Changed); 7/21/66 31 F.R. 7171 (Changed); 7/21/66 31 F.R. 7556 (Changed)
AMENDMENTS 7/21/66 31 F.R. 7610 (Changed); 8/18/66 31 F. R. 8747 (Changed)

PENDING AMENDMENT

In V-8 all before "Hanksville, Utah," is deleted and "From INT Long Beach, Calif., 266° and Los Angeles, Calif., 236° radials; 12 AGL Long Beach; 12 AGL Ontario, Calif.; 35 miles, 7 miles wide (3 miles SE and 4 miles NW of centerline) 12 AGL Hector, Calif.; 12 AGL Goffs, Calif.; 12 AGL INT Goffs 033° and Morman Mesa, Nev., 196° radials; 12 AGL Morman Mesa, including a 12 AGL N alternate from Long Beach to Morman Mesa via Pomona, Calif., Daggett, Calif., and Las Vegas, Nev.; 39 miles, 12 AGL, 16 miles, 105 MSL, 33 miles, 120 MSL, 12 AGL Bryce Canyon, Utah, including an N alternate from INT Morman Mesa 059° and Cedar City, Utah, 197° radials, 19 miles, 115 MSL, 12 AGL via Cedar City, 12 AGL INT Cedar City 004° and Bryce Canyon 292° radials, 12 AGL Bryce Canyon, excluding the airspace between the main and this N alternate;" is substituted therefor.
AMENDMENTS 3/2/67 32 F. R. 47 (Changed)

V-9 From Grand Isle, La., 12 AGL via INT Grand Isle, 333° and New Orleans, La., 181° radials; 12 AGL New Orleans; 12 AGL McComb, Miss., including a 12 AGL E alternate from New Orleans to McComb via Picayune, Miss.; 12 AGL Jackson, Miss., including a 12 AGL E alternate and also a 12 AGL W alternate via INT McComb 348° and Jackson 199° radials; 12 AGL Greenwood, Miss., including a 12 AGL E alternate and also a 12 AGL W alternate; 12 AGL Memphis, Tenn., including a 12 AGL E alternate and also a 12 AGL W alternate; 12 AGL Malden, Mo., including a 12 AGL W alternate; 12 AGL Farmington, Mo.; 12 AGL St. Louis, Mo., including a 12 AGL W alternate; 12 AGL Capital, Ill., including a 12 AGL W alternate; 12 AGL Pontiac, Ill.; 12 AGL Joliet, Ill.; 12 AGL Naperville, Ill.; 12 AGL INT Naperville 317° and Milwaukee, Wis., 198° radials; 12 AGL Milwaukee; 12 AGL Oshkosh, Wis.; 12 AGL Green Bay, Wis.; Iron Mountain, Mich.; to Houghton, Mich., including an E alternate from Iron Mountain to Houghton via Marquette, Mich.

AMENDMENTS 3/3/66 30 F. R. 14424 (Changed); Corr: 31 F. R. 5823; 6/23/66 31 F. R. 6484 (Changed)
AMENDMENTS 7/21/66 31 F.R. 6582 (Changed); Correction 31 F.R. 9602
AMENDMENTS 7/21/66 31 F.R. 7556 (Changed); 7/21/66 31 F. R. 8117 (Changed)
AMENDMENTS 8/18/66 31 F.R. 8046 (Changed)

PENDING AMENDMENT

In V-9 all after "12 AGL Green Bay, Wis.;" is deleted and "12 AGL Iron Mountain, Mich.; 12 AGL Houghton, Mich.; including a 12 AGL E alternate via Marquette, Mich." is substituted therefor.
AMENDMENTS 2/2/67 31 F. R. 15796 (Changed)

V-10 From Pueblo, Colo., via Lamar, Colo.; 12 AGL Garden City, Kans.; 12 AGL Dodge City, Kans.; 12 AGL Hutchinson, Kans., including a 12 AGL N alternate via INT Dodge City 060° and Hutchinson 296° radials excluding the airspace between the main and alternate airway; 12 AGL Emporia, Kans.; 12 AGL Kansas City, Mo., including a 12 AGL N alternate Emporia to Kansas City via Topeka, Kans.; 12 AGL Kirksville, Mo.; 12 AGL Burlington, Iowa; 12 AGL Bradford, Ill.; 12 AGL INT Bradford 050° and Naperville, Ill., 254° radials; 12 AGL Naperville; 12 AGL South Bend, Ind., including a 12 AGL N alternate via INT Naperville 075° and South Bend 290° radials; 12 AGL Litchfield, Mich.; 12 AGL Carleton, Mich.; 12 AGL INT Jefferson, Ohio, 279° and Youngstown, Ohio, 320° radials; 12 AGL Youngstown. The airspace within Canada is excluded.

AMENDMENT 5/26/66 31 F.R. 5287 (Changed); 7/21/66 31 F. R. 6582 (Changed); 7/21/66 31 F.R. 7556 (Changed)
AMENDMENTS 8/18/66 31 F.R. 8747 (Changed)

V-11 From Mobile, Ala., 12 AGL Green County, Miss.; 12 AGL Laurel, Miss.; 12 AGL Jackson, Miss. From Memphis, Tenn., 12 AGL Dyersburg, Tenn., including a 12 AGL W alternate via INT Memphis 346° and Dyersburg 235° radials; 12 AGL Paducah, Ky., including a 12 AGL E alternate from Memphis to Paducah via INT Memphis 063° and Holly Springs, Miss., 028° radials and INT Holly Springs 028° and Paducah 179° radials; 12 AGL INT Paducah 039° and Evansville, Ind., 227° radials; 12 AGL Evansville;
12 AGL
Scotland, Ind., including an E alternate 12 AGL via INT Evansville 049° and Scotland 188° radials; 12 AGL Indianapolis, Ind., including an E alternate 12 AGL via INT Scotland 047° and Indianapolis 185° radials, and also a W alternate 12 AGL via INT Scotland 010° and Indianapolis 230° radials; 12 AGL Fort Wayne, Ind., including 12 AGL E alternate via INT Indianapolis 060° and Shelbyville, Ind., 006° radials, and INT Shelbyville 006° and Fort Wayne 218° radials; 12 AGL Salem, Mich.; 6-miles wide 12 AGL to INT Salem 052° and Windsor, Ont., Canada 335° radials.

AMENDMENT 3/31/66 31 F. R. 957 (Changed); 5/26/66 31 F. R. 4839 (Changed)
AMENDMENTS 7/21/66 31 F. R. 6582 (Changed); 7/21/66 31 F. R. 7171 (Changed)
AMENDMENTS 8/18/66 31 F.R. 8046 (Changed)

V-12 From Santa Barbara, Calif., via INT of Santa Barbara 091° and Fillmore, Calif., 310° radials; Fillmore; Palmdale, Calif.; Hector, Calif., (6 miles wide Palmdale to 38 miles E Palmdale); Needles, Calif.; Prescott, Ariz.; Winslow, Ariz., 30 mi. 12 AGL, 85 MSL Zuni, N. Mex.; 12 AGL Grants, N. Mex., including a 12 AGL S alternate via INT Zuni 108° and Grants 252° radials; 12 AGL Albuquerque, N. Mex.; 12 AGL Otto, N. Mex.; 12 AGL Anton Chico, N. Mex., including a 12 AGL S alternate from Albuquerque to Anton Chico via INT Albuquerque 103° and Anton Chico 249° radials; 12 AGL Tucumcari, N. Mex.; 12 AGL Amarillo, Tex., including a 12 AGL N alternate and also a 12 AGL S alternate; 12 AGL Gage, Okla., including a 12 AGL N alternate from Amarillo to Gage via Borger, Tex., and INT Borger 061° and Gage 249° radials; 12 AGL Anthony, Kans.; 12 AGL Wichita, Kans., including a 12 AGL N alternate from Gage to Wichita via INT Gage 043° and Wichita 250° radials and also a 12 AGL S alternate via Anthony 060° and Wichita 190° radials; 12 AGL Emporia, Kans., including a 12 AGL N alternate via INT Wichita 037° and Emporia 259° radials; 12 AGL INT Emporia 050° and Topeka, Kans., 099° radials; 12 AGL INT Topeka 099° and Blue Springs, Mo., 268° radials; 12 AGL Blue Springs; 12 AGL Blackwater, Mo.; 12 AGL Readsville, Mo.; 12 AGL Maryland Heights, Mo., including a 12 AGL S alternate; 12 AGL Troy, Ill.; 12 AGL Bible Grove, Ill.; 12 AGL Lewis, Ind.; 12 AGL Shelbyville, Ind.; 12 AGL Richmond, Ind.; 12 AGL Dayton, Ohio; 12 AGL Appleton, Ohio, including a 12 AGL N alternate from Dayton to Appleton via INT Dayton 068° and Rosewood, Ohio, 083° radials; 12 AGL Newcomerstown, Ohio; 12 AGL Wheeling, W. Va.; 12 AGL Allegheny, Pa.; 12 AGL Johnstown, Pa.; 12 AGL Harrisburg, Pa., including a 12 AGL S alternate from
Johnstown to Harrisburg via St. Thomas, Pa.

AMENDMENTS 6/23/66 31 F.R. 6484 (Changed); 6/23/66 31 F. R. 6487 (Changed)
AMENDMENTS 7/21/66 31 F. R. 6582 (Changed); 7/21/66 31 F. R. 7171 (Changed)
AMENDMENTS 8/18/66 31 F.R. 8747 (Changed)

PENDING AMENDMENT

In V-12 all before "30 miles, 12 AGL, 85 MSL Zuni, N. Mex.;" is deleted and "From Santa Barbara, Calif., 12 AGL INT Santa Barbara 091° and Fillmore, Calif., 310° radials; 12 AGL Fillmore; 12 AGL Palmdale, Calif.; 38 miles, 6 miles wide, 12 AGL Hector, Calif.; 12 miles, 12 AGL, 38 miles, 85 MSL, 14 miles, 75 MSL, 12 AGL Needles, Calif.; 45 miles, 12 AGL, 34 miles, 95 MSL, 12 AGL Prescott, Ariz.; 12 AGL Winslow, Ariz.;" is substituted therefor.
AMENDMENTS 3/2/67 32 F. R. 47 (Changed)

V-13 From Houston, Tex., 12 AGL Lufkin, Tex., including a 12 AGL E alternate via Daisetta, Tex., and also a 12 AGL W alternate via INT Houston 354° and Lufkin 218° radials; 12 AGL Shreveport, La., including a 12 AGL E alternate; 12 AGL Texarkana, Ark., including a 12 AGL W alternate via INT Shreveport 275° and Texarkana 184° radials; 12 AGL Page, Okla.; 12 AGL Fort Smith, Ark.; 12 AGL Fayetteville, Ark., including a 12 AGL W alternate from Page to Fayetteville via INT Page 006° and Fayetteville 205° radials; 12 AGL Neosho, Mo.; 12 AGL Butler, Mo.; 12 AGL Kansas City, Mo., including a 12 AGL E alternate via INT Butler 013° and Kansas City 157° radials; 12 AGL Lamoni, Iowa;
12 AGL Des Moines, Iowa, including a 12 AGL W alternate; 12 AGL Mason City, Iowa, including a 12 AGL E alternate and also a 12 AGL W alternate from Des Moines to Mason City via Fort Dodge, Iowa, excluding the airspace between the main and this W alternate; Farmington, Minn.;
Grantsburg, Wis., including a W alternate from Mason City to Grantsburg via INT of Mason City 349° and Minneapolis, Minn., 188° radials and Minneapolis, excluding the airspace between the main and this alternate airway; Duluth, Minn.; including an E alternate;to Lakehead, Ontario, Canada. The airspace that lies outside the United States and
the airspace at and below 1,200 feet above the surface between Duluth and Lakehead is excluded. The airspace within R-2401 is excluded from the W alternate.

AMENDMENTS 6/23/66 31 F.R. 6484 (Changed); 7/21/66 31 F. R. 6582 (Changed); 7/21/66 31 F.R. 7556 (Changed)
PENDING AMENDMENT

In V-13 all after "Fort Dodge, Iowa," is deleted and "excluding the airspace between the main and this W alternate; 12 AGL Farmington, Minn.; 12 AGL Grantsburg, Wis., including a 12 AGL W alternate from Mason City to Grantsburg via INT Mason City 349° and Minneapolis, Minn., 188° radials and Minneapolis, excluding the airspace between the main and W alternate; 12 AGL Duluth, Minn., including a 12 AGL E alternate; 36 miles, 12 AGL, 35 MSL Lakehead, Ontario, Canada. The airspace outside the United States and the portion of the W alternate within R-2401 is excluded." is substituted therefor.
AMENDMENTS 2/2/67 31 F. R. 15796 (Changed)

V-14 From Roswell, N. Mex., 12 AGL via Lubbock, Tex.; 12 AGL Childress, Tex., including a 12 AGL S alternate via INT Lubbock 086° and Childress 229° radials; 12 AGL Hobart, Okla.; 12 AGL Oklahoma City, Okla., including a 12 AGL S alternate via INT Hobart 076° and Oklahoma City 202° radials; 12 AGL Tulsa, Okla., including a 12 AGL N alternate via INT Oklahoma City 037° and Tulsa 261° radials, and also a 12 AGL S alternate via INT Oklahoma City 107° and Tulsa 228° radials; 12 AGL Neosho, Mo., including a 12 AGL N alternate and also a 12 AGL S alternate via INT Tulsa 087° and Neosho 223° radials; 12 AGL Springfield, Mo., including a 12 AGL S alternate via INT Neosho 074° and Springfield 210° radials; 12 AGL Vichy, Mo., including a 12 AGL N alternate; 12 AGL St. Louis, Mo., including a 12 AGL N alternate
and also a 12 AGL S alternate via INT of Vichy 069° and St. Louis 219° radials; 12 AGL Vandalia, Ill., including a 12 AGL N alternate via INT of St. Louis 062° and Vandalia 273° radials; 12 AGL Terre Haute, Ind.; 12 AGL Indianapolis, Ind., including a 12 AGL S alternate via INT of Terre Haute 079° and Indianapolis 230° radials; 12 AGL Muncie, Ind.; 12 AGL Findlay, Ohio; 12 AGL Attica, Ohio; 12 AGL Cleveland, Ohio; 12 AGL Jefferson, Ohio; 12 AGL Erie, Pa., including a 12 AGL N alternate from Cleveland to Erie via INT Cleveland 049° and Jefferson 279° radials; 12 AGL Dunkirk, N. Y.; 12 AGL Buffalo, N. Y., including a 12 AGL N alternate from Erie to Buffalo via INT Erie 043° and Buffalo 242° radials; 12 AGL Geneseo, N. Y.; 12 AGL Georgetown, N. Y.; 12 AGL INT Georgetown 093° and Albany, N. Y., 270° radials; 12 AGL Albany; 12 AGL INT Albany 094° and Gardner, Mass., 284° radials; 12 AGL Gardner; 12 AGL INT Gardner 132° and Boston, Mass., 256° radials; 12 AGL Boston. The airspace within R-5207 is excluded.

AMENDMENTS 2/3/66 30 F. R. 15364 (Changed); 5/26/66 31 F. R. 4839 (Changed)
AMENDMENTS 6/23/66 31 F.R. 6484 (Changed); 6/23/66 31 F. R. 6487 (Changed); 7/21/66 31 F.R. 6582 (Changed)
AMENDMENTS 8/18/66 31 F.R. 8747 (Changed); 9/15/66 31 F. R. 10026 (Changed)

V-15 From Galveston, Tex., 12 AGL via Houston, Tex.; 12 AGL College Station, Tex., including a 12 AGL W alternate via INT Houston 287° and College Station 149° radials; 12 AGL Waco, Tex., including a 12 AGL W alternate via INT College Station 307° and Waco 173° radials; 12 AGL Dallas, Tex., including a 12 AGL E alternate and also a 12 AGL W alternate from Waco to INT Britton, Tex., 091° and Dallas, Tex., 202° radials via INT Waco 353° and Britton 264° radials, and Britton; 12 AGL Ardmore, Okla., including a 12 AGL W alternate via INT Dallas 324° and Ardmore 176° radials; 12 AGL Okmulgee, Okla., including a 12 AGL E alternate and also a 12 AGL W alternate via INT Ardmore 006° and Okmulgee 245° radials; 12 AGL INT Okmulgee 048° and Neosho, Mo., 223° radials; 12 AGL Neosho. From Kansas City, Mo., 12 AGL St. Joseph, Mo.; 12 AGL INT St. Joseph 343° and Neola, Iowa, 157° radials; 12 AGL Neola; 12 AGL INT Neola 322° and Sioux City, Iowa, 159° radials; 12 AGL Sioux City; INT of Sioux City 340° and Sioux Falls, S. Dak., 169° radials; Sioux Falls, including an E alternate; Huron, S. Dak., including a W alternate via INT of Sioux Falls 288° and Huron 140° radials; Aberdeen, S. Dak., including a W alternate; Bismarck, N. Dak.; to Minot, N. Dak.

AMENDMENTS 6/23/66 31 F.R. 6484 (Changed); 7/21/66 31 F.R. 6582 (Changed); 7/21/66 31 F. R. 7556 (Changed)
PENDING AMENDMENT
In V-15 all after "12 AGL Sioux City;" is deleted and "12 AGL INT Sioux City 340° and Sioux Falls, S. Dak., 169° radials; 12 AGL Sioux Falls, including a 12 AGL E alternate; 12 AGL Huron, S. Dak., including a 12 AGL W alternate via INT Sioux Falls 288° and Huron 140° radials; 12 AGL Aberdeen, S. Dak., including a 12 AGL W alternate; 18 miles, 12 AGL, 89 miles, 42 MSL, 12 AGL Bismarck, N. Dak.; Minot, N. Dak.: is substituted therefor.
AMENDMENTS 2/2/67 31 F. R. 15796 (Changed)
PENDING AMENDMENT
In V-15 "to Minot, N. Dak." is deleted and "12 AGL Minot, N. Dak." is substituted therefor.
AMENDMENTS 3/2/67 31 F. R. 16200 (Changed)

V-16 From Los Angeles, Calif., via Ontario, Calif.; Palm Springs, Calif.; Blythe, Calif.; Buckeye, Ariz., Phoenix, Ariz.; INT of Phoenix 161° radial with Casa Grande, Ariz., direct radial to San Simon, Ariz.; Tucson, Ariz.; Cochise, Ariz., including an S alternate via INT Tucson 122° and Cochise 257° radials; 12 AGL Columbus, N. Mex.; 12 AGL El Paso, Tex., including a 12 AGL N alternate via INT Columbus 075° and El Paso 286° radial; 12 AGL Salt Flat, Tex.; 12 AGL Wink, Tex.; 12 AGL Wink 066° and Big Spring, Tex., 260° radials; 12 AGL Big Spring, including a 12 AGL S alternate from Wink to Big Spring via Midland, Tex.; 12 AGL Abilene, Tex.; 12 AGL Mineral Wells, Tex.; 12 AGL INT Mineral Wells 078° and Dallas, Tex., 252° radials; 12 AGL Dallas, including a 12 AGL S alternate via INT Mineral Wells 094° and Dallas 229° radials; 12 AGL Sulphur Springs, Tex.; 12 AGL Texarkana, Ark., including a 12 AGL N alternate via INT Sulphur Springs 060° and Texarkana 272° radials, and also a 12 AGL S alternate via INT Sulphur Springs 090° and Texarkana 240° radials; 12 AGL Pine Bluff, Ark.; 12 AGL Memphis, Tenn., including a 12 AGL S alternate; 12 AGL Jacks Creek, Tenn.; 12 AGL Graham, Tenn., including a 12 AGL S alternate from Memphis to Graham via INT Memphis 078° and Graham 238° radial; 12 AGL Nashville, Tenn., including a 12 AGL N alternate from Jacks Creek to Nashville via INT Jacks Creek 044° and Nashville 284° radials; 12 AGL Crossville, Tenn., including a 12 AGL S alternate and also a 12 AGL N alternate via INT Nashville 081° and Crossville 301° radials; 12 AGL Knoxville, Tenn., including a 12 AGL S alternate via INT Crossville 100° and Knoxville 247° radials; 12 AGL Holston Mountain, Tenn., including a 12 AGL S alternate from Knoxville to Holston Mountain via Snowbird, Tenn.; 12 AGL Pulaski, Va., including a 12 AGL N alternate from Knoxville to Pulaski via INT Knoxville 050° and Blackford, Va., 246° radials and Blackford; 12 AGL Roanoke, Va.; 12 AGL INT Montebello, Va., 180° and Gordonsville, Va.; 247° radials; 12 AGL Gordonsville, including a 12 AGL N alternate from Roanoke to Gordonsville via INT Roanoke 035° and Montebello, 250° radials and Montebello; 12 AGL Nottingham, Md.; 6-mile wide, 12 AGL Kenton, Del.; 12 AGL Millville, N. J.; 12 AGL Coyle, N. J.; 12 AGL INT Coyle 078° and Barnegat, N. J., 043° radials; 12 AGL INT Kennedy, N. Y., 159° and Riverhead, N. Y., 218° radials; 12 AGL Riverhead; 12 AGL Norwich, Conn.; 12 AGL Boston, Mass. The airspace within Mexico and the airspace below 2,000 feet MSL outside the United States is excluded.

AMENDMENT 4/28/66 31 F. R. 3231 (Changed); 6/23/66 31 F. R. 6484 (Changed); Corr: 31 F. R. 8621;
AMENDMENTS 7/21/66 31 F.R. 7279 (Changed); 7/21/66 31 F. R. 7610 (Changed)
AMENDMENTS 8/18/66 31 F.R. 8046 (Changed); 9/15/66 31 F. R. 10026 (Changed)
AMENDMENTS 11/10/66 31 F. R. 11286 (Changed)
PENDING AMENDMENT
In V-16 all before "12 AGL Columbus, N. Mex.;" is deleted and "From Los Angeles, Calif., 12 AGL Ontario, Calif.; 12 AGL Palm Springs, Calif.; 12 AGL Blythe, Calif.; 21 miles, 12 AGL, 60 miles, 55 MSL, 12 AGL Buckeye, Ariz.; 12 AGL Phoenix, Ariz.; 12 AGL INT Phoenix 161° and Casa Grande, Ariz. 105° radials; 12 AGL Tucson, Ariz.; 12 AGL Cochise, Ariz., including a 12 AGL S alternate via INT Tucson 122° and Cochise 257° radials;" is substituted therefor.
AMENDMENTS 3/2/67 32 F. R. 47 (Changed)

V-17 From McAllen, Tex., via Laredo, Tex.; 12 AGL Cotulla, Tex.; 12 AGL INT Cotulla 041° and San Antonio, Tex., 183° radials; 12 AGL San Antonio; 12 AGL Austin, Tex., including a 12 AGL W alternate via INT San Antonio 002° and Austin 237° radials and also a 12 AGL E alternate via INT San Antonio 057° and Austin 198° radials; 12 AGL Waco, Tex., including a 12 AGL E alternate via INT Austin 046° and Waco 173° radials; 12 AGL INT Waco 315° and Mineral Wells, Tex., 197° radials; 12 AGL Mineral Wells; 12 AGL Bridgeport, Tex.; 12 AGL Duncan, Okla.; 12 AGL INT Duncan 011° and Oklahoma City, Okla., 180° radials; 12 AGL Oklahoma City; 12 AGL Gage, Okla., including a 12 AGL W alternate via INT Oklahoma City 282° and Gage 133° radials; 12 AGL Garden City, Kans., including a 12 AGL W alternate from Gage to Garden City via Liberal, Kans.; 12 AGL Goodland, Kans. The airspace above 9,000 feet MSL is excluded between McAllen and Laredo.

AMENDMENTS 6/23/66 31 F.R. 6484 (Rewritten); 7/21/66 31 F R. 6582 (Changed)

V-18 From Dallas, Tex., 12 AGL via Quitman, Tex.; 12 AGL Shreveport, La., including a 12 AGL S alternate via INT Quitman 109° and Shreveport 246° radials; 12 AGL Monroe, La., including a 12 AGL N alternate and also a 12 AGL S alternate via INT Shreveport 117° and Monroe 268° radials; 12 AGL Jackson, Miss., including a 12 AGL N alternate and also a 12 AGL S alternate; 12 AGL Meridian, Miss., including a 12 AGL N alternate and also a 12 AGL S alternate via INT Jackson 134° and Meridian 262° radials; 12 AGL Tuscaloosa, Ala.; 12 AGL Birmingham, Ala.; 12 AGL Anniston, Ala.; 12 AGL Rex, Ga.; 12 AGL INT Rex 090° and Augusta, Ga., 278° radials; 12 AGL Augusta, including a 12 AGL S alternate from Birmingham to Augusta via INT Birmingham 114° and Brookwood, Ala., 083° radials, Atlanta, Ga., and INT Atlanta 098° and Augusta 263° radials; 12 AGL INT Augusta 097° and Charleston, S. C., 300° radials; 12 AGL Charleston, including a 12 AGL S alternate from Augusta to Charleston via INT Augusta 157° and Allendale, S. C., 262° radials and Allendale, excluding the airspace between the main and this S alternate airway.

AMENDMENTS 6/23/66 31 F.R. 6484 (Changed); 7/21/66 31 F. R. 7507 (Changed)
AMENDMENTS 8/18/66 31 F. R. 8046 (Changed); 10/13/66 31 F. R. 10516 (Changed)
AMENDMENTS 11/10/66 31 F. R. 11286 (Changed)
PENDING AMENDMENT
In V-18 all after "Allendale, S.C., 262° radials and Allendale," is deleted and "excluding the airspace within R-6004." is substituted therefor.
AMENDMENT 2/2/67 31 F.R. 15237 (Changed)

V-19 From Newman, Tex., 12 AGL via INT Newman 287° and Truth or Consequences, N. Mex., 159° radials; 12 AGL Truth or Consequences; 12 AGL INT Truth or Consequences 028° and Socorro, N. Mex., 189° radials; 12 AGL Socorro; 12 AGL Albuquerque, N. Mex., including a 12 AGL W alternate via INT Socorro 343° and Albuquerque 199° radials, and also a 12 AGL E alternate via INT Socorro 015° and Albuquerque 160° radials; 12 AGL Sante Fe, N. Mex., including a 12 AGL W alternate via INT Albuquerque 026° and Santa Fe 253° radials; 12 AGL Las Vegas, N. Mex.; 12 AGL Cimarron, N. Mex.; 12 AGL Pueblo, Colo., including a 12 AGL E alternate via INT Cimarron 053° and Pueblo 176° radials; Kiowa, Colo., including an E alternate; INT of Kiowa 005° and Denver, Colo., 101° radials; Denver; Cheyenne, Wyo.; 12 AGL Casper, Wyo., including a 12 AGL E alternate from Cheyenne to Casper via INT Cheyenne 002° and Douglas, Wyo., 152° radials and Douglas; 5 miles 12 AGL, 45 miles 71 MSL, 12 AGL Crazy Woman, Wyo.; 12 AGL Sheridan, Wyo., including a 12 AGL E alternate; 21 miles 12 AGL, 35 miles 75 MSL, 12 AGL Billings, Mont., including an E alternate, 21 miles 12 AGL, 38 miles 75 MSL, 12 AGL; INT of Billings 347° and Lewistown, Mont., 104° radials; Lewistown; to Great Falls, Mont., including a W alternate via INT of Lewistown 274° and Great Falls 122° radials.

AMENDMENTS 6/23/66 31 F.R. 6484 (Changed); 6/23/66 31 F. R. 6791 (Changed)

PENDING AMENDMENT

In V-19 all after "12 AGL Billings, Mont.," is deleted and "including an E alternate from Sheridan 21 miles, 12 AGL, 38 miles, 75 MSL, 12 AGL to Billings; 38 miles, 12 AGL, 72 MSL INT Billings 347° and Lewistown, Mont., 104° radials; 12 AGL Lewistown; 12 AGL Great Falls, Mont., including a 12 AGL W alternate via INT Lewistown 274° and Great Falls 122° radials." is substituted therefor.

AMENDMENTS 3/2/67 31 F. R. 16200 (Changed)

V-20 From Corpus Christi, Tex., 12 AGL via INT Corpus Christi 054° and Palacious, Tex., 226° radials; 12 AGL Palacious, including a 12 AGL N alternate via INT Corpus Christi 039° and Palacios 241° radials; 12 AGL Houston, Tex., including a 12 AGL N alternate via INT Palacios 031° and Houston 256° radials, and a 12 AGL S alternate via INT Palacios 064° and Houston 201 radials; 12 AGL Beaumont, Tex., including a 12 AGL N alternate via INT Houston 045° and Beamont 273° radials; 12 AGL Lake Charles, La., including a 12 AGL N alternate via INT Beaumont 058° and Lake Charles 272° radials and also a 12 AGL S alternate from Houston to Lake Charles via INT Houston 090° and Sabine Pass, Tex., 265° radials and Sabine Pass; 12 AGL Lafayette, La., including a 12 AGL N alternate via INT Lake Charles 064° and Lafayette 285° radials; 12 AGL New Orleans, La., including a 12 AGL S alternate from Lafayette to New Orleans via Tibby, La.; 12 AGL INT New Orleans 070° and Gulfport, Miss., 247° radials; 12 AGL Gulfport; 12 AGL Mobile, Ala., including a 12 AGL N alternate from New Orleans to Mobile via Picayune, Miss., excluding the airspace between the main and this N alternate; 12 AGL INT Mobile 048° and Monroeville, Ala., 231° radials; 12 AGL Monroeville, including a 12 AGL N alternate via INT Mobile 033° and Monroeville 250° radials and also a 6-mile wide 12 AGL S alternate via INT Mobile 063° and Monroeville 216° radials; 12 AGL Montgomery, Ala.; 12 AGL La Grange, Ga., 12 AGL Atlanta, Ga., including a 12 AGL N alternate from Montgomery to Atlanta via INT Montgomery 033° and Atlanta 248° radials; 12 AGL Rex, Ga.; 12 AGL Anderson, S C.; 12 AGL Spartanburg, S. C., including a 12 AGL N alternate from Atlanta to Spartanburg via Norcross, Ga., and INT Norcross 055° and Spartanburg 244° radials; 12 AGL Greensboro, N. C; 12 AGL South Boston, Va.; INT of Mobile 048° and Monroeville, Ala., 231° radials; Monroeville, including 12 AGL Richmond, Va.; 12 AGL INT Richmond 039° and Brooke, Va., 132° radials.

AMENDMENT 5/26/66 31 F.R. 5055 (Changed)
AMENDMENTS 6/23/66 31 F.R. 6484 (Changed); 5/13/66 31 F.R. 7352 (Correction)
AMENDMENTS 7/21/66 31 F.R. 7507 (Changed); 7/21/66 31 F. R. 7610 (Changed)
AMENDMENTS 9/15/66 31 F.R. 10248 (Changed); 11/10/66 31 F. R. 11286 (Changed)

PENDING AMENDMENT

In V-20 "12 AGL INT Richmond 039° and Brooke, Va., 132° radials." is deleted and "12 AGL INT Richmond 039° and Brooke, Va., 132° radials; 12 AGL INT Patuxent, Md., 228° and Nottingham, Md., 174° radials; 12 AGL Nottingham." is substituted therefor. "The airspace within R-4007 is excluded." is added at the end of the text.

AMENDMENTS 2/2/67 31 F. R. 15798 (Changed)

V-21 From INT of Long Beach, Calif., 250° and Los Angeles, Calif., 207° radials via Long Beach; Ontario, Calif.; (7 miles wide (3 miles SE and 4 miles NW of the centerline) to 35 miles NE of Ontario); Hector, Calif.; Boulder, Nev.,
including a W alternate from INT of Hector 226° and Daggett, Calif., 187° radials via Daggett to INT of Daggett 062° and Hector 047° radials; Mormon Mesa, Nev.; Milford, Utah, including an E alternate from Mormon Mesa via INT Mormon Mesa 059° and Cedar City, Utah 197° radials, and Cedar City; Delta, Utah; Provo, Utah; Salt Lake City, Utah; Ogden, Utah; Malad City, Idaho; 12 AGL, Pocatello, Idaho; 12 AGL, Idaho Falls, Idaho; 12 AGL INT of Idaho Falls 030° and DuBois, Idaho, 155° radials; 12 AGL DuBois; Dillon,
Mont.; Whitehall, Mont.; Helena, Mont.; INT of Helena, 352° and Great Falls,
Mont., 222° radials; Great Falls; Cut Bank, Mont., including a W alternate from Helena to Cut Bank direct; to United States-Canadian Border via Cut Bank 348° radial.

AMENDMENT 3/31/66 31 F. R. 958 (Change); 5/26/66 31 F. R. 5056 (Changed)
PENDING AMENDMENT
In V-21 all after "12 AGL DuBoise;" is deleted and "12 AGL Dillon, Mont.: 12 AGL Whitehall, Mont.; 12 AGL Helena, Mont.; 12 AGL INT Helena 352° and Great Falls, Mont., 222° radials; 12 AGL Great Falls; 12 AGL Cut Bank, Mont., including a 12 AGL W alternate Helena direct Cut Bank; 12 AGL INT Cut Bank 348° radial and the United States/Canadian border." is substituted therefor.
AMENDMENTS 3/2/67 31 F. R. 16200 (Changed)
PENDING AMENDMENT
In V-21 all before "Delta, Utah;" is deleted and "From INT Long Beach, Calif., 250° and Los Angeles, Calif., 207° radials; 12 AGL Long Beach; 12 AGL Ontario, Calif.; 35 miles, 7 miles wide (3 miles SE and 4 miles NW of centerline), 12 AGL Hector, Calif.; 12 AGL Boulder, Nev., including a 12 AGL W alternate from INT Hector 226° and Daggett, Calif., 187° radials to INT Daggett 062° and Hector 047° radials via Daggett; 12 AGL Morman Mesa, Nev.; 30 miles, 12 AGL, 52 miles, 95 MSL, 12 AGL Milford, Utah, including an E alternate from Morman Mesa, 39 miles, 12 AGL, 105 MSL INT Morman Mesa 059° and Cedar City, Utah, 197° radials, 19 miles, 115 MSL, 12 AGL Cedar City, 12 AGL to Milford, excluding the airspace between the main and this E alternate airway;" is substituted therefor.
AMENDMENTS 3/2/67 32 F. R. 47 (Changed)

V-22 From Houston, Tex., 12 AGL via INT Houston 090° and Sabine Pass, Tex., 265° radials; 12 AGL Sabine Pass; 12 AGL White Lake, La.; 12 AGL Tibby, La.; 12 AGL Harvey, La.; 12 AGL INT Harvey 073° and Brookley, Ala., 240° radials; 12 AGL Brookley; 6 miles wide 12 AGL Navy Saufley, Fla.; 6 miles wide 12 AGL INT Navy Saufley 047° and Crestview, Fla., 251° radials; 6 miles wide 12 AGL Crestview; 12 AGL Marianna, Fla.; 12 AGL INT Marianna 096° and Greenville, Fla., 294° radials; 12 AGL Greenville, including a 12 AGL S alternate from Marianna to Greenville via INT Marianna 141° and Tallahassee, Fla., 272° radials and Tallahassee, 18 miles 6 miles wide 12 AGL Taylor, Fla.; 12 AGL Jacksonville, Fla. The airspace more than 3 miles S of the centerline is excluded from 25 miles W to 25 miles E of Harvey.

AMENDMENTS 6/23/66 31 F.R. 6484 (Changed); 10/13/66 31 F. R. 10516 (Changed)

V-23 From San Diego, Calif., via Oceanside, Calif.; INT of Long Beach, Calif., 135° and Santa Catalina, Calif., 075° radials; 6 miles wide Long Beach; INT of Long Beach 287° and Los Angeles, Calif., 138° radials; thence Los Angeles; Gorman, Calif.; Bakersfield, Calif.; Fresno, Calif.; INT of Fresno 322° and Linden, Calif., 140° radials; Linden (6 miles
wide from 38 miles from Linden to Linden); Sacramento, Calif., including a W alternate from Fresno to Sacramento via Los Banos, Calif., and Stockton, Calif.; INT of Sacramento 346° and Red Bluff, Calif., 158° radials; Red Bluff; Fort Jones,
Calif.; Medford, Oreg., including an E alternate via INT of Fort Jones 042° and Medford 157° radials, and also a W alternate via INT of Fort Jones 340° and Medford 235° radials, excluding the airspace between the main and this alternate; Eugene, Oreg., including a W alternate from Medford to
Eugene via Roseburg, Oreg., and INT of Roseburg 003° and Eugene 187° raidals; Portland, Oreg., including an E alternate and also a W alternate from Eugene to Portland via Corvallis, Oreg., INT of Corvallis 352° and Newberg, Oreg., 204° radials and Newberg; INT of Portland 350° and
Seattle, Wash., 197° radials; Seattle; Paine Field, Wash.; Bellingham, Wash.;
to United States-Canadian Border via Bellingham direct radial to Vancouver, British Columbia, Canada.

AMENDMENTS 3/29/66 31 F. R. 5057 (Changed); 3/31/66 31 F. R. 2475 (Changed)
AMENDMENT 5/26/66 31 F.R. 5121 (Changed)
PENDING AMENDMENT
In V-23 all between "Fresno, Calif.;" and "Fort Jones, Calif.;" is deleted and 53 miles, 12 AGL; 6 miles wide, 12 AGL Linden; 12 AGL Sacramento, Calif., including
a 12 AGL W alternate from Fresno to Sacramento via Los Banos, Calif., and Stockton, Calif.; 12 AGL INT Sacramento 346° and Red Bluff, Calif., 158° radials; 12 AGL Red Bluff;" is substituted therefor.
AMENDMENTS 3/2/67 32 F. R. 47 (Changed)
PENDING AMENDMENT
In V-23 all before "INT of Fresno 322°" is deleted and "From San Diego, Calif., 12 AGL Oceanside, Calif.; 24 miles, 12 AGL; 6 miles wide, 12 AGL Long Beach, Calif.; 6 miles wide, 12 AGL INT Long Beach 287° and Los Angeles, Calif., 138° radials; 12 AGL Los Angeles; 12 AGL Gorman, Calif.; 12 AGL Bakersfield, Calif.; 12 AGL Fresno, Calif.;" is substituted therefor. 3/2/67 32 F. R. 47 (Changed).

V-24 From Aberdeen, S. Dak., via Watertown, S. Dak., including an N alternate; Redwood Falls, Minn.; Rochester, Minn.; to
Lone Rock, Wis., including an S alternate from Rochester to Lone Rock via Waukon, Iowa.

PENDING AMENDMENT

V-24 From Aberdeen, S. Dak., 12 AGL Watertown, S. Dak., including a 12 AGL N alternate; 15 miles, 12 AGL, 64 miles, 33 MSL, 12 AGL Redwood Falls, Minn.; 12 AGL Rochester, Minn.; 12 AGL Lone Rock, Wis., including a 12 AGL S alternate from Rochester to Lone Rock via Waukon, Iowa.

AMENDMENTS 2/2/67 31 F. R. 15796 (Rewritten)

V-25 From San Diego, Calif., via Los Angeles, Calif., including an E alternate from INT Los Angeles 138° and Long Beach, Calif., 186° radials, to INT Long Beach 287° and Los Angeles 138° radials via Long Beach; INT Los Angeles 261° and Ventura, Calif., 144° radials; 6 miles wide via Ventura to INT Ventura 331° and Santa Barbara, Calif., 109° radials; thence Santa Barbara; Paso Robles Calif., including a
W alternate from Santa Barbara
to Paso Robles via Gaviota, Calif., and San Luis Obispo, Calif.; Salinas, Calif., including an E alternate from Paso Robles to Salinas via INT of Paso Robles 342° and Salinas 131° radials; INT of Salinas 310° and Woodside, Calif., 158° radials; Woodside; San Francisco, Calif.;
INT of San Francisco 304° and Point Reyes, Calif., 161° radials; Point Reyes; INT of Point Reyes 352° and Ukiah, Calif., 147° radials; Red Bluff, Calif.; INT of Red Bluff 015° and Klamath Falls, Oreg., 181° radials; Klamath Falls; Redmond, Oreg.; The Dalles, Oreg.; Yakima, Wash., including an E alternate via INT of The Dalles 032° and Yakima 183° radials; 12 AGL INT Yakima 305° and Ellensburg, Wash., 191° radials, 12 AGL Ellensburg;
Wenatchee, Wash. The airspace below 2,000 feet MSL outside the United States and the airspace more than 3 miles NE of the airway centerline between Long Beach and INT of Long Beach 287° and Los Angeles 138° radials is excluded. The airspace within R-2511, R-2520, R-6714 and W-289 is excluded. The airspace within R-2519 more than 3 statute miles west of the airway centerline, and the airspace within R-2519 below 5,000 feet MSL is excluded. The portion outside the United States has no upper limit.

PENDING AMENDMENT

In V-25 all between "Salinas 131° radials;" and "INT of Red Bluff 015°" is deleted and "12 AGL INT Salinas 310° and Woodside, Calif., 158° radials; 12 AGL Woodside; 12 AGL San Francisco, Calif.; 12 AGL INT San Francisco 304° and Point Reyes, Calif., 161° radials; 12 AGL Point Reyes; 12 AGL INT Point Reyes 352° and Ukiah, Calif., 147° radials; 28 miles, 12 AGL, 24 miles, 85 MSL, 18 miles, 75 MSL, 12 AGL Red Bluff, Calif.;" is substituted therefor.

AMENDMENTS 3/2/67 32 F. R. 47 (Changed)

PENDING AMENDMENT

In V-25 all before "INT of Salinas 310°" is deleted and "From San Diego, Calif., 12 AGL Los Angeles, Calif., including an E alternate from INT Los Angeles 138° and Long Beach, Calif., 186° radials, 12 AGL via Long Beach, 6 miles wide, 12 AGL to INT Long Beach 287° and Los Angeles 138° radials; 12 AGL INT Los Angeles 261° and Ventura, Calif., 144° radials; 6 miles wide, 12 AGL Ventura; 6 miles wide, 12 AGL INT Ventura 331° and Santa Barbara, Calif., 109° radials; 12 AGL Santa Barbara; 12 AGL Paso Robles, Calif., including a 12 AGL W alternate from Santa Barbara to Paso Robles via Gaviota, Calif., and San Luis Obispo, Calif.; 12 AGL Salinas, Calif., including a 12 AGL E alternate via INT Paso Robles 342° and Salinas 131° radials;" is substituted therefor. 3/2/67 32 F. R. 47 (Changed)

V-26 From Myton, Utah, 79 MSL, via Vernal, Utah 19 miles 12 AGL, 105 MSL Cherokee, Wyo.; 11 miles 12 AGL, 52 miles 111 MSL, 12 AGL Casper, Wyo.; 14 miles 12 AGL, 25 miles 75 MSL, 92 miles 90 MSL, 12 AGL Rapid City, S. Dak.; 12 AGL Philip, S. Dak.;
Pierre, S. Dak.; Huron, S. Dak.; Redwood Falls, Minn., including
an S alternate; Farmington, Minn.; Eau Claire, Wis.; 12 AGL Wausau, Wis.; 12 AGL Green Bay, Wis.; 12 AGL
INT Green Bay 116° and White Cloud, Mich., 302° radials; 12 AGL White Cloud; 12 AGL Lansing, Mich.; 12 AGL Salem, Mich.; 12 AGL INT Salem 138° and
Cleveland, Ohio, 311° radials; 12 AGL Cleveland. The airspace within Canada is excluded.

AMENDMENT 5/26/66 31 F.R. 5287 (Changed); 6/23/66 31 F. R. 6791 (Changed)
AMENDMENTS 7/21/66 31 F.R. 7556 (Changed)

PENDING AMENDMENT

In V-26 all between "12 AGL Rapid City, S. Dak.;" and "12 AGL Wausau, Wis.;" is deleted and "43 miles, 12 AGL, 35 MSL Philip, S. Dak.; 56 miles, 35 MSL, 12 AGL Pierre, S. Dak.; 26 miles, 12 AGL, 41 miles, 35 MSL, 12 AGL Huron, S. Dak.; 12 AGL Redwood Falls, Minn., including a 12 AGL S alternate; 12 AGL Farmington, Minn.; 12 AGL Eau Claire, Wis.;" is substituted therefor.

AMENDMENTS 2/2/67 31 F. R. 15796 (Changed)

V-27 From San Diego, Calif., via INT San Diego 319° and Santa Catalina, Calif., 099° radials; Santa Catalina; 6 miles wide via Ventura, Calif., to INT Ventura 331° and Fillmore, Calif., 268° radials; thence INT Fillmore 268° and Gaviota, Calif., 143° radials; Gaviota; San Luis Obispo, Calif.; INT of San Luis Obispo 308° and Big Sur, Calif., 157° radials; Big Sur; INT of Big Sur 325° and Point Reyes, Calif., 161° radials; Point Reyes; INT of Point Reyes 352° and Ukiah, Calif., 147° radials; Ukiah; Fortuna, Calif.; Crescent City, Calif.; North Bend, Oreg.; Newport, Oreg.; Astoria, Oreg., Olympia, Wash., INT of Olympia 010° and Seattle, Wash., 249° radials; to Seattle, including a W alternate from Astoria to INT of Olympia 010° and Seattle 249° radials via Hoquiam, Wash., excluding the airspace between the main and this W alternate airway. The airspace below 2,000 feet MSL outside the United States between San Diego and Santa Catalina, the airspace within R-2516, R-2520 and W-289, the airspace within R-2519 more than 3 statute miles west of the airway centerline, and the airspace within R-2519 below 5,000 feet MSL. is excluded. The portion outside the United States has no upper limit.

AMENDMENTS 6/23/66 31 F. R. 6685 (Changed)

PENDING AMENDMENT

In V-27 all between "Big Sur;" and "Crescent City, Calif.;" is deleted and "12 AGL INT Big Sur 325° and Point Reyes, Calif., 161° radials; 12 AGL Point Reyes; 12 AGL INT Point Reyes 352° and Ukiah, Calif., 147° radials; 12 AGL Ukiah; 12 AGL Fortuna, Calif.;" is substituted therefor.

AMENDMENTS 3/2/67 32 F. R. 47 (Changed)

PENDING AMENDMENT

In V-27 all before "INT of Big Sur 325°" is deleted and "From San Diego, Calif., 12 AGL INT San Diego 319° and Santa Catalina, Calif., 099° radials; 12 AGL Santa Catalina; 6 miles wide, 12 AGL Ventura, Calif.; 6 miles wide, 12 AGL INT Ventura 331° and Fillmore, Calif., 268° radials; 12 AGL INT Fillmore 268° and Gaviota, Calif., 143° radials; 12 AGL Gaviota; 12 AGL San Luis Obispo, Calif.; 12 AGL INT San Luis Obispo 308° and Big Sur, Calif., 157° radials; 12 AGL Big Sur;" is substituted therefor.

AMENDMENTS 3/2/67 32 F. R. 47 (Changed)

V-28 From Oakland, Calif., via INT of Oakland 077° and Linden, Calif., 246° radials; Linden; INT of Linden 046° and Reno, Nev., 208° radials; to Reno.

PENDING AMENDMENT

V-28 From Oakland, Calif., 12 AGL INT Oakland 077° and Linden, Calif., 246° radials; 12 AGL Linden; 12 AGL INT Linden 046° and Reno, Nev., 208° radials; 12 AGL Reno.

AMENDMENTS 3/2/67 32 F. R. 47 (Rewritten)

V-29 From Snow Hill, Md., 12 AGL Salisbury, Md.; 12 AGL INT Salisbury 340° and Kenton, Del., 217° radials; 12 AGL Kenton; 12 AGL New Castle, Del.; 12 AGL West Chester, Pa.; 12 AGL Pottstown, Pa.; 12 AGL Allentown, Pa.; 12 AGL Wilkes-Barre, Pa.; 12 AGL Binghampton, N. Y.; 12 AGL Syracuse, N. Y.; 12 AGL Watertown, N. Y.; 12 AGL INT Watertown 033° and Massena, N. Y., 241° radials; 12 AGL Massena. The airspace within R-4006 is excluded.

AMENDMENTS 6/23/66 31 F.R. 6487(Changed); 7/21/66 31 F. R. 7279 (Changed)
AMENDMENTS 9/15/66 31 F.R. 10026 (Changed)

V-30 From Milwaukee, Wis., 12 AGL INT Milwaukee 102° and Pullman, Mich., 303° radials; 12 AGL Pullman, including a 12 AGL S alternate via INT Milwaukee 121° and Pullman 282° radials; 12 AGL Litchfield, Mich.; 12 AGL Waterville, Ohio; 12 AGL Attica, Ohio; 12 AGL Akron, Ohio; 12 AGL INT Akron 092° and Clarion, Pa., 265° radials; 12 AGL Clarion; 12 AGL Philipsburg, Pa.; 12 AGL Selinsgrove, Pa.; 12 AGL East Texas, Pa.; 12 AGL Colts Neck, N. J.

AMENDMENTS 6/23/66 31 F. R. 6487 (Changed); 7/21/66 31 F.R. 7171 (Changed); 7/21/66 31 F. R. 7279 (Changed)
AMENDMENTS 7/21/66 31 F.R. 7556 (Changed); 8/18/66 31 F. R. 8747 (Changed)

V-31 From INT Patuxent River, Md., 036° and Nottingham, Md., 128° radials; 12 AGL Nottingham. From Baltimore, Md.; 12 AGL Harrisburg, Pa.; 12 AGL Selinsgrove, Pa.; 12 AGL Williamsport, Pa.; 12 AGL Elmira, N. Y.; 12 AGL INT Elmira 357° and Rochester, N. Y., 125° radials; 12 AGL Rochester. The airspace within R-4007 is excluded.

AMENDMENTS 6/23/66 31 F.R. 6487 (Changed); 7/21/66 31 F. R. 7610 (Changed)

V-32 From Battle Mountain, Nev., via Elko, Nev., Bonneville, Utah, including an N alternate from Elko to Bonneville via Wells, Nev., Salt Lake City, Utah, to Fort Bridger, Wyo.

V-33 From Cofield, N. C.; 12 AGL INT Cofield 007° and Harcum, Va., 187° radials; 12 AGL Harcum; 12 AGL INT Harcum 003° and Nottingham, Md., 174° radials; 12 AGL Nottingham. From Baltimore, Md., 12 AGL Harrisburg, Pa.; 12 AGL Philipsburg, Pa.; 12 AGL Keating, Pa.; 12 AGL Bradford, Pa.; 12 AGL Buffalo, N. Y. The airspace within R-4007 is excluded.

AMENDMENT 3/31/66 31 F. R. 1144 (Changed); 6/23/66 31 F. R. 5824 (Changed); 6/23/66 31 F. R. 6487 (Changed)
AMENDMENTS 7/21/66 31 F.R. 7610 (Changed)

V-34 From Kleinburg, Ont., 12 AGL INT Kleinburg 113° and Rochester, N. Y., 309° radials; 12 AGL Rochester; 12 AGL Ithaca, N. Y.; 12 AGL Hancock, N. Y.; 12 AGL Carmel, N. Y.; 12 AGL Riverhead, N. Y. The airspace within Canada and R-5207 is excluded.

AMENDMENTS 6/23/66 31 F.R. 6487 (Changed) ; 7/21/66 31 F. R. 7279 (Changed)

V-35 From Key West, Fla., 12 AGL INT Key West 086° and Bimini, Bahamas, 215° radials; 12 AGL INT Bimini 215° and Miami, Fla., 147° radials; 12 AGL Miami; 12 AGL INT Miami 269° and Fory Myers, Fla., 137° radials, including a 12 AGL W alternate from INT Miami 147° radial and Miami International Airport Runway 9 left ILS localizer W course to INT Miami 269° and Fort Myers 137° radials via INT Miami International Airport Runway 9 left ILS localizer W course and Fort Myers 137° radial; 12 AGL Fort Myers; 12 AGL St. Petersburg, Fla., including a 12 AGL W alternate; 12 AGL INT St. Petersburg 350° and Cross City, Fla., 168° radials; 12 AGL Cross City, including a 12 AGL E alternate via Gainesville, Fla., and also a 12 AGL W alternate via INT St. Petersburg 316° and Cross City 185° radials; 12 AGL INT Cross City 311° and Tallahassee, Fla., 137° radials; 12 AGL Tallahassee; 12 AGL INT Tallahassee 352° and Albany, Ga., 177° radials; 12 AGL Albany; 12 AGL Macon, Ga., including a 12 AGL W alternate via INT Albany 010° and Macon 228° radials; 12 AGL Athens, Ga.; 12 AGL Asheville, N. C.; 12 AGL Holston Mountain, Tenn., including a 12 AGL E alternate via INT Asheville 022° and Holston Mountain 146° radials and also a 12 AGL W alternate via INT Asheville 301° and Holston Mountain 203° radials; 12 AGL Blackford, Va.; 12 AGL Charleston, W. Va., including a 12 AGL E alternate via Bluefield, W. Va.; 12 AGL INT Charleston 051° and Elkins, W. Va., 264° radials; 12 AGL Clarksburg, W. Va.; 12 AGL Morgantown, W. Va.; 12 AGL Indian Head, Pa.; 12 AGL Johnstown, Pa.; 12 AGL Tyrone, Pa.; 12 AGL Philipsburg, Pa.; 12 AGL Stonyfork, Pa.; 12 AGL Elmira, N. Y.; 12 AGL Syracuse, N. Y. The airspace below 2,000 feet MSL outside the United States is excluded. The portion outside the United States has no upper limit.

AMENDMENT 4/28/66 31 F. R. 3231 (Changed); 5/26/66 31 F.R. 5285 (Changed); Corr: 31 F. R. 6297;
AMENDMENTS 6/23/66 31 F. R. 6487 (Changed); 7/21/66 31 F. R. 7507 (Changed)
AMENDMENTS 8/18/66 31 F.R. 8747 (Changed); 10/13/66 31 F. R. 10516 (Changed)
AMENDMENTS 11/10/66 31 F. R. 11286 (Changed) ; 11/10/66 31 F. R. 12921 (Changed)
AMENDMENT 12/8/66 31 F.R. 13314 (Changed)

V-36 From Toronto, Ont., via INT Toronto 141° and Buffalo, N. Y., 312° radials; 12 AGL Buffalo, including a 12 AGL S alternate via INT Toronto 172° and Buffalo 294° radials, excluding the airspace between the main and this S alternate; 12 AGL Elmira, N. Y.; 12 AGL Wilkes-Barre, Pa.; 12 AGL Sparta, N. J. The airspace within Canada is excluded.

AMENDMENTS 6/23/66 31 F. R. 6487 (Rewritten); 5/13/66 31 F. R 7352 (Correction)

V-37 From Savannah, Ga., 12 AGL Allendale, S. C.; 12 AGL Columbia, S. C.; 12 AGL Fort Mill, S. C., including a 12 AGL W alternate via INT Columbia 294° and Fort Mill 201° radials; 12 AGL Pulaski, Va., including a 12 AGL W alternate via Hickory, N. C.; 12 AGL Elkins, W. Va.; 12 AGL Morgantown, W. Va.; 12 AGL Allegheny, Pa.; 12 AGL INT Allegheny 325° and Ellwood City, Pa., 183° radials; 12 AGL Ellwood City; 12 AGL Erie, Pa.; 12 AGL Toronto, Ont., Canada. The airspace within Canada is excluded.

AMENDMENTS 6/23/66 31 F. R. 6487 (Changed); 7/21/66 31 F. R. 7610 (Changed)
AMENDMENTS 8/18/66 31 F.R. 8747 (Changed); 10/13/66 31 F. R. 10516 (Changed)
AMENDMENTS 11/10/66 31 F. R. 11286 (Changed)

V-38 From Iowa City, Iowa, 12 AGL Moline, Ill.; 12 AGL Joliet, Ill.; 12 AGL Peotone, Ill.; 6 mi. wide 12 AGL Monterey, Ind.; 12 AGL Fort Wayne, Ind.; 12 AGL Findlay, Ohio 12 AGL INT Findlay 131° and Appleton, Ohio, 312° radials; 12 AGL Appleton; 12 AGL Zanesville, Ohio; 12 AGL Parkersburg, W. Va.; 12 AGL Elkins, W. Va.

AMENDMENTS 7/21/66 31 F. R. 7171 (Changed); 7/21/66 31 F.R. 7556 (Changed); 7/21/66 31 F.R. 7610 (Changed)
AMENDMENTS 8/18/66 31 F.R. 8747 (Changed)

V-39 From Myrtle Beach, S. C., 12 AGL INT Myrtle Beach 031° and Fayetteville, N. C., 163° radials; 25 MSL Fayetteville, excluding the airspace at and above 5,000 feet MSL from 57 miles SE of Fayetteville to Fayetteville. From Pinehurst, N. C., 12 AGL South Boston, Va.; 12 AGL Gordonsville, Va.; 12 AGL INT Gordonsville, 019° and Casanova, Va., 201° radials; 12 AGL Casanova; 12 AGL Herndon, Va., including a 12 AGL E alternate from Gordonsville to Herndon via INT Herndon 202° and Brooke, Va., 300° radials; 12 AGL Westminster, Md.; 12 AGL Lancaster, Pa.; 12 AGL East Texas, Pa.; 12 AGL Allentown, Pa.; 12 AGL Huguenot, N. Y.; 12 AGL INT Huguenot 032° and Poughkeepsie, N. Y., 259° radials; 12 AGL Poughkeepsie; 12 AGL Westfield, Mass.; 12 AGL Gardner, Mass.; 12 AGL Concord, N. H.; 12 AGL Kennebunk, Maine; 12 AGL Augusta, Maine; 12 AGL INT Augusta 025° and Millinocket, Maine, 228° radials; 12 AGL Millinocket; 12 AGL Presque Isle, Maine; 12 AGL INT Presque Isle 356° radial and the United States/Canadian border.

AMENDMENTS 6/23/66 31 F.R. 6487 (Changed); 7/21/66 31 F.R. 7279 (Changed); 7/21/66 31 F.R. 7610 (Changed)
AMENDMENTS 8/18/66 31 F. R. 9000 (Changed); 9/15/66 31 F. R. 10026 (Changed)
AMENDMENTS 10/13/66 31 F. R. 10516 (Changed); Amend. Alt. 31 F. R. 11462

V-40 From Cleveland, Ohio, 12 AGL Briggs, Ohio; 12 AGL Imperial, Pa.

AMENDMENTS 8/18/66 31 F.R. 8747 (Rewritten)

V-41 From Imperial, Pa., 12 AGL INT Imperial 326° and Youngstown, Ohio, 177° radials; 12 AGL Youngstown.

AMENDMENTS 8/18/66 31 F.R. 8747 (Rewirtten)

V-42 From Flint, Mich.; 12 AGL via INT Flint 133° and Windsor, Ont., 320° radials; 12 AGL Windsor, including an E alternate 12 AGL INT Flint 118° and Windsor 335° radials, 7 mi. wide (3 mi. E and 4 mi. W of centerline), 12 AGL Cleveland, Ohio; 12 AGL Akron, Ohio, including a 12 AGL E alternate from Windsor, Ont., Canada, to INT Strongville, Ohio 162° and Akron 289° radials via INT Windsor 134° and Strongville 342° radials and Strongville. The airspace within Canada is excluded.

AMENDMENTS 7/21/66 31 F.R. 7556 (Changed); 8/18/66 31 F. R. 8747 (Changed)

V-43 From Appleton, Ohio, 12 AGL Tiverton, Ohio; 12 AGL Briggs, Ohio; 12 AGL Youngstown, Ohio; 12 AGL Erie, Pa.

AMENDMENTS 8/18/66 31 F.R. 8747 (Rewritten)

V-44 From Maryland Heights, Mo.; 12 AGL Centralia, Ill.; 12 AGL Samsville, Ill.; 12 AGL Nabb, Ind.; 12 AGL Falmouth, Ky.; 12 AGL York, Ky.; 12 AGL Parkersburg, W. Va.; 12 AGL Morgantown, W. Va.; 12 AGL Martinsburg, W. Va.; 12 AGL Baltimore, Md.; 12 AGL INT Baltimore 094° and Kenton, Del., 262° radials; 12 AGL Kenton; 12 AGL INT Kenton 086° and Atlantic City, N. J. 238° radials; 12 AGL Atlantic City; 12 AGL Barnegat, N. J.; 12 AGL INT Barnegat 043° and Riverhead, N. Y., 218° radials; 12 AGL Riverhead. The airspace below 2,000 feet MSL outside the United States is excluded. The airspace within R-5002 more than 3NM W of the airway centerline above 9,000 feet MSL is excluded. The portion which lies within R-4001 is excluded.

AMENDMENT 3/31/66 31 F. R. 2473 (Changed); 7/21/66 31 F.R. 6582 (Changed); 7/21/66 31 F. R. 7171 (Changed)
AMENDMENTS 7/21/66 31 F.R. 7279 (Changed); 7/21/66 31 F. R. 7610 (Changed)
AMENDMENTS 8/18/66 31 F.R. 8747 (Changed)

V-45 From New Bern, N. C., 12 AGL Kinston, N. C.; 12 AGL Raleigh-Durham, N. C.; 12 AGL Greensboro. N. C.: 12 AGL INT Greensboro 334° and Hickory, N. C., 049° radials; 12 AGL Pulaski, Va.; 12 AGL Bluefield, W. Va.; 12 AGL Charleston, W. Va. From Waterville, Ohio, 12 AGL Jackson, Mich.; 12 AGL Lansing, Mich.; 12 AGL Saginaw, Mich.; 12 AGL Alpena, Mich., including a 12 AGL W alternate; 12 AGL Pellston, Mich.

AMENDMENTS 1/6/66 30 F. R. 14424 (Changed); Eff. date changed 2/3/66 30 F. R. 15364
AMENDMENT 5/26/66 31 F.R. 5287 (Changed); 7/21/66 31 F. R. 7556 (Changed)
AMENDMENTS 8/18/66 31 F.R. 8747 (Changed); 10/13/66 31 F. R. 10516 (Changed)
AMENDMENTS 11/10/66 31 F. R. 11286 (Changed)

V-46 From Deer Park, N. Y., 12 AGL INT Deer Park 095° and Hampton, N. Y., 223° radials (Beach INT) including a 12 AGL N alternate from Deer Park to Beach INT via Riverhead, N. Y., 12 AGL Hampton; 12 AGL INT Hampton 083° and Nantucket Mass., 255° radials; 12 AGL Nantucket. The airspace below 2,000 feet MSL outside the United States is excluded.

AMENDMENTS 7/21/66 31 F.R. 7279 (Rewritten)

V-47 From Evansville, Ind., 12 AGL INT Evansville 065° and Nabb, Ind., 252° radials; 12 AGL Nabb; 12 AGL Cincinnati, Ohio; 12 AGL Rosewood, Ohio, including a 12 AGL W alternate from Cincinnati to INT Dayton, Ohio, Municipal Airport ILS localizer SW course and Rosewood 202° radial, via INT Cincinnati 006° and Dayton Municipal Airport ILS localizer SW course; 12 AGL Findlay, Ohio, including a 12 AGL W alternate via INT Rosewood 309° and Findlay, Ohio, 218° radials; 12 AGL Waterville, Ohio; 12 AGL INT Waterville 353° and Salem, Mich., 197° radials; 12 AGL Salem.

AMENDMENT 5/26/66 31 F.R. 5287 (Changed); 7/21/66 31 F. R. 7171 (Changed)

V-48 From Burlington, Iowa, 12 AGL Peoria, Ill.; 12 AGL Pontiac, Ill.

AMENDMENTS 7/21/66 31 F.R. 7556 (Rewritten)

V-49 From Bowling Green, Ky., 12 AGL Mystic, Ky.; 12 AGL Nabb Ind.

AMENDMENTS 7/21/66 31 F. R. 7171 (Rewritten)

V-50 From Pawnee City, Nebr., 12 AGL St. Joseph, Mo.; 12 AGL Kirksville, Mo.; 12 AGL Quincy, Ill.; 12 AGL Capital, Ill.; 12 AGL Decatur, Ill.; 12 AGL Terre Haute, Ind.; 12 AGL Indianapolis, Ind.; 12 AGL Dayton, Ohio, including a 12 AGL N alternate from Indianapolis to Dayton via Muncie, Ind.

AMENDMENT 5/26/66 31 F.R. 4839.(Changed) ; 7/21/66 31 F. R. 6582 (Rewritten)

V-51 From Key West, Fla., 12 AGL INT Miami, Fla., 222° and Biscayne Bay, Fla. 262° radials; 12 AGL Biscayne Bay; 12 AGL Miami; 12 AGL Pahokee, Fla.; 12 AGL INT Pahokee 009° and Vero Beach, Fla., 193° radials; 12 AGL Vero Beach, including a 12 AGL E alternate from Biscayne Bay to Vero Beach via INT Biscayne Bay 346° and Vero Beach 178° radials; 12 AGL Daytona Beach,
Fla.; 12 AGL INT Daytona Beach 344° and Jacksonville, Fla., 150° radials; 12 AGL Jacksonville; 12 AGL INT Jacksonville 319° and Alma, Ga., 148° radials; 12 AGL Alma, including a 12 AGL E alternate; 12 AGL Dublin, Ga.; 12 AGL Rex, Ga.; 12 AGL Crossville, Tenn.; including a 12 AGL W alternate from INT Rex 345° and Chattanooga, Tenn., 118° radials to Crossville via Chattanooga; 12 AGL Highway, Tenn.; 12 AGL Louisville, Ky., including a 12 AGL E alternate and also a 12 AGL W alternate from Highway to
Louisville via INT Highway 333° and New Hope, Ky., 165° radials and New Hope; 12 AGL Nabb, Ind.; 12 AGL Shelbyville, Ind.; 12 AGL INT Shelbyville 313° and
Lafayette, Ind., 136° radials; 12 AGL Lafayette; 12 AGL Chicago Heights, Ill.

AMENDMENTS 7/21/66 31 F. R. 7171 (Changed); 7/21/66 31 F. R. 7507 (Changed); Corr: 31 F. R. 8492:
AMENDMENTS 7/21/66 31 F.R. 7556 (Changed); 8/18/66 31 F. R. 8747 (Changed)
AMENDMENTS 10/13/66 31 F.R. 10516 (Changed); 11/10/66 31 F. R. 11286 (Changed)
AMENDMENT 12/8/66 31 F.R. 13314 (Changed)

V-52 From Des Moines, Iowa; 12 AGL Ottumwa, Iowa; 12 AGL Quincy, Ill.; 12 AGL St. Louis, Mo., including a 12 AGL N alternate; 12 AGL Troy, Ill.; 12 AGL INT Troy 099° and Evansville, Ind., 309° radials; 12 AGL Evansville, Ind.

AMENDMENTS 7/21/66 31 F. R. 6582 (Rewritten) ; 7/21/66 31 F. R. 7556 (Changed)

V-53 From Charleston, S. C., 12 AGL INT Charleston 300° and Columbia, S. C., 151° radials; 12 AGL Columbia; 12 AGL Spartanburg, S. C.; 12 AGL Asheville, N. C., including a 12 AGL W alternate from Columbia to Asheville via Greenwood, S. C., excluding the airspace between the main and this W alternate; 12 AGL Holston Mountain, Tenn.; 12 AGL
Whitesburg, Ky.; 12 AGL Lexington, Ky.; 12 AGL Louisville, Ky.; 12 AGL INT Louisville 333° and Indianapolis, Ind., 170° radials; 12 AGL
Indianapolis; 12 AGL Westpoint, Ind.; 12 AGL INT Westpoint 326° and Peotone, Ill., 153° radials; 12 AGL Peotone; 12 AGL INT Peotone 003° and Chicago-O'Hare, Ill., 153° radials; 12 AGL Chicago-O'Hare.

AMENDMENTS 7/21/66 31 F. R. 7171 (Changed) ; 7/21/66 31 F. R. 7556 (Changed)
AMENDMENTS 8/18/66 31 F.R. 8747 (Changed); 10/13/66 31 F. R. 10516 (Changed)
AMENDMENTS 11/10/66 31 F. R. 11286 (Changed)

V-54 From Waco, Tex., 12 AGL via INT Waco 037° and Quitman, Tex., 243° radials; 12 AGL Quitman; 12 AGL Texarkana, Ark.; 12 AGL INT Texarkana 052° and Little Rock, Ark., 235° True radials; 12 AGL Little Rock, including a 12 AGL N alternate via INT Texarkana 037° and Hot Springs, Ark., 223° radials and Hot Springs; 12 AGL Memphis, Tenn., including a 12 AGL N alternate; 12 AGL Muscle Shoals, Ala., including a 12 AGL N alternate via INT Memphis 078° and Muscle Shoals 293° radials and also a 12 AGL S alternate via Holly Springs, Miss., and INT Holly Springs 099° and Muscle Shoals 255° radials; 12 AGL Huntsville, Ala., including a 12 AGL N alternate via INT Muscle Shoals 067° and Huntsville 282° radials; 12 AGL Chattanooga, Tenn., including a 12 AGL N alternate and also a 12 AGL S alternate via INT Huntsville 097° and Chattanooga 229° radials; 12 AGL Harris, Ga.; 12 AGL Spartanburg, S. C.; 12 AGL Fort Mill, S. C.; 12 AGL Pinehurst, N. C.

AMENDMENT 4/28/66 31 F. R. 3230 (Changed) ; 6/23/66 31 F. R. 6484 (Changed)
AMENDMENTS 7/21/66 31 F. R. 6960 (Changed); 7/21/66 31 F.R. 7507 (Changed)
AMENDMENTS 8/18/66 31 F.R. 8046 (Changed); 11/10/66 31 F. R. 11286 (Changed)

V-55 From Dayton, Ohio, 12 AGL Fort Wayne, Ind., including a 12 AGL E alternate via INT Dayton 347° and Fort Wayne 128° radials; 12 AGL Goshen, Ind.; 12 AGL South Bend, Ind.; 12 AGL Keeler, Mich.; 12 AGL Pullman, Mich.; 12 AGL Muskegon, Mich.; 12 AGL INT Muskegon 327° and Green Bay, Wis., 116° radials; 12 AGL Green Bay; 12 AGL Stevens Point, Wis.; 12 AGL INT Stevens Point 281° and Eau Claire, Wis., 107° radials; 12 AGL Eau Claire; Grantsburg, Wis.; Brainerd, Minn.; Park Rapids, Minn., to Grand Forks, N. Dak.

AMENDMENT 5/26/66 31 F.R. 4839 (Changed); 7/21/66 31 F.R. 7556 (Changed)

PENDING AMENDMENT

In V-55 all after "12 AGL Eau Claire;" is deleted and "9 miles, 12 AGL, 55 miles, 25 MSL, 12 AGL Grantsburg, Wis.; 9 miles, 12 AGL, 45 miles, 26 MSL, 12 AGL Brainerd, Minn.; 13 miles, 12 AGL, 29 miles, 27 MSL, 12 AGL Park Rapids, Minn.; 7 miles, 12 AGL, 58 miles, 30 MSL, 31 miles, 28 MSL, 12 AGL Grand Forks, N. Dak." is substituted therefor.
AMENDMENTS 2/2/67 31 F. R. 15796 (Changed)

V-56 From Montgomery, Ala., 12 AGL INT Montgomery 048° and Columbus, Ga., 270° radials; 12 AGL Columbus; 12 AGL Macon, Ga.; 12 AGL Augusta, Ga.; 12 AGL Columbia, S. C.; 12 AGL INT Columbia 079° and Florence, S. C., 243° radials; 12 AGL
Florence; Columbia, S. C.; INT of Columbia 079° and Florence, S. C., 243° radials; to Florence.

AMENDMENTS 10/13/66 31 F.R. 10516 (Changed); 11/10/66 31 F. R. 11286 (Changed)

V-57 From Birmingham, Ala., 12 AGL Decatur, Ala., including a 12 AGL E alternate via INT Birmingham 013° and Decatur 130° radials; 12 AGL Graham, Tenn.; 12 AGL Bowling Green, Ky. From Lexington, Ky., 12 AGL Falmouth, Ky.; 12 AGL INT Richmond, Ind., 142° and Cincinnati, Ohio, 022° radials.

AMENDMENTS 7/21/66 31 F. R. 6960 (Changed); 8/18/66 31 F. R. 8046 (Changed); 8/18/66 31 F.R. 8747 (Changed);

V-58 From Carrolltown, Pa.; 12 AGL Tyrone, Pa.; 12 AGL Philipsburg, Pa.; 12 AGL Williamsport, Pa.; 12 AGL INT Williamsport 079° and Wilkes-Barre, Pa., 265° radials; 12 AGL Wilkes-Barre; 12 AGL Poughkeepsie, N. Y.; 12 AGL Hartford, Conn.; 12 AGL INT Hartford 130° and Providence, R. I., 212° radials.

AMENDMENTS 6/23/66 31 F.R. 6487 (Changed); 7/21/66 31 F. R. 7279 (Changed)

V-59 From Pulaski, Va., 12 AGL Beckley, W. Va.; 12 AGL Parkersburg, W. Va.; 12 AGL Newcomerstown, Ohio.

AMENDMENTS 8/18/66 31 F.R. 8747 (Rewritten)

V-60 From Albuquerque, N. Mex., 12 AGL via Otto, N. Mex., including a 12 AGL S alternate via INT Albuquerque 103° and Otto 253° radials; 12 AGL Las Vegas, N. Mex.

AMENDMENTS 6/23/66 31 F.R. 6484 (Rewritten)

V-61 From Bridgeport, Tex., 12 AGL via INT Brideport 315° and Wichita Falls, Tex., 139° True radials; 12 AGL Wichita Falls; 12 AGL Lawton, Okla.

AMENDMENTS 6/23/66 31 F.R. 6484 (Rewritten)

V-62 From INT Albuquerque, N. Mex., 329° and Santa Fe, N. Mex., 268° radials, 12 AGL via Santa Fe; 12 AGL Anton Chico, N. Mex.; 12 AGL Texico, N. Mex.; 12 AGL Plainview, Tex.; 12 AGL Lubbock, Tex., including a 12 AGL S alternate from Texico direct Lubbock; 12 AGL Abilene, Tex.; 12 AGL INT Abilene 096° and Britton, Tex., 264° radials; 12 AGL Britton.

AMENDMENTS 6/23/66 31 F.R. 6484 (Rewritten)

V-63 From McAlester, Okla., 12 AGL via Fayetteville, Ark.; 12 AGL Springfield, Mo.; 12 AGL Hallsville, Mo.; 12 AGL Quincy, Ill.; 12 AGL Burlington, Iowa. From the INT of Polo, Ill., 268° and Janesville, Wis., 239° radials; 12 AGL Janesville; 12 AGL Milwaukee, Wis.

AMENDMENTS 6/23/66 31 F.R. 6484 (Changed)
AMENDMENTS 7/21/66 31 F. R. 6582 (Changed); Corr: 31 F. R. 8750;
AMENDMENTS 7/21/66 31 F.R. 7556 (Changed)
PENDING AMENDMENT
In V-63 "Janesville, Wis., 239°" is deleted and "Janesville, Wis., 238°" is substituted therefor.
AMENDMENTS 2/2/67 31 F. R. 15797 (Changed)

V-64 From Los Angeles, Calif., via INT of Los Angeles 185° and Long Beach, Calif., 266° radials; Long Beach; Thermal, Calif.; to Blythe, Calif. The airspace more than 3 miles E of the airway centerline between Los Angeles and INT of Los Angeles 185° and Long Beach 266° radials is excluded. The portion outside the United States has no upper limit.
PENDING AMENDMENT
V-64 From Los Angeles, Calif., 7 miles wide (3 miles E and 4 miles W of centerline) 12 AGL INT Los Angeles 185° and Long Beach, Calif., 266° radials; 12 AGL Long Beach; 12 AGL Thermal, Calif.; 12 AGL Blythe, Calif. The portion outside the United States has no upper limit.

AMENDMENTS 3/2/67 32 F. R. 47 (Rewritten)

V-65 From INT Kansas City, Mo., 231° and St. Joseph, Mo., 178° radials; 12 AGL St. Joseph; 12 AGL Lamoni, Iowa.

AMENDMENTS 7/21/66 31 F. R. 6582 (Rewritten)

V-66 From San Diego, Calif., via Imperial, Calif.; Yuma, Ariz.; INT of Yuma 087° and Gila Bend, Ariz., 262° radials; Gila Bend; Tucson, Ariz., 12 AGL Douglas, Ariz.; 12 AGL INT of Douglas 065° and Columbus, N. Mex., 277° radials; Columbus, 12 AGL El Paso, Tex., including a 12 AGL N alternate via INT Columbus 075° and El Paso 286° radials; 6 mi. wide, 12 AGL INT El Paso 112° and Hudspeth, Tex., 281° radials; 6 mi. wide, 12 AGL Hudspeth; 12 AGL Pecos, Tex.; 12 AGL Midland, Tex.; 12 AGL Hyman, Tex.; 12 AGL INT Hyman 085° and Abilene, Tex., 251° radials; 12 AGL Abilene; 12 AGL INT Abilene 066° and Bridgeport, Tex., 248° radials; 12 AGL Bridgeport; 12 AGL INT Bridgeport 087° and Sulphur Springs, Tex., 275° radials; 12 AGL Sulphur Springs. From Tuscaloosa, Ala., 12 AGL Brookwood, Ala.; 15 miles, 7 miles wide (4 miles N and 3 miles S of centerline) 12 AGL Atlanta, Ga.; 12 AGL Rex, Ga.; 12 AGL INT Rex 090° and Athens, Ga., 238° radials; 12 AGL Athens; 12 AGL Fort Mill, S. C.; 12 AGL Raleigh-Durham, N. C.

AMENDMENTS 6/23/66 31 F.R. 6484 (Changed); 7/21/66 31 F. R. 7507 (Changed)
AMENDMENTS 11/10/66 31 F. R. 11286 (Changed)
PENDING AMENDMENT
In V-66 all before "12 AGL El Paso, Tex.," is deleted and "From San Diego, Calif., 12 AGL Imperial, Calif.; 13 miles, 12 AGL, 24 miles, 25 MSL, 12 AGL Yuma, Ariz.; 12 miles, 12 AGL, 35 MSL INT Yuma 087° and Gila Bend, Ariz., 262° radials; 46 miles, 35 MSL, 12 AGL Gila Bend; 12 AGL Tucson, Ariz.; 12 AGL Douglas, Ariz.; 12 AGL INT Douglas 065° and Columbus, N. Mex., 277° radials; 12 AGL Columbus;" is substituted therefor.
AMENDMENTS 3/2/67 32 F. R. 47 (Changed)

V-67 From Cedar Rapids, Iowa; 12 AGL Waterloo, Iowa; 12 AGL Mason City, Iowa; 12 AGL Rochester, Minn., including a 12 AGL W alternate via INT Mason City 023° and Rochester 243° radials.

AMENDMENTS 7/21/66 31 F.R. 7556 (Rewritten)

V-68 From Albuquerque, N. Mex., 12 AGL via INT Albuquerque 120° and Corona, N. Mex., 311° radials; 12 AGL Corona, including a 12 AGL N alternate via INT Albuquerque 103° and Corona 328° radials and also a 12 AGL S alternate via INT Albuquerque 160° and Corona 269° radials; 41 mi. 85 MSL, 12 AGL Roswell, N. Mex., including an N alternate 85 MSL INT Corona 124° and Roswell 335° radials, 12 AGL Roswell; 12 AGL Hobbs, N. Mex., including a 12 AGL S alternate; 12 AGL INT Hobbs 120° and Midland, Tex., 312° radials; 12 AGL Midland, including a 12 AGL S alternate via INT Hobbs 136° and Midland 283° radials; 12 AGL San Angelo, Tex., including a 12 AGL S alternate via INT Midland 128° and San Angelo 278° radials; 12 AGL Junction, Tex., including a 12 AGL S alter- via INT San Angelo 181° and Junction 310° radials; 12 AGL San Antonio, Tex.; 12 AGL INT San Antonio 167° and Corpus Christi, Tex., 296° radials; 12 AGL Corpus Christi; 12 AGL Harlingen, Tex.; 12 AGL McAllen, Tex. The airspace within Mexico is excluded.

AMENDMENTS 6/23/66 31 F.R. 6484 (Rewritten)

V-69 From Shreveport, La., 12 AGL via INT Shreveport 087° and El Dorado, Ark., 218° radials; 12 AGL El Dorado, including a 12 AGL W alternate via INT Shreveport 087° and El Dorado 233° radials; 12 AGL Pine Bluff, Ark.; 12 AGL INT Pine Bluff 040° and Walnut Ridge, Ark., 187° radials; 12 AGL Walnut Ridge; 12 AGL Farmington, Mo.;
12 AGL INT Farmington 351° and Troy, Ill., 234° radials; 12 AGL Troy; 12 AGL Capital, Ill.; 12 AGL Pontiac, Ill.; 12 AGL Joliet, Ill.; 12 AGL Kedzie, Ill., RBN.

AMENDMENTS 6/23/66 31 F.R. 6484 (Changed); 7/21/66 31 F. R. 6582 (Changed); 7/21/66 31 F.R. 7556 (Changed)

V-70 From Corpus Christi, Tex., 12 AGL via INT Corpus Christi 054° and Palacious, Tex., 226° radials; 12 AGL Palacious; 12 AGL Galveston, Tex.; 12 AGL Sabine Pass, Tex.; 12 AGL Lake Charles, La.; 12 AGL Lafayette, La.; 12 AGL Baton Rouge, La., including a 12 AGL N alternate via INT Lafayette 012° and Baton Rouge 264° radials; 12 AGL Picayune, Miss.; 12 AGL Green County, Miss.;
12 AGL Monroeville, Ala.; 12 AGL INT Monroeville 073° and Eufaula, Ala., 258° radials; 12 AGL Eufaula; 12 AGL Vienna, Ga.; 12 AGL Allendale, S. C.

AMENDMENTS 5/26/66 31 F. R. 5055 (Changed); 6/23/66 31 F. R. 6484 (Changed)
AMENDMENTS 10/13/66 31 F.R. 10516 (Changed); 11/10/66 31 F. R. 11286 (Changed)

V-71 From Baton Rouge, La., 12 AGL via Natchez, Miss.; 12 AGL Monroe, La.; 12 AGL El Dorado, Ark.; 12 AGL Hot Springs, Ark.; 12 AGL INT Hot Springs 358° and Harrison, Ark., 176° radials; 12 AGL Harrison; 12 AGL Springfield, Mo., including a 12 AGL W alternate from Hot Springs to Springfield via Fayetteville, Ark., excluding the airspace between the main and this W alternate; 12 AGL Butler, Mo.; 12 AGL Kansas City, Mo.; 12 AGL INT Kansas City 310° and Pawnee City, Nebr., 122° radials; 12 AGL Pawnee City; 12 AGL INT Pawnee City 334° and Lincoln, Nebr. 146° radials; 12 AGL Lincoln.

AMENDMENTS 6/23/66 31 F.R. 6484 (Changed); 7/21/66 31 F. R. 6582 (Changed)
AMENDMENTS 8/18/66 31 F.R. 8910 (Changed); 8/18/66 31 F. R. 10025 (Changed)

V-72 From Fayetteville, Ark., 12 AGL Dogwood, Mo.; 12 AGL Maples, Mo.; 12 AGL Richwoods, Mo.; 12 AGL Troy, Ill. From Akron, Ohio, 12 AGL Youngstown, Ohio; 12 AGL Tidioute, Pa.; 12 AGL Bradford, Pa.; 12 AGL INT Bradford 078° and Elmira, N. Y., 252° radials; 12 AGL Elmira; 12 AGL Binghamton, N. Y., 12 AGL Rockdale, N. Y.; 12 AGL Albany, N. Y.; 12 AGL Cambridge, N. Y.; 12 AGL INT Cambridge 063° and Keene, N. H., 341° radials.

AMENDMENT 5/26/66 31 F.R. 5057 (Changed); 6/23/66 31 F. R. 6484 (Changed); 6/23/66 31 F.R. 6487 (Changed)
AMENDMENTS 7/21/66 31 F. R. 6582 (Changed); 8/18/66 31 F. R. 8747 (Changed)
AMENDMENTS 9/15/66 31 F.R. 10026 (Changed)

V-73 From Wichita, Kans., 12 AGL Hutchinson, Kans.; 12 AGL INT Hutchinson 025° and Salina, Kans., 184° radials; 12 AGL Salina.

AMENDMENTS 7/21/66 31 F. R. 6582 (Rewritten)

V-74 From Garden City, Kans.; 12 AGL Dodge City, Kans.; 12 AGL Anthony, Kans.; 12 AGL Ponca City, Okla.; 12 AGL Tulsa, Okla., including a 12 AGL N alternate via INT Ponca City 094° and Tulsa 319° radials; 12 AGL Fort Smith, Ark., including a 12 AGL N alternate via INT Tulsa 087° and Fort Smith 318° radials and a 12 AGL S alternate from Ponca City to Fort Smith via Okmulgee, Okla.; 12 AGL Little Rock, Ark., including a 12 AGL N alternate and also a 12 AGL S alternate via INT Fort Smith 133° and Little Rock 278° radials; 12 AGL Pine Bluff, Ark., including a 12 AGL N alternate via INT Little Rock 137° and Pine Bluff 006° radials.

AMENDMENTS 6/23/66 31 F.R. 6484 (Rewritten); 7/21/66 31 F. R. 6582 (Changed)

V-75 From Morgantown, W. Va., 12 AGL INT Morgantown 319° and Wheeling, W. Va., 149° radials; 12 AGL Wheeling; 12 AGL Briggs, Ohio; 12 AGL Cleveland, Ohio.

AMENDMENTS 8/18/66 31 F.R. 8747 (Rewritten)

V-76 From Lubbock, Tex., 12 AGL via INT Lubbock 188° and Big Spring, Tex., 286° radials; 12 AGL Big Spring, including a 12 AGL N alternate from Lubbock direct to Big Spring, excluding the airspace between the main and this N alternate; 12 AGL Hyman, Tex.; 12 AGL San Angelo, Tex.; 12 AGL Llano, Tex.; 12 AGL Austin, Tex., including a 12 AGL S alternate via INT Llano 129° and Austin 257° radials; 12 AGL Industry, Tex.; 12 AGL INT Industry 104° and Houston, Tex., 287° radials; 12 AGL Houston, including a 12 AGL S alternate from Industry to Houston via Eagle Lake, Tex.; 12 AGL Galveston, Tex. The airspace within R-6310 is excluded.

AMENDMENTS 6/23/66 31 F.R. 6484 (Rewritten)

V-77 From San Angelo, Tex., 12 AGL via Abilene, Tex.; 12 AGL Wichita Falls, Tex., including a 12 AGL E alternate; 12 AGL INT Wichita Falls 028° and Oklahoma City, Okla., 202° radials; 12 AGL Oklahoma City, including a 12 AGL E alternate from Wichita Falls to Oklahoma City vai INT Wichita Falls 047° and Duncan, Okla., 248° radials, Duncan, INT Duncan 011° and Oklahoma City 180° radials; 12 AGL Ponca City, Okla., including a 12 AGL E alternate via INT Oklahoma City 037° and Ponca City 186° radials; 12 AGL INT Ponca City 327° and Wichita, Kans., 225° radials; 12 AGL Wichita; 12 AGL INT Wichita 037° and Topeka, Kans., 236° radials; 12 AGL Topeka; 12 AGL St. Joseph, Mo.; 12 AGL Lamoni, Iowa; to Des Moines, Iowa. The airspace within R-5601 is excluded.

AMENDMENTS 6/23/66 31 F.R. 6484 (Changed); 7/21/66 31 F. R. 6582 (Changed)

V-78 From Huron, S. Dak., via Watertown, S. Dak., including an S alternate; Darwin, Minn.; Minneapolis, Minn.; to Eau Claire, Wis.

PENDING AMENDMENT

V-78 From Huron, S. Dak., 12 AGL Watertown, S. Dak., including a 12 AGL S alternate; 12 AGL Darwin, Minn.; 12 AGL Minneapolis, Minn.; 12 AGL Eau Claire, Wis.

AMENDMENTS 2/2/67 31 F. R. 15796 (Rewritten)

V-79 From Hobbs, N. Mex., 12 AGL via INT Hobbs 073° and Lubbock, Tex., 188° radials; 12 AGL Lubbock.

AMENDMENTS 6/23/66 31 F.R.6484 (Rewritten)

V-80 From Akron, Colo., to North Platte, Nebr.

V-81 From Midland, Tex., 12 AGL via Lubbock, Tex.; 12 AGL Plainview, Tex.; 12 AGL Amarillo, Tex., including a 12 AGL E alternate; 12 AGL Dalhart, Tex.; 12 AGL Tobe, Colo.; Pueblo, Colo.; Colorado Springs, Colo.; to Denver, Colo.

AMENDMENTS 6/23/66 31 F.R. 6484 (Changed)

V-82 From Grand Forks, N. Dak., via Bemidji, Minn., including an N alternate via Thief River Falls, Minn.; Brainerd, Minn.; Minneapolis, Minn.; Farmington, Minn.; Rochester, Minn.; Nodine, Minn.; 12 AGL Dells, Wis.; 12 AGL INT Dells 097° and Timmerman, Wis., 322° radials; 6 mi. wide 12 AGL Timmerman.

AMENDMENTS 4/28/66 31 F. R. 1268 (Changed) 7/21/66 31 F.R. 7556 (Changed)

PENDING AMENDMENT

In V-82 all before "12 AGL Dells, Wis.;" is deleted and "From Grand Forks, N. Dak., 12 AGL Bemidji, Minn., including a 12 AGL N alternate via Thief River Falls, Minn.; 20 miles, 12 AGL, 51 miles, 29 MSL, 12 AGL Brainerd, Minn.; 11 miles, 12 AGL, 52 miles, 25 MSL, 12 AGL Minneapolis, Minn.; 12 AGL Farmington, Minn.; 12 AGL Rochester, Minn.; 12 AGL Nodine, Minn.;" is substituted therefor.

AMENDMENTS 2/2/67 31 F. R. 15796 (Changed)

V-83 From Carlsbad, N. Mex., 12 AGL via Roswell, N. Mex.; 40 mi. 12 AGL, 85 MSL Corona, N. Mex., including an E alternate 12 AGL INT Roswell 335° and Corona 124° radials, 85 MSL Corona; 12 AGL Otto, N. Mex., 12 AGL Santa Fe, N. Mex.; 12 AGL Taos, N Mex.; 12 AGL Alamosa, Colo.; INT Alamosa 075° and Pueblo, Colo., 203° radials; Pueblo; Colorado Springs, Colo.; to Kiowa, Colo.

AMENDMENTS 6/23/66 31 F.R. 6484 (Changed)

V-84 From Bradford, Ill.; 12 AGL INT Bradford 033° and Chicago-O'Hare, Ill., 269° radials; 12 AGL Chicago-O'Hare. From Northbrook, Ill., 12 AGL Pullman, Mich.; 12 AGL Lansing, Mich.; 12 AGL Flint, Mich.; 12 AGL Peck, Mich.; 12 AGL London, Ont., Canada; 12 AGL Buffalo, N. Y.; 12 AGL Geneseo, N. Y.; 12 AGL INT Geneseo 091° and Syracuse, N. Y., 242° radials; 12 AGL Syracuse. The airspace within Canada is excluded.

AMENDMENTS 6/23/66 31 F.R. 6487 (Changed); 7/21/66 31 F. R. 7556 (Changed)

V-85 From Medicine Bow, Wyo., 12 AGL via Casper, Wyo., including a 12 AGL west alternate via INT Medicine Bow 336° and Casper 216° radials; 29 miles 12 AGL, 48 miles 77 MSL, 12 AGL to Riverton, Wyo.

V-86 From Butte, Mont., via Whitehall, Mont.; Bozeman, Mont.; INT of Bozeman 128° and Livingston, Mont., 261° radials; Livingston; Billings, Mont.; 32 miles 12 AGL, 35 miles 75 MSL, 12 AGL Sheridan, Wyo.; 20 miles 12 AGL, 45 miles 70 MSL, 63 miles 80 MSL, 12 AGL Rapid City, S. Dak.

AMENDMENTS 6/23/66 31 F. R. 6791 (Changed); Amend. Alt. 31 F.R. 8179

PENDING AMENDMENT

V-86 From Butte, Mont., 12 AGL Whitehall, Mont.; 12 AGL Bozeman, Mont.; 12 AGL INT Bozeman 128° and Livingston, Mont., 261° radials; 12 AGL Livingston; 11 miles, 12 AGL, 25 miles, 85 MSL, 12 AGL Billings, Mont.; 32 miles, 12 AGL, 35 miles, 75 MSL, 12 AGL Sheridan, Wyo.; 20 miles, 12 AGL, 45 miles, 70 MSL, 63 miles, 80 MSL, 12 AGL Rapid City, S. Dak.

AMENDMENTS 3/2/67 31 F. R. 16200 (Rewritten)

V-87 From San Francisco, Calif., via INT of Oakland, Calif., 330° radial and Sausalito, Calif., direct radial to Sacramento, Calif.; Napa, Calif.; INT of Napa 004° and Maxwell, Calif., 188° radials; Maxwell; to Red Bluff, Calif.

PENDING AMENDMENT

V-87 From San Francisco, Calif., 12 AGL INT San Francisco 359° and Napa, Calif., 182° radials; 12 AGL Napa; 12 AGL INT Napa 004° and Maxwell, Calif., 188° radials; 12 AGL Maxwell; 12 AGL Red Bluff, Calif.

AMENDMENTS 3/2/67 32 F. R. 47 (Rewritten)

V-88 From Tulsa, Okla., 12 AGL via INT Tulsa 044° and Springfield, Mo., 261° radials; 12 AGL Springfield; 12 AGL Vichy, Mo.; 12 AGL Richwoods, Mo.; 12 AGL to INT of Richwoods 086° and St. Louis, Mo., 170° radials.

AMENDMENTS 2/3/66 30 F. R. 15364 (Changed); 6/23/66 31 F. R. 6484 (Changed)

V-89 From INT of Denver, Colo., 207° and Kiowa, Colo., 246° radials via Denver; Cheyenne, Wyo., including an E alternate from Denver to Cheyenne via Gill, Colo., and INT Gill 003° and Cheyenne 131° radials; 12 AGL Chadron, including a 12 AGL E alternate from Cheyenne to Chadron via Scottsbluff, Nebr.

AMENDMENTS 6/23/66 31 F. R. 6791 (Changed)

V-90 From Litchfield, Mich., 12 AGL via INT Litchfield 081° and Windsor, Ont., Canada, 265° radials; 12 AGL Windsor; 12 AGL via INT Windsor 083° and Dunkirk, N. Y., 266° radials; 12 AGL Dunkirk, including a 12 AGL N alternate from INT Windsor 083° and Dunkirk 266° radials to Dunkirk via Aylmer, Ont. The airspace within Canada is excluded.

AMENDMENTS 6/23/66 31 F.R. 6487 (Changed); 7/21/66 31 F. R. 7171 (Changed)

V-91 From Riverhead, N. Y., 12 AGL Poughkeepsie, N. Y.; 12 AGL INT Poughkeepsie 342° and Albany, N. Y., 181° radials; 12 AGL Albany; 12 AGL Glens Falls, N. Y.; 12 AGL INT Glens Falls 032° and Burlington, Vt., 187° radials; 12 AGL Burlington; 12 AGL Plattsburgh, N. Y.; 12 AGL St. Eustache, Quebec, Canada. The airspace within Canada is excluded.

AMENDMENTS 7/21/66 31 F.R. 7279 (Changed)
AMENDMENTS 9/15/66 31 F.R. 10026 (Rewritten); Correction 31 F.R. 10631

V-92 From Joliet, Ill., 12 AGL Chicago Heights, Ill.; 12 AGL Goshen, Ind.; 12 AGL Waterville, Ohio; 12 AGL Attica, Ohio; 12 AGL Mansfield, Ohio; 12 AGL Briggs, Ohio; 12 AGL Wheeling, W. Va.; 12 AGL Grantsville, Md.; 12 AGL Front Royal, Va.

AMENDMENTS 7/21/66 31 F. R. 7171 (Changed); 7/21/66 31 F.R. 7556 (Changed); 7/21/66 31 F. R. 7610 (Changed)
AMENDMENTS 8/18/66 31 F.R. 8747 (Changed)

V-93 From Patuxent River, Md., 12 AGL INT Patuxent 013° and Baltimore, Md., 122° radials; 12 AGL Baltimore; 12 AGL Lancaster, Pa.; 12 AGL East Texas, Pa.; 12 AGL Allentown, Pa. From Poughkeepsie, N. Y., 12 AGL Chester, Mass.; 12 AGL INT Chester 040° and Keene, N. H., 231° radials; 12 AGL Keene; 12 AGL Concord, N. H.; 12 AGL INT Concord 041° and Augusta, Maine, 239° radials; 12 AGL Augusta; 12 AGL Bangor, Maine; 12 AGL Princeton, Maine; 12 AGL INT Princeton 057° radial and the United States/Canadian border. The airspace within R-4005, R-4006, and R-4007 is excluded.

AMENDMENTS 6/23/66 31 F.R. 6487 (Changed); 7/21/66 31 F. R. 7610 (Changed)
AMENDMENTS 9/15/66 31 F.R. 10026 (Changed)

V-94 From Gila Bend, Ariz., via Casa Grande, Ariz.; San Simon, Ariz.; 12 AGL Deming, N. Mex.; 12 AGL Newman, Tex., including a 12 AGL S alternate via INT Deming 121° and Newman 271° radials; 12 AGL INT Newman 091° and Salt Flat, Tex., 312° radials; 12 AGL Salt Flat; 12 AGL Wink, Tex.; 12 AGL Midland, Tex.; 12 AGL Hyman, Tex.; 12 AGL Dyess, Tex.; 12 AGL INT Dyess 084° and Britton, Tex., 264° radials; 12 AGL Britton; 12 AGL Gregg County, Tex.; 12 AGL Barksdale AFB, La.; 12 AGL Monroe, La. The airspace within R-5103A is excluded.

AMENDMENTS 6/23/66 31 F.R. 6484 (Rewritten)
PENDING AMENDMENT
In V-94 all before "12 AGL Deming, N. Mex.;" is deleted and "From Gila Bend, Ariz., 12 AGL Casa Grande, Ariz.; 55 miles, 12 AGL 74 miles, 95 MSL, 12 AGL San Simon, Ariz.;";is substituted therefor.
AMENDMENTS 3/2/67 32 F. R. 47 (Changed)

V-95 From Gila Bend, Ariz., via INT of Gila Bend 096° and Phoenix Ariz., 204° radials Phoenix; Winslow, Ariz., including a W alternate via INT Phoenix 004° and Winslow 224° radials; 66 mi. 12 AGL, 39 mi. 125 MSL, 12 AGL Farmington, N. Mex. From Gunnison, Colo. to Kiowa.

AMENDMENTS 6/23/66 31 F.R. 6484 (Changed)
PENDING AMENDMENT
In V-95 all before "66 miles, 12 AGL, 39 miles, 125 MSL, 12 AGL Farmington," is deleted and "From Gila Bend, Ariz., 12 AGL INT Gila Bend 096 and Phoenix, Ariz., 204° radials; 12 AGL Phoenix; 49 miles, 12 AGL, 40 miles, 95 MSL, 12 AGL Winslow, Ariz., including a W alternate from Phoenix, 12 AGL INT Phoenix 004° and Winslow 224° radials; 52 miles, 95 MSL, 12 AGL Winslow;" is substituted therefor.
AMENDMENTS 3/2/67 32 F. R. 47 (Changed)

V-96 From Indianapolis, Ind., 12 AGL Kokomo, Ind.; 12 AGL Fort Wayne, Ind.; 12 AGL Waterville, Ohio.

AMENDMENTS 7/21/66 31 F. R. 7171 (Changed); 7/21/66 31 F. R. 7556 (Rewritten)

V-97 From Miami, Fla., 12 AGL La Belle, Fla.; 12 AGL St. Petersburg, Fla.; 12 AGL Tallahassee, Fla., including a 12 AGL E alternate from INT LaBelle 313° and Lakeland, Fla., 175° radials to INT St. Petersburg 335° and Lakeland 307° radials via Lakeland, and from INT St. Petersburg 335° and Cross City, Fla., 201° radials to Tallahassee via Cross City and INT Cross City 311° and Tallahassee 137° radials, and also a 12 AGL W alternate from St. Petersburg to INT St. Petersburg 335° and Cross City 201° radials via INT St. Petersburg 316° and Cross City 201° radials; 12 AGL INT Tallahassee 352° and Albany, Ga., 177° radials; 12 AGL Albany; 12 AGL Atlanta, Ga., including a 12 AGL E alternate from Albany to Atlanta via INT Albany 010° and Rex, Ga., 173° radials, and INT of Rex 173° and Atlanta 147° radials; 12 AGL INT Atlanta 007° and Knoxville, Tenn., 198° radials; 12 AGL Knoxville, including a 12 AGL E alternate from Atlanta to Knoxville via Norcross, Ga., and Harris, Ga.; 12 AGL London, Ky.,
including a 12 AGL E alternate via INT Knoxville 013° and London 141° radials; 12 AGL Lexington, Ky., including a 12 AGL W alternate; 12 AGL Cincinnati, Ohio, including a 12 AGL W alternate via INT Lexington 327° and Cincinnati 192° radials, and also a 12 AGL E alternate from London to Cincinnati via INT London 004° and Lexington 107° radials and Falmouth, Ky.; 12 AGL Shelbyville, Ind.,
12 AGL INT Shelbyville 313° and Lafayette, Ind., 136° radials; 12 AGL Lafayette, including a 12 AGL W alternate from Shelbyville to Lafayette via Indianapolis, Ind., and INT Indianapolis 344° and Shelbyville 313° radials and INT Shelbyville 313° and Lafayette 136° radials; 12 AGL Chicago Heights, Ill. From INT Northbrook, Ill., 273° and Naperville, Ill., 340° radials; 12 AGL INT Naperville 340° and Janesville, Wis., 111° radials; 12 AGL Janesville; 12 AGL INT Janesville 294° and Lone Rock, Wis., 147° radials; 12 AGL Lone Rock; 12 AGL Nodine, Minn.; INT of Nodine direct radial to Minneapolis, Minn., and Minneapolis-St. Paul, Minn., International Airport ILS 121° localizer course. The airspace below 2,000 feet MSL outside the United States is excluded. The portion outside the United States has no upper limit.

AMENDMENTS 7/21/66 31 F. R. 7171 (Changed); 7/21/66 31 F.R. 7507 (Changed); 7/21/66 31 F.R. 7556 (Changed)
AMENDMENTS 8/18/66 31 F.R. 8747 (Changed); 10/13/66 31 F. R. 10516 (Changed)
AMENDMENTS 11/10/66 31 F. R. 11286 (Changed); 12/8/66 31 F. R. 13314 (Changed)
PENDING AMENDMENT
In V-97 "INT of Nodine direct radial to Minneapolis, Minn., and Minneapolis-St. Paul, Minn., International Airport ILS 121° localizer course." is deleted and "12 AGL INT Nodine 313° and the Minneapolis-St. Paul, Minn., International Airport ILS localizer 121° course." is substituted therefor.
AMENDMENTS 2/2/67 31 F. R. 15796 (Changed)

V-98 From INT Litchfield, Mich., 126° and Carleton, Mich., 249° radials; 12 AGL Carleton; 12 AGL Windsor, Ont., Canada; London, Ontario, Canada; Toronto, Ontario, Canada; Stirling, Ontario, Canada; 12 AGL Massena, N. Y.; 12 AGL St. Johns, Quebec, Canada, The airspace within Canada is excluded.

AMENDMENT 5/26/66 31 F.R. 5287 (Changed); 8/18/66 31 F. R. 8747 (Changed)
AMENDMENTS 9/15/66 31 F.R. 10026 (Changed)

V-99 From Newport, Oreg., via Newberg, Oreg.; INT of Newberg 355° and Olympia, Wash., 195° radials; Olympia; INT of the Olympia 010° and Seattle, Wash., 249° radials; to Seattle.

AMENDMENTS 6/23/66 31 F. R. 6685 (Changed)

V-100 From Medicine Bow, Wyo., 59 miles 12 AGL, 49 miles 85 MSL, 12 AGL Chadron, Nebr.; O'Neill, Nebr.; Sioux City, Iowa; 12 AGL Fort Dodge, Iowa; 12 AGL Waterloo, Iowa; 12 AGL Dubuque, Iowa; 12 AGL Rockford, Ill.; 12 AGL Northbrook, Ill.; 12 AGL INT Northbrook 093° and Keeler, Mich., 271° radials; 12 AGL Keeler; 12 AGL Litchfield, Mich.; 12 AGL Carleton, Mich.

AMENDMENTS 6/23/66 31 F. R. 6791 (Changed); 7/21/66 31 F. R. 7556 (Changed)
AMENDMENTS 11/10/66 31 F.R. 11861 (Changed)
PENDING AMENDMENT
In V-100 "Sioux City, Iowa;" is deleted and "12 AGL Sioux City, Iowa;" is substituted therefor.
AMENDMENTS 2/2/67 31 F. R. 15796 (Changed)

V-101 From Ogden, Utah, to Burley, Idaho.

V-102 From Salt Flat, Tex., 12 AGL via Carlsbad, N. Mex.; 12 AGL Hobbs, N. Mex.; 12 AGL Lubbock, Tex.; 12 AGL Guthrie, Tex.; 12 AGL Wichita Falls, Tex., including a 12 AGL S alternate via INT Guthrie 103° and Wichita Falls 247° radials.

AMENDMENTS 6/23/66 31 F.R. 6484 (Rewritten)

V-103 From Greensboro, N. C., 12 AGL Roanoke, Va.; 12 AGL Elkins, W. Va.; 12 AGL Clarksburg, W. Va.; 12 AGL INT Clarksburg 354° and Imperial, Pa., 193° radials; 12 AGL Imperial; 12 AGL Akron, Ohio; 12 AGL INT Akron 312° and Windsor, Ontario, Canada
134° radials; 12 AGL INT Windsor 134° and Salem, Mich., 117° radials; 12 AGL Salem. The airspace within Canada is excluded.

AMENDMENT 5/26/66 31 F.R. 5287 (Changed); 7/21/66 31 F. R. 7610 (Changed)
AMENDMENTS 8/18/66 31 F.R. 8747 (Changed)

V-104 From Ottawa, Ontario, Canada, INT Ottawa 095° and Massena, N. Y., 330° radials; 12 AGL Massena; 12 AGL Plattsburgh, N. Y. The airspace within Canada is excluded.

AMENDMENTS 9/15/66 31 FR. 10026 (Rewritten); Correction 31 F.R. 10631

V-105 From Tucson, Ariz., via INT of Tucson 273° and Casa Grande, Ariz., 158° radials; Casa Grande; Phoenix, Ariz.; Prescott, Ariz., Boulder, Nev., Las Vegas, Nev., including an E alternate from Prescott to Las Vegas via INT of Prescott 319° and Peach Springs, Ariz., 134° radials; Peach Springs, Ariz., and INT of Peach Springs 305° and Las Vegas 081° radials; INT of Las Vegas 266° and Beatty, Nev., 142° radials; Beatty; 105 MSL, Coaldale, Nev.; 82 miles 110 MSL, 12 AGL to Reno, Nev., including an east alternate from Coaldale, 110 MSL via Mina, Nev., 110 MSL INT Mina 300° and Reno 135° radials, 12 AGL Reno.
AMENDMENT 12/8/66 31 F.R. 13421 (Changed)
PENDING AMENDMENT
In V-105 all before "105 MSL Coaldale, Nev.;" is deleted and "From Tucson, Ariz., 12 AGL INT Tucson 273° and Casa Grande, Ariz., 158° radials; 12 AGL Casa Grande; 12 AGL Phoenix, Ariz.; 12 AGL Prescott, Ariz.; 25 miles, 12 AGL 22 miles, 85 MSL, 12 AGL Boulder, Nev.; 12 AGL Las Vegas, Nev., including an E alternate from Prescott, 25 miles, 12 AGL, 85 MSL INT Prescott 319° and Peach Springs, Ariz., 134° radials, 8 miles, 85 MSL, 12 AGL Peach Springs, 12 AGL INT Peach Springs 305 and Las Vegas 081° radials, 12 AGL to Las Vegas; 12 AGL INT Las Vegas 266° and Beatty, Nev., 142° radials; 17 miles, 12 AGL, 105 MSL Beatty;" is substituted therefor.
AMENDMENTS 3/2/67 32 F. R. 47 (Changed)

V-106 From Charleston, W. Va., 12 AGL INT Charleston 051° and Elkins, W. Va., 264° radials; 12 AGL Clarksburg, W. Va.; 12 AGL Morgantown, W. Va.; 12 AGL Indian Head, Pa.; 12 AGL Johnstown, Pa.; 12 AGL INT Johnstown 068° and Selinsgrove, Pa., 259°
radials; 12 AGL Selinsgrove; 12 AGL INT Selinsgrove 067° and Thornhurst, Pa., 237° radials; 12 AGL Thornhurst; 12 AGL Wilkes-Barre, Pa.; 12 AGL Poughkeepsie, N. Y.;
12 AGL Westfield, Mass.; 12 AGL Gardner, Mass.; 12 AGL Manchester, N. H.; 12 AGL Kennebunk, Maine.

AMENDMENT 5/26/66 31 F.R. 5057 Changed); 6/23/66 31 F. R. 6487 (Changed)
AMENDMENTS 7/21/66 31 F. R. 7279 (Changed); 8/18/66 31 F. R. 8747 (Changed)
AMENDMENTS 9/15/66 31 F.R. 10026 (Changed)

V-107 From Los Angeles, Calif., via INT Los Angeles 061° and Santa Monica, Calif., 093° radials; Santa Monica; INT Santa Monica 276° and Fillmore, Calif., 163° radials; Fillmore,
including a W alternate from Los Angeles to Fillmore via INT Los Angeles 291° and Fillmore 163° radials and Ventura; Avenal, Calif.; Los Banos, Calif.;
Oakland, Calif.; Point Reyes, Calif.; to INT of Point Reyes 306° and Ukiah, Calif., 172° radials. The airspace within R-2519 more than 3 statute miles W of Ventura 155° and 331° radials, the airspace within R-2519 below 5,000 feet MSL, and the airspace within R-2520 is excluded. The portion outside the United States has no upper limit.

AMENDMENTS 7/21/66 31 F. R. 7172 (Changed)
PENDING AMENDMENT
In V-107 all between "Los Banos, Calif.;" and "The airspace within R-2519" is deleted and "12 AGL Oakland, Calif.; 12 AGL Point Reyes, Calif.; 12 AGL INT Point Reyes 306° and Ukiah, Calif., 172° radials." is substituted therefor.
AMENDMENTS 3/2/67 32 F. R. 47 (Changed)
PENDING AMENDMENT
In V-107 all before "12 AGL Oakland, Calif.;" is deleted and "From Los Angeles, Calif., 12 AGL INT Los Angeles 061° and Santa Monica, Calif., 093° radials; 12 AGL Santa Monica; 12 AGL INT Santa Monica 276° and Fillmore, Calif., 163° radials; 12 AGL Fillmore, Including a 12 AGL W alternate from Los Angeles to Fillmore via INT Los Angeles 291° and Fillmore 163° radials, and Ventura, Calif.; 12 AGL Avenal, Calif.; 12 AGL Los Banos, Calif.:" is substitued therefor. 3/2/67 32 F. R. 47 (Changed)

V-108 From San Francisco, Calif., via INT of San Francisco 304° and Sausalito, Calif., 232° radials; Sausalito; INT of Sausalito 052° and Linden, Calif., 269° radials; to Linden. From Colorado Springs, Colo., via Hugo, Colo., including an S alternate via INT of Colorado Springs 153° and Hugo 250° radials; Goodland, Kans.; 12 AGL Hill City, Kans.
AMENDMENTS 7/21/66 31 F. R. 6582 (Changed)
PENDING AMENDMENT
In V-108 all before "From Colorado Springs, Colo.," is deleted and "From San Francisco, Calif., 12 AGL INT San Francisco 304° and Sausalito, Calif., 232° radials; 12 AGL Sausalito; 12 AGL INT Sausalito 052° and Linden, Calif., 269° radials; 12 AGL Linden." is substituted therefor.
AMENDMENTS 3/2/67 32 F. R. 47 (Changed)

V-109 From Los Banos, Calif., via Stockton, Calif.; INT of Stockton 268° and Oakland, Calif., 077° radials; to Oakland.
AMENDMENTS 3/29/66 31 F. R. 5057 (Changed)
PENDING AMENDMENT
V-109 From Los Banos, Calif., 12 AGL Stockton, Calif.; 12 AGL INT Stockton 268° and Oakland, Calif., 077° radials; 12 AGL Oakland.
AMENDMENTS 3/2/67 32 F. R 47 (Rewritten)

V-110 From Deming, N. Mex., 12 AGL Truth or Consequences, N. Mex.

AMENDMENTS 6/23/66 31 F.R. 6484 (Rewritten)

V-111 From Big Sur, Calif., via Salinas, Calif.; to INT of Salinas 026° radial with Los Banos, Calif., direct radial to Oakland, Calif.

PENDING AMENDMENT

V-111 From Big Sur, Calif., 12 AGL Salinas, Calif.; 12 AGL INT Salinas 026° and Los Banos, Calif., 312° radials.

AMENDMENTS 3/2/67 32 F. R. 47 (Rewritten)

V-112 From Astoria, Oreg., via Portland, Oreg. (6 miles wide from 15 nmi W of Portland to Portland); via The Dalles, Oreg., INT of the Dalles 096° and Pendleton, Oreg., 254° radials; Pendleton; 53 miles 12 AGL, 28 miles 45 MSL, 12 AGL Spokane, Wash., including a W alternate from Pendleton 12 AGL via Pasco, Wash., 35 miles 12 AGL, 35 MSL INT Pasco 035° and Spokane 221° radials; 6 miles 35 MSL, 12 AGL to Spokane, excluding the airspace between the main and this W alternate.

AMENDMENTS 9/15/66 31 F.R. 10024 (Changed)

V-113 From Paso Robles, Calif., via Priest, Calif.; Los Banos, Calif; Stockton, Calif.; Linden, Calif.; INT of Linden 046° and Reno, Nev., 208° radials; to Reno.

AMENDMENTS 3/29/66 31 F. R. 5057 (Changed)

PENDING AMENDMENT

V-113 From Paso Robles, Calif., via Priest, Calif.; Los Banos, Calif.; 12 AGL Stockton, Calif.; 12 AGL Linden, Calif.; 12 AGL INT Linden 046° and Reno, Nev.; 208° radials; 12 AGL Reno.

AMENDMENTS 3/2/67 32 F. R. 47 (Rewritten)

PENDING AMENDMENT

In V-113 all before "12 AGL Stockton, Calif.;" is deleted and "From Paso Robles, Calif., 12 AGL Priest, Calif.; 12 AGL Los Banos, Calif.;" is substituted therefor. 3/2/67 32 F. R. 47 (Changed).

V-114 From Amarillo, Tex., 12 AGL via Childress, Tex., including a 12 AGL S alternate; 12 AGL Wichita Falls, Tex., including a 12 AGL S alternate via INT Childress 120° and Wichita Falls 262° radials; 12 AGL INT Wichita Falls 122° and Dallas, Tex., 299° radials; 12 AGL Dallas; 12 AGL INT Dallas 113° and Gregg County, Tex., 290° radials; 12 AGL Gregg County, including a 12 AGL N alternate from Dallas to Gregg County via Quitman, Tex., and also a 12 AGL S alternate via INT Dallas 130° and Gregg County 273° radials; 12 AGL INT Gregg County 123° and Alexandria, La., 300° radials; 12 AGL Alexandria, including a 12 AGL N alternate from Gregg County to Alexandria via Shreveport, La., and INT Shreveport 176° and Alexandria 300° radials; 12 AGL Baton Rouge, La.; 12 AGL New Orleans, La., including a 12 AGL N alternate from Alexandria to New Orleans via INT Alexandria 109° and New Orleans 312° radials.

AMENDMENTS 6/23/66 31 F.R. 6484 (Rewritten)

V-115 From Crestview, Fla., 12 AGL Montgomery, Ala.; 12 AGL INT Montgomery 308° and Birmingham, Ala., 180° radials; 7 miles wide (4 miles E and 3 miles W and within 4.5° of centerline) 12 AGL Birmingham; 12 AGL Chattanooga, Tenn., including a 12 AGL E alternate via INT Birmingham 097° and Gadsden, Ala., 233° radials, Gadsden and INT Gadsden 042° and Chattanooga 214° radials; 12 AGL INT Chattanooga 037° and Knoxville, Tenn., 247° radials; 12 AGL Knoxville; 12 AGL Whitesburg, Ky.; 12 AGL Charleston, W. Va.; 12 AGL Parkersburg, W. Va.; 12 AGL INT Parkersburg 067° and Allegheny, Pa., 215° radials; 12 AGL Allegheny. From Ellwood City, Pa.; 12 AGL Tidioute, Pa.; 12 AGL
Jamestown, N. Y.; 12 AGL Buffalo, N. Y.

AMENDMENTS 3/3/66 31 F. R. 203 (Changed); 6/23/66 31 F. R. 6487 (Changed)
AMENDMENTS 8/18/66 31 F.R. 8747 (Changed); 10/13/66 31 F. R. 10516 (Changed)
AMENDMENTS 11/10/66 31 F. R. 11286 (Changed)

V-116 From Kansas City, Mo., 12 AGL Macon, Mo.; 12 AGL Quincy, Ill.; 12 AGL Peoria, Ill.; 12 AGL Joliet, Ill.; 12 AGL Naperville, Ill.; 12 AGL Keeler, Mich.; 12 AGL Jackson, Mich.; 12 AGL INT Jackson 084° and Salem, Mich., 254° radials; 12 AGL Salem; 12 AGL Windsor, Ontario, Canada; 12 AGL INT Windsor 100° and Erie, Pa., 275° radials; 12 AGL Erie; 12 AGL Bradford, Pa.; 12 AGL Stonyfork, Pa.; 12 AGL Wilkes-Barre, Pa.; 12 AGL Sparta, N. J.; 12 AGL INT Sparta 108° and La Guardia, N. Y., 338° radials; 12 AGL La Guardia. The airspace within Canada is excluded.

AMENDMENTS 6/23/66 31 F.R. 6487 (Changed); 7/21/66 31 F. R. 6582 (Changed); 7/21/66 31 F.R. 7279 (Changed)
AMENDMENTS 7/21/66 31 F.R. 7556 (Changed)

V-117 From Imperial, Calif., via INT of Imperial 350° and Thermal, Calif., 122° radials; Thermal; to Palm Springs, Calif. The airspace within R-2521 is excluded.

PENDING AMENDMENT

V-117 From Imperial, Calif., 12 AGL INT Imperial 350° and Thermal, Calif., 122° radials; 12 AGL Thermal; 12 AGL Palm Springs, Calif. The airspace within R-2521 is excluded.

AMENDMENTS 3/2/67 32 F. R. 47 (Rewritten)

V-118 From Medicine Bow, Wyo., 23 miles 85 MSL, 12 AGL Laramie, Wyo.; 12 AGL Cheyenne, Wyo.

AMENDMENTS 6/23/66 31 F. R. 6791 (Rewritten)

V-119 From Newcombe, Ky., 12 AGL Henderson, W. Va.; 12 AGL Parkersburg, W. Va.; 12 AGL Bellaire, Ohio; 12 AGL Wheeling, W. Va.; 12 AGL Imperial, Pa.; 12 AGL Clarion, Pa.; 12 AGL Bradford, Pa.; 12 AGL Wellsville, N. Y.; 12 AGL Geneseo, N. Y.; 12 AGL Rochester, N. Y.

AMENDMENTS 5/26/66 31 F R. 5408 (Changed)
AMENDMENTS 6/23/66 31 F.R. 6487(Changed); 5/13/66 31 F.R. 7352 (Correction)
AMENDMENTS 8/18/66 31 F.R. 8747 (Changed)

V-120 From Mullan Pass, Idaho, via Great Falls, Mont.; Lewistown, Mont., including an N alternate via INT of Great Falls 074° and Lewistown 308° radials; Miles City, Mont.; Dupree, S. Dak.; Pierre, S. Dak.; Sioux Falls, S. Dak.; to Mason City, Iowa.

PENDING AMENDMENT

In V-120 all after "Dupree, S. Dak.;" is deleted and "60 miles, 38 MSL, 12 AGL Pierre, S. Dak.; 12 AGL Sioux Falls, S. Dak.; 12 AGL Mason City, Iowa." is substituted therefor.
AMENDMENTS 2/2/67 31 F. R. 15796 (Changed)

PENDING AMENDMENT

In V-120 all before "60 miles 38 MSL," is deleted and "From Mullan Pass, Idaho, 5 miles, 12 AGL, 55 miles, 95 MSL, 43 miles, 125 MSL, 12 AGL Great Falls, Mont., 12 AGL Lewistown, Mont., including a 12 AGL N alternate INT Great Falls 074° and Lewistown 308° radials; 41 miles, 12 AGL, 72 miles, 85 MSL, 12 AGL Miles City, Mont., 48 miles, 12 AGL, 109 miles, 90 MSL, 38 MSL Dupree, S. Dak." is substituted therefor.
AMENDMENTS 3/2/67 31 F. R. 16200 (Changed)

V-121 From Medford, Oreg., via INT of Medford 352° and Roseburg, Oreg., 127° radials; Roseburg; North Bend, Oreg., to Eugene, Oreg.

V-122 From Crescent City, Calif., to Medford, Oreg. From INT of Medford, Oreg., 176° and Klamath Falls, Oreg., 268° radials via Klamath Falls; to Lakeview, Oreg.

PENDING AMENDEMNT

V-122 From Crescent City, Calif., via Medford, Oreg.; INT Medford 117° and Klamath Falls, Oreg., 282° radials; Klamath Falls; to Lakeview, Oreg.
AMENDMENTS 3/2/67 32 F. R. 50 (Rewritten)

V-123 From Washington, D. C., 12 AGL INT Baltimore, Md., 223° and Kenton, Del., 262° radials; 12 AGL INT Kenton 262° and Woodstown, N. J., 230° radials; 12 AGL Woodstown; 12 AGL INT Woodstown 043° and Robbinsville, N. J., 239°
radials; 12 AGL Robbinsville; 12 AGL INT Robbinsville 052° and La Guardia, N. Y., 208° radials; 12 AGL La Guardia; 12 AGL INT La Guardia 034° and Carmel, N. Y., 188° radials; 12 AGL Carmel; 12 AGL INT Carmel 031° and Poughkeepsie, N. Y., 099° radials; 12 AGL Westfield, Mass.

AMENDMENTS 7/21/66 31 F.R. 7279 (Changed); 7/21/66 31 F. R. 7610 (Changed)
AMENDMENTS 9/15/66 31 F.R. 10026 (Changed)

V-125 From Anthony, Kans., 12 AGL Hutchinson, Kans.

AMENDMENTS 7/21/66 31 F. R. 6582 (Rewritten)

V-126 From Chicago Heights, Ill., 12 AGL Goshen, Ind.; 12 AGL Waterville, Ohio; 12 AGL Cleveland, Ohio; 12 AGL Jefferson, Ohio; 12 AGL Erie, Pa.; 12 AGL Bradford, Pa.; 12 AGL Stonyfork, Pa.; 12 AGL Wilkes-Barre, Pa.; 12 AGL Huguenot, N. Y.; 12 AGL INT Huguenot 102° and Carmel, N. Y., 274° radials; 12 AGL Carmel; 12 AGL INT Carmel 093° and Norwich, Conn., 227° radials.

AMENDMENTS 6/23/66 31 F.R. 6487 (Changed); 7/21/66 31 F.R. 7171 (Changed); 7/21/66 31 F.R. 7279 (Changed)
AMENDMENTS 7/21/66 31 FR. 7556 (Changed); 8/18/66 31 F. R. 8747 (Changed)

V-127 From Bradford, Ill., 12 AGL Polo, Ill.; 12 AGL Rockford, Ill.

AMENDMENTS 7/21/66 31 F.R. 7556 (Rewritten)

V-128 From Chicago-O'Hare, Ill., 12 AGL INT Chicago-O'Hare 153° and Peotone, Ill., 003° radials; 12 AGL Peotone; 12 AGL INT Peotone 153° and Westpoint, Ind., 326° radials; 12 AGL Westpoint; 12 AGL Indianapolis, Ind.; 12 AGL INT Indianapolis 137° and Cincinnati,
Ohio, 290° radials; 12 AGL Cincinnati; 12 AGL York, Ky., including a 12 AGL N alternate and also a 12 AGL S alternate via INT Cincinnati 120° and York 271° radials; 12 AGL Charleston, W. Va.

AMENDMENTS 7/21/66 31 F. R. 7171 (Changed); 7/21/66 31 F. R. 7556 (Changed)
AMENDMENTS 8/18/66 31 F.R. 8747 (Changed)

V-129 From Cordova, Ill., 12 AGL via INT Polo, Ill., 268° and Janesville, Wis., 239° radials; 12 AGL Dubuque, Iowa; 12 AGL Waukon, Iowa; 12 AGL Nodine, Minn.; 12 AGL Eau Claire, Wis. From Duluth, Minn. via Hibbing, Minn., including an E alternate; International Falls, Minn., including a W alternate; to Kenora, Ontario, Canada. The airspace within Canada is excluded.

AMENDMENTS 7/21/66 31 F.R. 7556 (Changed)

PENDING AMENDMENT

In V-129 all after "12 AGL Eau Claire, Wis." is deleted and "From Duluth, Minn., 12 AGL Hibbing, Minn., including a 12 AGL E alternate; 24 miles, 12 AGL, 47 miles, 30 MSL, 12 AGL International Falls, Minn., including a W alternate from Hibbing, 24 miles, 12 AGL, 50 miles, 30 MSL, 12 AGL International Falls; 12 AGL INT International Falls 336° radial and the United States/Canadian border." is substituted therefor.

AMENDMENTS 2/2/67 31 F. R. 15796 (Changed)

PENDING AMENDMENT

In V-129 all before "12 AGL Dubuque, Iowa" is deleted and "From Cordova, Ill.," is substituted therefor.

AMENDMENTS 2/2/67 31 F. R. 15797 (Changed)

V-130 From Albany, N. Y., 12 AGL Hartford, Conn.; 12 AGL Norwich, Conn.; 12 AGL INT Norwich 090° radial and Providence, R. I., ILS localizer S course.

AMENDMENTS 9/15/66 31 F.R. 10026 (Rewritten)

V-131 From McAlester, Okla., 12 AGL via Okmulgee, Okla.; 12 AGL Tulsa, Okla.; 12 AGL Chanute, Kans.; 12 AGL Topeka, Kans.

AMENDMENTS 6/23/66 31 F.R. 6484 (Rewritten); 7/21/66 31 F. R. 6582 (Changed)

V-132 From Cheyenne, Wyo., via Akron, Colo.; Goodland, Kans., 50 miles 12 AGL, 97 miles 92 MSL, 12 AGL Hutchinson, Kans.; 12 AGL INT Hutchinson 078° and Chanute, Kans., 294° radials; 12 AGL Chanute; 12 AGL INT Chanute 100° and Springfield, Mo., 276° radials; 12 AGL Springfield.

AMENDMENTS 7/21/66 31 F. R. 6582 (Rewritten)

V-133 From Fort Mill, S. C., 12 AGL Hickory, N. C.; 12 AGL Charleston, W. Va.; 12 AGL Zanesville, Ohio; 12 AGL Tiverton, Ohio; 12 AGL Mansfield, Ohio; 12 AGL Sandusky, Ohio; 12 AGL INT Sandusky 342° and Salem, Mich., 138° radials; 12 AGL Salem; 12 AGL Flint, Mich.; 12 AGL Saginaw, Mich.; 12 AGL Traverse City, Mich., 12 AGL Escanaba, Mich.; to Marquette, Mich. The airspace within R-5502 and within Canada is excluded.

AMENDMENTS 5/26/66 31 F. R. 5287 (Changed); 7/21/66 31 F. R. 7556 (Changed)
AMENDMENTS 8/18/66 31 F.R. 8747 (Changed); 11/10/66 31 F. R. 11286 (Changed)

PENDING AMENDMENT

In V-133 "to Marquette, Mich." is deleted and "12 AGL Marquette, Mich." is substituted therefor.

AMENDMENTS 2/2/67 31 F. R. 15796 (Changed)

V-135 From Yuma, Ariz., via Blythe, Calif.; Parker, Calif.; Needles, Calif.; Goffs, Calif.; Las Vegas, INT of Las Vegas 266°; and Beatty, Nev., 142° radials; Beatty; 105 MSL INT Beatty 326° and Tonopah, Nev., 198° radials; 12 AGL to Tonopah. The airspace within R-4807 is excluded.

PENDING AMENDMENT

In V-135 all before "105 MSL INT Beatty 326°" is deleted and "From Yuma, Ariz., 12 AGL Blythe, Calif.; 12 AGL Parker, Calif.; 5 miles, 12 AGL, 24 miles, 55 MSL, 12 AGL Needles, Calif.; 12 AGL Goffs, Calif.; 12 AGL Las Vegas, Nev.; 12 AGL INT Las Vegas 266° and Beatty, Nev., 142° radials; 17 miles, 12 AGL, 105 MSL Beatty;" is substituted therefor.

AMENDMENTS 3/2/67 32 F. R. 47 (Changed)

V-136 From Pulaski, Va., 12 AGL INT Pulaski 094° and South Boston, Va., 295° radials; 12 AGL South Boston; 12 AGL Raleigh-Durham, N. C.

AMENDMENTS 7/21/66 31 F. R. 7610 (Changed); 10/13/66 31 F. R. 10516 (Changed)

V-137 From Palm Sorings, Calif., via Palmdale, Calif.; Gorman, Calif,; Fellows, Calif ; to San Luis Obispo, Calif.

AMENDMENTS 7/21/66 31 F. R. 7172 (Changed)

PENDING AMENDMENT

V-137 From Palm Springs, Calif., 12 AGL Palmdale, Calif.; 12 AGL Gorman, Calif.; 12 AGL Fellows, Calif.; 12 AGL San Luis Obispo, Calif.

AMENDMENTS 3/2/67 32 F. R. 47 (Rewritten)

V-138 From Riverton, Wyo., 35 mi. 12 AGL, 80 mi. 107 MSL, 16 mi. 85 MSL, via Medicine Bow, Wyo.; 12 AGL Cheyenne, Wyo., including a 12 AGL N alternate via INT Medicine Bow 106° and Cheyenne 330° radials; 12 AGL Sidney, Nebr. From Grand Island, Nebr., 1200 feet AGL INT of Grand Island 099° and Lincoln, Nebr., 267° true radials; 1,200 feet AGL Lincoln; 1,200 feet AGL INT of Lincoln 040° and Neola, Iowa, 251° true radials; Neola to Fort Dodge, Iowa.

AMENDMENTS 6/23/66 31 F. R. 6791 Changed); 7/21/66 31 F.R. 7556 (Changed)
AMENDMENTS 8/18/66 31 F.R. 8910 (changed); 8/18/66 31 F. R. 10025 (Changed)
PENDING AMENDMENT
In V-138 "From Riverton, Wyo.," is deleted and "From Boise, Idaho, 21 miles 12 AGL, 28 miles 90 MSL, 48 miles 95 MSL, 25 miles 75 MSL, 12 AGL Pocatello, Idaho. From Riverton, Wyo.," is substituted therefor.
AMENDMENT 2/2/67 31 F.R. 15531 (Changed)

V-139 From Cape Charles, Va., 12 AGL Snow Hill, Md.; 12 AGL Sea Isle, N. J.; 12 AGL INT Sea Isle 049° and Hampton, N. Y., 223° radials; 12 AGL Hampton; 12 AGL INT Hampton 059° and Providence, R. I., 212° radials; 12 AGL Providence; 6 miles wide, 12 AGL Whitman, Mass., including a 12 AGL E alternate; 12 AGL INT Whitman 041° and Manchester, N. H., 130° radials; 12 AGL INT Manchester 130° and Boston, Mass., 015° radials; 12 AGL INT Manchester 117° and Boston 015° radials. The airspace below 2,000 feet MSL outside the United States, the airspace below 3,000 feet MSL between the Kennedy, N. Y., 087° and 141° radials, and the airspace within R-6604 are excluded.

AMENDMENTS 7/21/66 31 F.R. 7279 (Changed); 7/21/66 31 F.R. 7610 (Changed)
AMENDMENTS 9/15/66 31 F.R. 10026 (Changed)

V-140 From Amarillo, Tex., 12 AGL via Sayre, Okla., including a 12 AGL N alternate via INT Amarillo 072° and Sayre 288° radials; 12 AGL Kingfisher, Okla.; 12 AGL INT Kingfisher 072° and Tulsa, Okla., 261° radials; 12 AGL Tulsa; 12 AGL Fayetteville, Ark., including a 12 AGL N alternate via INT Tulsa 059° and Fayetteville 284° radials; 12 AGL Harrison, Ark., 12 AGL Walnut Ridge, Ark.; 12 AGL Dyersburg, Tenn.; 12 AGL Nashville, Tenn., including a 12 AGL S alternate from Dyersburg to Nashville via INT Dyersburg 115° and Graham, Tenn., 270° radials; and Graham; 12 AGL Highway, Tenn., including a 12 AGL S alternate; 12 AGL London, Ky., including a 12 AGL N alternate from Nashville to London via INT Nashville 044° and London 258° radials; 12 AGL Whitesburg, Ky.; 12 AGL Bluefield, W. Va.; 12 AGL Clifdale, Va.; 12 AGL Montebello, Va.; 12 AGL Casanova, Va.; 12 AGL Herndon, Va.; 12 AGL INT Herndon 061° and West Chester, Pa., 234° radials; 12 AGL West Chester.

AMENDMENTS 6/23/66 31 F.R.6484 (Changed); 7/21/66 31 F. R. 7610 (Changed)
AMENDMENTS 8/18/66 31 F.R. 8747 (Changed)

V-141 From Nantucket, Mass., 12 AGL Hyannis, Mass.; 12 AGL INT Hyannis 332° and Boston, Mass., 133° radials; 12 AGL Boston; 12 AGL INT Boston 015° and Manchester, N. H., 117° radials; 12 AGL Manchester; 12 AGL Concord, N. H.; 12 AGL Lebanon, N. H., including a 12 AGL E alternate via INT Concord 011° and Kennebunk, Maine, 281° radials; 12 AGL Burlington, Vt.; 12 AGL Massena, N. Y.

AMENDMENTS 9/15/66 31 F.R. 10026 (Rewritten)

V-142 From Buffalo, N. Y., 12 AGL INT Buffalo 034° and Rochester, N. Y., 289° radials; 12 AGL Rochester.

AMENDMENTS 6/23/66 31 F.R. 6487 (Rewritten)

V-143 From Fort Mill, S. C., 12 AGL Greensboro, N. C.; 12 AGL Lynchburg, Va.; 12 AGL Montebello, Va.

AMENDMENTS 7/21/66 31 F.R. 7610 (Rewritten); 11/10/66 31 F. R. 11286 (Changed)

V-144 From Chicago-O'Hare, Ill., 12 AGL INT Chicago-O'Hare 153° and Peotone, Ill., 003° radials; 12 AGL Peotone; 6 mi. wide, 12 AGL Monterey, Ind.; 12 AGL Fort Wayne, Ind.; 12 AGL Findlay, Ohio; 12 AGL INT Findlay 131° and Appleton, Ohio, 312° radials; 12 AGL Appleton; 12 AGL Zanesville, Ohio; 12 AGL Mongantown, W. Va.; 12 AGL Kessel, W. Va.; 12 AGL Linden, Va.; 12 AGL INT Linden 104° and Herndon, Va., 185° radials.

AMENDMENTS 7/21/66 31 F. R. 7171 (Changed); 7/21/66 31 F.R. 7556 (Changed); 7/21/66 31 F.R. 7610 (Changed)
AMENDMENTS 8/18/66 31 F.R. 8747 (Changed)

V-145 From Utica, N.Y., 12 AGL INT Utica 303° and Watertown, N.Y., 171° radials; 12 AGL Watertown; 12 AGL INT Watertown 358° radial and the United States/Canadian border.

AMENDMENTS 6/23/66 31 F.R. 6487 (Rewritten)

V-146 From Poughkeepsie, N.Y., 12 AGL Putnam, Conn.; 12 AGL Providence, R.I ; 12 AGL Martha's Vineyard, Mass.; 12 AGL Nantucket, Mass.

AMENDMENTS 9/15/66 31 F.R. 10026 (Rewritten)

V-147 From the Philadelphia, Pa., International Airport ILS localizer, 12 AGL Pottstown, Pa.; 12 AGL Allentown, Pa.; 12 AGL Thornhurst, Pa.; 12 AGL Elmira, N. Y.; 12 AGL Geneseo, N. Y.; 12 AGL Rochester, N. Y.

AMENDMENTS 6/23/66 31 F.R. 6487 (Rewritten)

V-148 From Denver, Colo., via INT of Denver 174° and Kiowa, Colo., 268° radials; Kiowa; Thurman, Colo.; Hayes Center, Nebr.; North Platte, Nebr.; O'Neill, Nebr.; Sioux Falls, S. Dak.; Redwood Falls, Minn., including an S alternate; 12 AGL Minneaplis, Minn., including a 12 AGL S alternate from Redwood Falls to Minneapolis via Flying Cloud, Minn., and INT Flying Cloud 074° and Minneaplis 188° radials.

AMENDMENTS 2/3/66 30 F. R. 14423 (Changed)
PENDING AMENDMENT
In V-148 all between "O'Neill, Nebr.;" and "12 AGL Minneapolis, Minn.," is deleted and "10 miles, 12 AGL, 62 miles, 35 MSL, 12 AGL Sioux Falls, S. Dak.; 29 miles, 12 AGL 46 miles, 31 MSL, 12 AGL Redwood Falls, Minn., including an S alternate from Sioux Falls, 29 miles 12 AGL, 49 miles, 31 MSL, 12 AGL Redwood Falls, " is substituted therefor.
AMENDMENTS 2/2/67 31 F. R. 15796 (Changed)

V-149 From INT Allentown, Pa., 151° and Yardley, Pa., 284° radials; 12 AGL Allentown; 12 AGL Thornhurst, Pa.; 12 AGL Binghamton, N. Y.; 12 AGL Georgetown, N. Y.; 12 AGL INT Georgetown 036° and Utica, N. Y., 280° radials; 12 AGL Utica.

AMENDMENTS 6/23/66 31 F.R. 6487 (Rewritten)

V-150 From San Francisco, Calif., via INT of San Francisco 304° and Sausalito, Calif., 232° radials; Sausalito; to Sacramento, Calif.
PENDING AMENDMENT
V-150 From San Francisco, Calif., 12 AGL INT San Francisco 304° and Sausalito, Calif., 232° radials; 12 AGL Sausalito; 12 AGL Sacramento, Calif.
AMENDMENTS 3/2/67 32 F. R. 47 (Rewritten)

V-151 From Providence, R. I., 12 AGL Gardner, Mass.; 12 AGL Keene, N. H.; 12 AGL Lebanon, N. H., including a 12 AGL W alternate via INT Keene 341° and Lebanon 211° radials; 12 AGL Montpelier, Vt.; 12 AGL Burlington, Vt.

AMENDMENTS 9/15/66 31 F.R. 10026 (Rewritten)

V-152 From St. Petersburg, Fla., 12 AGL Orlando, Fla., including a 12 AGL N alternate via INT St. Petersburg 040° and Orlando 258° radials, and also a 12 AGL S alternate via Lakeland, Fla.; 12 AGL Daytona Beach, Fla., including a 12 AGL S alternate via INT Orlando 049° and Daytona Beach 161° radials.

AMENDMENT 12/8/66 31 F.R. 13314 (Rewritten)

V-153 From INT Sparta, N. J., 194° and Stillwater, N. J., 110° radials; 12 AGL Stillwater; 12 AGL Wilkes-Barre, Pa.; 12 AGL Georgetown, N. Y.; 12 AGL Syracuse, N. Y.

AMENDMENTS 6/23/66 31 F.R. 6487 (Rewritten)

V-154 From Meridian, Miss., 12 AGL Kewanee, Miss., 12 AGL Selma, Ala.; 12 AGL Montgomery, Ala.; 12 AGL Tuskegee, Ala.; 12 AGL INT Tuskegee 078° and Columbus, Ga., 255° radials; 12 AGL Columbus, including a 12 AGL S alternate from Montgomery to Columbus via INT Montgomery 090° and Columbus 219° radials; 12 AGL Macon, Ga.; 12 AGL Dublin, Ga.; 12 AGL Savannah, Ga.

AMENDMENTS 8/18/66 31 F.R. 8046 (Changed); 10/13/66 31 F. R. 10516 (Changed)
AMENDMENTS 11/10/66 31 F. R. 11286 (Rewritten)

V-155 From Augusta, Ga., 12 AGL Chesterfield, S. C.; 12 AGL Pinehurst, N. C.; 12 AGL Raleigh-Durham, N. C.; 12 AGL Lawrenceville, Va.;
12 AGL INT Lawrenceville 034° and Flat Rock, Va.; 171° radials; 12 AGL Flat Rock; 12 AGL Gordonsville, Va.; 12 AGL Linden, Va.; 12 AGL Front Royal, Va. The airspace within R-6602 is excluded.

AMENDMENTS 7/21/66 31 F.R. 7610 (Changed); 10/13/66 31 F. R. 10516 (Changed)

V-156 From Elkins, W. Va., 12 AGL Gordonsville, Va.; 12 AGL Richmond, Va.; 12 AGL Harcum, Va.; 12 AGL Cape Charles, Va.

AMENDMENTS 7/21/66 31 F.R. 7610 (Rewritten)

V-157 From Key West, Fla., 12 AGL Miami, Fla.; 12 AGL La Belle, Fla., including a 12 AGL W alternate from INT Miami 222° and Fort Myers, Fla., 137° radials to La Belle via INT Fort Myers 137° and La Belle 162° radials; 12 AGL Lakeland, Fla.; 12 AGL Ocala, Fla.; 12 AGL Gainesville, Fla.; 12 AGL Taylor, Fla.; 12 AGL Waycross, Ga.; 12 AGL Alma, Ga.; 12 AGL Allendale, S. C.; 12 AGL Vance, S. C.; 12 AGL Florence, S. C. From Kinston, N. C., 12 AGL Rocky Mount, N. C.; 12 AGL Lawrenceville, Va.; 12 AGL Richmond, Va.; 12 AGL INT Brooke, Va., 132° and Washington, D. C., 189° radials; 6-mile wide, 12 AGL Washington; 12 AGL Baltimore, Md.; 12 AGL INT Baltimore 038° and New Castle, Del., 261° radials; 12 AGL New Castle; 12 AGL Robbinsville, N. J.; 12 AGL Colts Neck, N. J. The airspace within R-4001, R-6602, R-6612 is excluded.

AMENDMENTS 7/21/66 31 F. R. 7279 (Changed); 7/21/66 31 F. R. 7610 (Changed)
AMENDMENTS 10/13/66 31 F. R. 10516 (Changed); 12/8/66 31 F. R. 13314 (Changed)
AMENDMENTS 12/8/66 31 F. R 13940 (Changed)

V-158 From Waterloo, Iowa, 12 AGL Dubuque, Iowa; 12 AGL Polo, Ill. The airspace within R-3302 is excluded.

AMENDMENTS 7/21/66 31 F.R. 7556 (Rewritten)

V-159 From Miami, Fla., 12 AGL INT Miami 346° and Palm Beach, Fla., 219° radials; 12 AGL Palm Beach, including a 12 AGL E alternate from Miami direct to Palm Beach; 12 AGL INT Palm Beach 314° and Vero Beach, Fla., 178° radials; 12 AGL Vero Beach; 12 AGL Orlando, Fla., including a 12 AGL E alternate via INT Vero Beach 341° and Orlando 123° radials; 12 AGL Ocala, Fla., including a 12 AGL W alternate via INT Orlando 283° and Ocala 156° radials; 12 AGL Gainesville, Fla.; 12 AGL Greenville, Fla., including a 12 AGL W alternate from Ocala to Greenville via Cross City, Fla.; 12 AGL Albany, Ga.; 12 AGL Eufaula, Ala.; 12 AGL Tuskegee, Ala.; 12 AGL Birmingham, Ala.

AMENDMENTS 10/13/66 31 F.R. 10516 (Changed); 11/10/66 31 F. R. 11286 (Changed)
AMENDMENT 12/8/66 31 F.R. 13314 (Changed)

V-160 From Denver, Colo., to Sidney, Nebr.

V-161 From Greater Southwest, Tex., 12 AGL via INT Greater Southwest 318° and Ardmore, Okla., 192° radials; 12 AGL Ardmore; 12 AGL Okmulgee, Okla.; 12 AGL Tulsa, Okla.; 12 AGL Oswego, Kans.; 12 AGL Butler, Mo.; 12 AGL Blue Springs, Mo.; 12 AGL INT Blue Springs 016° and Lamoni, Iowa, 174° radials; 12 AGL Lamoni; 12 AGL Des Moines, Iowa; 12 AGL Newton, Iowa; 12 AGL Waterloo, Iowa, including a 12 AGL W alternate from Des Moines to Waterloo via INT Des Moines 023° and Waterloo 241° radials; Rochester, Minn.: INT of Rochester 356° and Minneapolis, Minn., 116° radials; Minneapolis; Brainerd, Minn.; INT of Brainerd 022° and Hibbing, Minn., 258° radials; to Hibbing.

AMENDMENTS 6/23/66 31 F.R. 6484 (Changed); 7/21/66 31 F. R. 6582 (Changed); 7/21/66 31 F.R. 7556 (Changed)
PENDING AMENDMENT
In V-161 all after "Waterloo 241° radials;" is deleted and "12 AGL Rochester, Minn.; 12 AGL INT Rochester 365° and Minneapolis, Minn., 116° radials; 12 AGL Minneapolis; 14 miles, 12 AGL, 52 miles, 25 MSL, 12 AGL Brainerd, Minn.; 12 AGL INT Brainerd 022° and Hibbing, Minn., 258° radials; 12 AGL Hibbing." is substituted therefor.
AMENDMENTS 2/2/67 31 F. R. 15796 (Changed)

V-162 From INT Clarksburg, W. Va., 135° and Elkins, W. Va., 092° radials; 12 AGL Clarksburg. From Harrisburg, Pa., 12 AGL East Texas, Pa., including a 12 AGL S alternate via INT Harrisburg 087° and East Texas 225° radials; 12 AGL Allentown, Pa. The airspace within R-5802 is excluded.

AMENDMENTS 6/23/66 31 F.R. 6487 (Changed); 7/21/66 31 F.R. 7351 (Changed); 7/21/66 31 F.R. 7610 (Changed)

V-163 From Brownsville, Tex., 12 AGL via INT Brownsville 347° and Corpus Christi, Tex., 191° radials; 12 AGL Corpus Christi, including a 12 AGL W alternate from Brownsville to INT Brownsville 347° and Corpus Christi 191° radials, via Harlingen, Tex.; 12 AGL INT Corpus Christi 313° and San Antonio, Tex., 183° radials; 12 AGL San Antonio; 12 AGL INT San Antonio 002° and Lometa, Tex., 173° radials; 12 AGL Lometa, including a 12 AGL W alternate from San Antonio to Lometa via INT San Antonio 334° and Llano, Tex., 180° radials and Llano; 12 AGL Mineral Wells, Tex.; 12 AGL Bridgeport, Tex.; 12 AGL Ardmore, Okla.; 12 AGL INT Ardmore 342° and Oklahoma City, Okla., 154° radials; 12 AGL Oklahoma City, including a 12 AGL W alternate via INT Ardmore 327° and Oklahoma City 180° radials and also a 12 AGL E alternate via INT Ardmore 006° and Oklahoma City 107° radials. The airspace within Mexico is excluded.

AMENDMENTS 6/23/66 31 F.R. 6484 (Rewritten)

V-164 From Buffalo, N. Y., 12 AGL Wellsville, N. Y.; 12 AGL Stonyfork, Pa.; 12 AGL Williamsport, Pa.; 12 AGL INT Williamsport 129° and East Texas, Pa., 315° radials; 12 AGL East Texas.

AMENDMENTS 6/23/66 31 F.R. 6487 (Rewritten)

V-165 From Lindbergh Field, Calif., via INT of Lindbergh Field 287° and Oceanside, Calif., 177° radials; Oceanside; INT of Long Beach, Calif., 135° and Santa Catalina, Calif., 075° radials; thence 6 miles wide Long Beach; INT Long Beach 287° and Los Angeles, Calif., 138° radials; Los Angeles; INT Los Angeles 357° and Lake Hughes, Calif., 154° radials; Lake Hughes; INT Lake Hughes 344° and Bakersfield, Calif., 137° radials; Bakersfield; Porterville, Calif.; INT Porterville 339° and Fresno, Calif., 140° radials; to Fresno.

AMENDMENT 3/31/66 31 F. R. 2475 (Changed)
PENDING AMENDMENT
In V-165 all before "Oceanside, Calif., 177° radials;" is deleted and "From San Diego, Calif., via INT San Diego 270° and" is substituted therefor.
AMENDMENTS 2/2/67 31 F. R. 16127 (Changed)
PENDING AMENDMENT
V-165 From San Diego, Calif., 12 AGL INT San Diego 270° and Oceanside, Calif., 177° radials; 12 AGL Oceanside; 24 miles, 12 AGL; 6 miles wide, 12 AGL Long Beach, Calif.; 6 miles wide, 12 AGL INT Long Beach 287° and Los Angeles, Calif., 138° radials; 12 AGL Los Angeles; 12 AGL INT Los Angeles 357° and Lake Hughes, Calif., 154° radials; 12 AGL Lake Hughes; 12 AGL INT Lake Hughes 344° and Bakersfield, Calif., 137° radials; 12 AGL Bakersfield; 12 AGL Porterville, Calif.; 12 AGL INT Porterville 339° and Fresno, Calif., 140° radials; 12 AGL Fresno.

AMENDMENTS 3/2/67 32 F. R. 47 (Rewritten)

V-166 From Parkersburg, W. Va., 12 AGL Clarksburg, W. Va.; 12 AGL Kessel, W. Va.; 12 AGL Martinsburg, W. Va.; 12 AGL Westminster, Md.; 12 AGL New Castle, Del.

AMENDMENTS 7/21/66 31 F.R. 7610 (Rewritten)

V-167 From Coyle, N. J.; 12 AGL INT Coyle 050° and Kennedy, N. Y., 178° radials; 12 AGL Kennedy; 12 AGL Hartford, Conn.; 12 AGL INT Hartford 076° and Providence, R. I., 270° radials; 12 AGL Providence; 12 AGL INT Providence 101° and Hyannis, Mass., 224° radials; 12 AGL Hyannis. The airspace below 2,000 feet MSL outside the United States is excluded.

AMENDMENTS 7/21/66 31 F.R. 7279 (Changed); 9/15/66 31 F. R. 10026 (Changed)

V-168 From Scottsbluff, Nebr., to O'Neill, Nebr.

V-169 From Tobe, Colo., via Hugo, Colo.; Thurman, Colo.; Akron, Colo.; Sidney, Nebr., 12 AGL Scottsbluff, Nebr.; 12 AGL Chadron, Nebr.; 12 AGL Rapid City, S. Dak.; Dupree, S. Dak.; to Bismarck, N. Dak. The airspace within R-4701 is excluded.
AMENDMENTS 6/23/66 31 F. R. 6791 (Changed)
PENDING AMENDMENT
In V-169 all after "12 AGL Rapid City, S. Dak.;" is deleted and "12 AGL Dupree, S. Dak.; 12 AGL Bismarck, N. Dak. The airspace within R-4701 is excluded," is substituted therefor.
AMENDMENTS 3/2/67 31 F. R. 16200 (Changed)

V-170 From Sioux Falls, S. Dak., via Worthington, Minn.; 12 AGL Fairmont, Minn.; 12 AGL Mankato, Minn.; to Farmington, Minn. From Nodine, Minn., 12 AGL Dells, Wis.; 12 AGL INT Dells 097° and Milwaukee, Wis., 307° radials; 12 AGL Milwaukee; 12 AGL INT Milwaukee 102° and Pullman, Mich., 303° radials; 12 AGL Pullman; 12 AGL Salem, Mich. From Erie, Pa., 12 AGL Bradford, Pa.; 12 AGL Slate Run, Pa.; 12 AGL Selinsgrove, Pa.; 12 AGL Ravine, Pa.; 12 AGL INT Ravine 125° and West Chester, Pa., 318° radials; 12 AGL West Chester. The airspace within R-5802 is excluded.

AMENDMENTS 6/23/66 31 F.R. 6487 (Changed); 7/21/66 31 F. R. 7556 (Changed)
AMENDMENTS 11/10/66 31 F.R. 11934 (Changed)
PENDING AMENDMENT
In V-170 all before "From Nodine, Minn.," is deleted and "From Sioux Falls, S. Dak., 12 AGL Worthington, Minn.; 12 AGL Fairmont, Minn.; 12 AGL Mankato, Minn.; 12 AGL Farmington, Minn." is substituted therefor.
AMENDMENTS 2/2/67 31 F. R. 15796 (Changed)

V-171 From Louisville, Ky., via Scotland, Ind.; 12 AGL Lewis, Ind.; 12 AGL Danville, Ill.; 12 AGL Peotone, Ill.; 12 AGL Joliet, Ill.; 12 AGL Rockford, Ill.; 12 AGL Lone Rock, Wis.; 12 AGL Nodine, Minn.; INT of Nodine 298° and
Farmington, Minn., 124° radials; Farmington; Darwin, Minn.; to Alexandria, Minn. From Bemidji, Minn., 12 AG via the INT of Bemidji 027° and Baudette, Minn., 178° radials; to Baudette. The portion outside the United States is excluded.

AMENDMENT 3/29/66 31 F.R. 5057 (Changed); 7/21/66 31 F.R. 7171 (Changed); 7/21/66 31 F.R. 7556 (Changed)
PENDING AMENDMENT
In V-171 all after "12 AGL Nodine, Minn.;" is deleted and "12 AGL INT Nodine 298° and Farmington, Minn., 124° radials; 12 AGL Farmington; 12 AGL Darwin, Minn.; 6 miles, 12 AGL, 51 miles, 27 MSL, 12 AGL Alexandria, Minn. From Bemidji, Minn., 12 AGL INT Bemidji 027° and Baudette, Minn., 178° radials, 12 AGL Baudette. The airspace outside the United States is excluded." is substituted therefor.
AMENDMENTS 2/2/67 31 F. R. 15796 (Changed)

V-172 From Denver, Colo., via INT of Denver 061° and Hayes Center, Nebr., 276° radials; INT of Hayes Center 276° and North Platte, Nebr., 245° radials; North Platte; 12 AGL INT North Platte 073° and Wolbach, Nebr., 266° radials; 12 AGL Wolbach; 12 AGL Neola, Iowa; 12 AGL Newton, Iowa; 12 AGL Cedar Rapids, Iowa; 12 AGL Polo, Ill.; 12 AGL Chicago-O'Hare, Ill.; 12 AGL INT Chicago-O'Hare 077° and South Bend, Ind., 310° radials; 12 AGL South Bend.

AMENDMENTS 7/21/66 31 F.R. 7556 (Changed)

V-173 From Capital, Ill., 12 AGL Roberts, Ill.; 12 AGL INT Roberts 008° and Joliet, Ill., 067° radials; 12 AGL Kedzie, Ill., RBN.
AMENDMENTS 7/21/66 31 F.R. 7556 (Rewritten)

V-174 From York, Ky., 12 AGL Henderson, W. Va.; 12 AGL Elkins, W. Va.; 12 AGL Linden, Va.; 12 AGL INT Linden 104° and Herndon, Va., 185° radials.

AMENDMENTS 7/21/66 31 F.R. 7610 (Rewritten); 8/18/66 31 F. R. 8747 (Changed)

V-175 From Vichy, Mo., 12 AGL via INT Vichy 321° and Hallsville, Mo., 209° radials; 12 AGL Hallsville.

AMENDMENTS 7/21/66 31 F. R. 6582 (Rewritten)

V-176 From Memphis, Tenn., 12 AGL Holly Springs, Miss.; 12 AGL Hamilton, Ala., including a 12 AGL S alternate from Memphis to Hamilton via INT Memphis 136° and Hamilton 273° radials; 12 AGL INT Hamilton 122° and Birmingham, Ala., 298° radials; 12 AGL Birmingham, including a 12 AGL N alternate from Holly Springs to Birmingham via INT Holly Springs 099° and Birmingham 313° radials.

AMENDMENTS 8/18/66 31 F.R. 8046 (Rewritten)

V-177 From Fort Wayne, Ind., 12 AGL via Monterey, Ind.; 6 mi. wide, 12 AGL INT Monterey 277° and Chicago Hieghts, Ill., 140° radials; 12 AGL Chicago Heights. From Naperville, Ill., 12 AGL Janesville, Wis.

AMENDMENTS 7/21/66 31 F.R. 7556 (Rewritten)

V-178 From Farmington, Mo., 12 AGL Paducah, Ky., including a 12 AGL S alternate; 12 AGL Central City, Ky.; 12 AGL New Hope, Ky.; 12 AGL Lexington, Ky.

AMENDMENTS 7/21/66 31 F. R. 6582 (Changed); 8/18/66 31 F. R. 8747 (Rewritten)

V-179 From Paducah, Ky., 12 AGL Marion, Ill.; 12 AGL Centralia, Ill.

AMENDMENTS 3/31/66 31 F. R. 2473 (Rewritten); 7/21/66 31 F. R. 6582 (Rewritten)

V-180 From San Antonio, Tex., 12 AGL via Eagle Lake, Tex.; 12 AGL Galveston, Tex.

AMENDMENTS 6/23/66 31 F.R. 6484 (Rewritten)

V-181 From Omaha, Nebr., 12 AGL Norfolk, Nebr.; 12 AGL Yankton, S. Dak.; Sioux Falls, S. Dak. including a W alternate via INT of Yankton 016° and Sioux Falls 230° radials; Watertown, S. Dak.; Fargo, N. Dak.; Grand Forks, N. Dak., including an E alternate; Pembina, N. Dak.; to United States-Canadian Border via Pembina 356° radial.

AMENDMENTS 7/21/66 31 F.R. 7556 (Changed)

PENDING AMENDMENT

In V-181 all after "12 AGL Yankton, S. Dak.;" is deleted and "12 AGL Sioux Falls, S. Dak., including a 12 AGL W alternate via INT Yankton 016° and Sioux Falls 230° radials; 29 miles, 12 AGL, 27 miles, 30 MSL, 12 AGL Watertown, S. Dak.; 34 miles, 12 AGL, 24 miles, 34 MSL, 12 AGL Fargo, N. Dak.; 12 AGL Grand Forks, N. Dak., including a 12 AGL E alternate; 12 AGL Pembina, N. Dak.; 12 AGL INT Pembina 356° radial and the United States/Canadian border." is substituted therefor.

AMENDMENTS 2/2/67 31 F. R. 15796 (Changed)

V-182 From Portland, Oreg., via The Dalles, Oreg., to Baker, Oreg.

V-183 From Santa Barbara, Calif.; to Bakersfield, Calif.

PENDING AMENDMENT

V-183 From Santa Barbara, Calif., 12 AGL Bakersfield, Calif.

AMENDMENTS 3/2/67 32 F. R. 47 (Rewritten)

V-184 From Erie, Pa., 12 AGL Tidioute, Pa.; 12 AGL INT Tidioute 154° and Philipsburg, Pa., 296° radials; 12 AGL Philipsburg.

AMENDMENT 5/26/66 31 F.R. 5408 (Changed); 8/18/66 31 F. R. 8747 (Rewritten)

V-185 From Savannah, Ga., 12 AGL INT Savannah 321° and Augusta, Ga., 157° radials; 12 AGL Augusta; 12 AGL Greenwood, S. C.; 12 AGL Asheville, N. C.; 12 AGL Snowbird, Tenn.; 12 AGL INT Snowbird 301° and Knoxville, Tenn. 069° radials; 12 AGL Knoxville, including a 12 AGL E alternate from Asheville to Knoxville via INT Asheville 329° and Knoxville 069° radials.

AMENDMENT 4/28/66 31 F. R. 3231 (Changed); 10/13/66 31 F. R. 10516 (Changed)
AMENDMENTS 11/10/66 31 F. R. 11286 (Changed)

V-186 From Fillmore, Calif., 1,200 feet AGL via Van Nuys, Calif.; 1,200 feet AGL to Ontario, Calif.

AMENDMENT 3/31/66 31 F. R. 2423 (Rewritten)

V-187 From Albuquerque, N. Mex., 12 AGL via Farmington, N. Mex.; 12 AGL Cortez, Colo.; 12 AGL Dove Creek, Colo.; Grand Junction, Colo.; 87 miles 12 AGL, 34 miles 125 MSL, 12 AGL Rock Springs, Wyo., including a west alternate from Grand Junction 45 miles 103 MSL, 14 miles 85 MSL, 12 AGL Vernal, Utah, 15 miles, 12 AGL, 110 MSL, Rock Springs, excluding the airspace between the main and this west alternate; 20 miles 12 AGL, 37 miles 95 MSL, INT Rock Springs 026° and Riverton, Wyo., 180° radials; 12 AGL Riverton; 12 AGL Boysen Reservoir, Wyo.; Billings, Mont.; INT of Billings 317° and Great Falls, Mont., 122° radials; to Great Falls.

AMENDMENTS 6/23/66 31 F.R. 6484 (Changed)

PENDING AMENDMENT

In V-187 all after "12 AGL Boysen Reservoir, Wyo.;" is deleted and "9 miles, 12 AGL, 78 miles, 105 MSL, 12 AGL Billings, Mont.; 40 miles, 12 AGL, 75 MSL INT Billings 317° and Great Falls, Mont., 122° radials; 12 AGL Great Falls." is substituted therefor.

AMENDMENTS 3/2/67 31 F. R 16200 (Changed)

V-188 From Carleton, Mich., 12 AGL Jefferson, Ohio; 12 AGL Tidioute, Pa.; 12 AGL Slate Run, Pa.; 12 AGL Williamsport, Pa.; 12 AGL Thornhurst, Pa.; 12 AGL Tannersville, Pa. The airspace within Canada is excluded.

AMENDMENTS 6/23/66 31 F.R. 6487 (Changed); 8/18/66 31 F. R. 8747 (Changed)

V-189 From Rocky Mount, N. C., 12 AGL Franklin, Va.; 12 AGL Hopewell, Va.

AMENDMENTS 7/21/66 31 F.R. 7610 (Rewritten)

V-190 From Phoenix, Ariz., via St.Johns, Ariz.; 12 AGL Albuquerque, N. Mex., including a 12 AGL N alternate from St. Johns to Albuquerque via INT St. Johns 053° and Grants, N. Mex., 252° radials and Grants; 12 AGL Las Vegas, N. Mex.; 19 mi. 12 AGL, 72 mi. 90 MSL, 12 AGL Dalhart, Tex.; 14 mi. 12 AGL, 36 mi. 60 MSL, 12 AGL Gage, Okla.; 12 AGL INT Gage 059° and Ponca City, Okla., 280° radials; 12 AGL Ponca City; 12 AGL INT Ponca City 094° and Bartlesville, Okla., 256° radials; 12 AGL Bartlesville; 12 AGL INT Bartlesville 075° and Oswego, Kans., 233° radials; 12 AGL Oswego; 12 AGL INT Oswego 085° and Springfield, Mo., 261° radials; 12 AGL Springfield; 12 AGL Maples, Mo.; 12 AGL Farmington, Mo., 12 AGL Marion, Ill.; 12 AGL Evansville, Ind.

AMENDMENT 3/31/66 31 F. R. 2473 (Changed)
AMENDMENTS 6/23/66 31 F. R. 6484 (Rewritten); 5/13/66 31 F. R. 7352 (Correction)
AMENDMENTS 7/21/66 31 F R. 6582 (Changed); 12/8/66 31 F. R. 13039 (Changed)
PENDING AMENDMENT
In V-190 all before "12 AGL Albuquerque, N. Mex.," is deleted and "From Phoenix, Ariz., 54 miles, 12 AGL, 19 miles. 95 MSL. 59 miles. 115 MSL. 12 AGL St. Johns, Ariz.;" is substituted therefor.
AMENDMENTS 3/2/67 32 F. R. 47 (Changed)

V-191 From Memphis, Tenn., 12 AGL Walnut Ridge, Ark.; 12 AGL Farmington, Mo.; 12 AGL INT of Farmington 351° and Troy,
Ill., 234° radials; 12 AGL Troy; 12 AGL Decatur, Ill.; 12 AGL Roberts, Ill.; 12 AGL INT of Roberts 008° and Joliet, Ill., direct radial to Kedzie, Ill., RBN; 12 AGL Northbrook, Ill.; 12 AGL INT of Northbrook 078° and Chicago, Ill., 019° radials; 12 AGL INT of Chicago 019° and Milwaukee, Wis., 121° radials; 12 AGL Milwaukee; 12 AGL Oshkosh, Wis.; 12 AGL Stevens Point, Wis.; 12 AGL Wausau, Wis.; 12 AGL Rhinelander, Wis.; Ironwood, Mich.; to Duluth, Minn.

AMENDMENTS 2/3/66 30 F. R. 15364 (Changed) ; 3/3/66 30 F. R. 14424 (Changed)
AMENDMENTS 7/21/66 31 F. R. 6582 (Changed); 8/18/66 31 F.R. 8046 (Changed)
PENDING AMENDMENT
In V-191 all after "12 AGL Rhinelander, Wis.;" is deleted and "12 AGL Ironwood, Mich.; 12 AGL Duluth, Minn." is substituted therefor.
AMENDMENTS 2/2/67 31 F. R. 15796 (Changed)

V-193 From INT Pullman, Mich., 243° and South Bend, Ind., 310° radials; 12 AGL Pullman; 12 AGL INT Pullman 029° and White Cloud, Mich., 168° radials; 12 AGL White Cloud; 12 AGL Traverse City, Mich., including a 12 AGL W alternate via INT White Cloud 329° and Traverse City 235° radials; 12 AGL Pellston, Mich.; 12 AGL INT Pellston 003° and Sault Ste. Marie, Mich., 214° radials; 12 AGL Sault Ste. Marie.

AMENDMENTS 7/21/66 31 F.R. 7556 (Rewritten)

V-194 From Lafayette, La., 12 AGL via Baton Rouge, La.; 12 AGL McComb, Miss.; 12 AGL Meridian, Miss. From Norcross, Ga., 12 AGL INT Norcross 055° and Anderson, S. C., 267° radials; 12 AGL Anderson; 12 AGL INT Anderson 065° and Charlotte, N. C., 240° radials; 12 AGL Charlotte; 12 AGL Liberty, N. C.; 12 AGL Raleigh-Durham, N. C.; 12 AGL Rocky Mount,
N. C.; 12 AGL Cofield, N. C.; 12 AGL Norfolk, Va., including a 12 AGL S alternate via INT Cofield 084° and Norfolk 209° radials; 12 AGL INT Norfolk 001° and Cape Charles, Va., 313° radials.

AMENDMENTS 6/23/66 31 F.R. 6484 (Changed); 7/21/66 31 F.R. 7507 (Changed); 7/21/66 31 F. R. 7610 (Changed)
AMENDMENTS 8/18/66 31 F.R. 8046 (Changed); 10/13/66 31 F. R. 10516 (Changed)
AMENDMENTS 11/10/66 31 F. R. 11286 (Changed)

V-195 From Oakland, Calif., via INT of Oakland 004° and Williams, Calif., 191° radials; Williams; INT of Williams 002° and Red Bluff, Calif., 158° radials; Red Bluff; to Fortuna, Calif.
PENDING AMENDMENT
V-195 From Oakland, Calif., 12 AGL INT Oakland 004° and Williams, Calif., 191° radials; 12 AGL Williams; 12 AGL INT Williams 002° and Red Bluff, Calif., 158° radials; 12 AGL Red Bluff; 12 AGL Fortuna, Calif.

AMENDMENTS 3/2/67 32 F. R. 47 (Rewritten)

V-196 From Utica, N. Y., 12 AGL Saranac Lake, N. Y.; 12 AGL Plattsburgh, N. Y.

AMENDMENT 5/26/66 31 F.R. 5058 (Rewritten)
AMENDMENTS 9/15/66 31 F. R. 10026 (Rewritten); Corr: 31 F. R. 10631;

V-197 From Ontario, Calif., via Pbmona Calif., to Palmdale, Calif.

AMENDMENT 3/31/66 31 F. R. 2423 (Rewritten)
PENDING AMENDMENT
V-197 From Ontario, Calif., 12 AGL Pomona, Calif.; 12 AGL Palmdale, Calif.

AMENDMENTS 3/2/67 32 F. R. 47 (Rewritten)

V-198 From San Simon, Ariz., 12 AGL via INT San Simon 118° and Columbus, N. Mex. 277° radials; 12 AGL Columbus; 12 AGL El Paso, Tex., 6 mi. wide, 12 AGL INT El Paso 112° and Hudspeth, Tex., 281° radials; 6 mi. wide, 12 AGL Hudspeth; 29 mi. 12 AGL, 38 mi. 82 MSL, INT Hudspeth 109° and Fort Stockton, Tex., 284° radials; 18 mi. 82 MSL, 12 AGL Fort Stockton; 20 mi. 12 AGL, 116 mi. 55 MSL, 12 AGL Junction, Tex.; 12 AGL San Antonio, Tex.; 12 AGL Eagle Lake, Tex.; 12 AGL Houston, Tex.

AMENDMENTS 6/23/66 31 F. R. 6484 (Rewritten); Corr: 31 F. R. 8621;

V-199 From San Francisco, Calif., via INT of San Francisco 304° and Ukiah, Calif., 172° radials; Ukiah; to Red Bluff, Calif. The portion outside the United States has no upper limit.
PENDING AMENDMENT
V-199 From San Francisco, Calif. 12 AGL INT San Francisco 304° and Ukiah, Calif., 172° radials; 12 AGL Ukiah; 17 miles 12 AGL, 23 miles 85 MSL, 18 miles 75 MSL, 12 AGL Red Bluff, Calif. The portion outside the United States has no upper limit.

AMENDMENTS 3/2/67 32 F. R. 47 (Rewritten)

V-200 From Ukiah, Calif., via Williams, Calif.; to Reno, Nev. From Provo, Utah, Myton, Utah; Meeker, Colo.; Kremmling, Colo.; to Denver, Colo. The airspace within R-6401 is excluded.
PENDING AMENDMENT
In V-200 all before "From Provo, Utah," is deleted and "From Ukiah, Calif., 12 AGL Williams, Calif.; 12 AGL Reno, Nev." is substituted therefor.
AMENDMENTS 3/2/67 32 F. R. 47 (Changed)

V-201 From INT of Los Angeles, Calif., 207° and Long Beach, Calif., 250° radials; via Los Angeles; to Palmdale, Calif. The portion outside the United States has no upper limit.
PENDING AMENDMENT
V-201 From INT Los Angeles, Calif., 207° and Long Beach, Calif., 250° radials; 12 AGL Los Angeles; 12 AGL Palmdale, Calif. The portion outside the United States has no upper limit.

AMENDMENTS 3/2/67 32 F. R. 47 (Rewritten)

V-202 From Cochise, Ariz., 12 AGL via San Simon, Ariz.; 12 AGL Truth or Consequences, N. Mex.

AMENDMENTS 6/23/66 31 F.R. 6484 (Rewritten)

V-203 From Norwich, Conn., 12 AGL Chester, Mass.; 12 AGL INT Chester 293° and Albany, N. Y., 139° radials; 12 AGL Albany; 12 AGL Saranac Lake N.Y.; 12 AGL Massena, N. Y.; 12 AGL St. Eustache, Quebec, Canada. The airspace within Canada is excluded.

AMENDMENT 5/26/66 31 F.R. 5058 (Changed); 9/15/66 31 F. R. 10026 (Rewritten)

V-204 From Hoquiam, Wash., to Olympia, Wash.

V-205 From Walnut Ridge, Ark., 12 AGL via Dogwood, Mo.; 12 AGL Springfield, Mo.; 12 AGL Blue Springs, Mo.; 12 AGL Kansas City, Mo.; 12 AGL St. Joseph, Mo.; 12 AGL INT St. Joseph 343° and Omaha, Nebr., 124° radials; 12 AGL Omaha; 12 AGL Sioux City, Iowa, including a 12 AGL W alternate via INT Omaha 320° and Sioux City 174° radials.

AMENDMENTS 6/23/66 31 F.R. 6484 (Changed); 7/21/66 31 F. R. 6582 (Changed); 7/21/66 31 F.R. 7556 (Chaged)

V-206 From Blue Springs, Mo., 12 AGL INT Blue Springs 056° and Kirksville, Mo., 225° radials; 12 AGL Kirksville.

AMENDMENTS 7/21/66 31 F. R. 6582 (Rewritten)

V-207 From Denver, Colo., via Gill, Colo., 12 AGL Scottsbluff, Nebr.

AMENDMENTS 6/23/66 31 F. R. 6791 (Rewritten)

V-208 From Los Angeles, Calif., via INT of Los Angeles 185° and Santa Catalina, Calif., 355° radials; Santa Catalina; Oceanside, Calif.; Julian, Calif.; Thermal, Calif.; Twentynine Palms, Calif.; Needles, Calif.; to Peach Springs, Ariz. The airspace within R-2503, the airspace below 2,000 feet MSL outside the United States, and the airspace more than 3 miles E of the airway centerline between Los Angeles and Santa Catalina is excluded. The portion outside the United States has no upper limit.

PENDING AMENDMENT

V-208 From Los Angeles, Calif., 7 miles wide (3 miles E and 4 miles W of centerline) 12 AGL INT Los Angeles 185° and Santa Catalina, Calif., 355° radials; 7 miles wide (3 miles E and 4 miles W of centerline) 12 AGL Santa Catalina; 12 AGL Oceanside, Calif.; 12 AGL Julian, Calif.; 12 AGL Thermal, Calif.; 12 AGL Twentynine Palms, Calif.; 20 miles 12 AGL, 24 miles 73 MSL, 12 AGL Needles, Calif.; 12 AGL Peach Springs, Ariz. The airspace within R-2503 and the airspace below 2,000 feet MSL outside the United States is excluded. The portion outside the United States has no upper limit.

AMENDMENTS 3/2/67 32 F. R. 47 (Rewritten)

V-209 From Mobile, Ala., 12 AGL INT Mobile 356° and Hattiesburg, Miss., 080° radials; 10 mi. 12 AGL; 6 mi. wide 12 AGL Kewanee, Miss.; 7 mi. wide (4 mi. on N, 3 mi. on S and within 4.5° of centerline) 12 AGL Brookwood, Ala.; 12 AGL Birmingham, Ala.

AMENDMENTS 8/18/66 31 F.R. 8046 (Rewritten)

V-210 From Los Angeles, Calif., via INT of Los Angeles 083° and Pomona, Calif., 240° radials; Pomona; INT of Daggett, Calif., 229° and Hector, Calif., 263° radials; Hector; Goffs, Calif.; Peach Springs, Ariz., Grand Canyon, Ariz.; Tuba City, Ariz.; Farmington, N. Mex.; Alamosa, Colo., including an S alternate from Farmington to Alamosa via INT of Farmington 086° and Alamosa 232° radials; INT of Alamosa 075° and Lamar, Colo., 250° radials; to Lamar. From Kansas City, Mo., 12 AGL via Marshall, Mo., 12 AGL Hallsville, Mo.; 12 AGL St. Louis, Mo., including a 12 AGL N alternate; 12 AGL Vandalia, Ill.; 12 AGL Terre Haute, Ind.; 12 AGL Indianapolis, Ind., including a 12 AGL S alternate via INT of Terre Haute 079° and Indianapolis 230° radials; 12 AGL Muncie, Ind.; 12 AGL Rosewood, Ohio; 12 AGL Tiverton, Ohio; 12 AGL Imperial, Pa.; 12 AGL INT Imperial 074° and Carrolltown, Pa., 276° radials; 12 AGL Carrolltown; 12 AGL INT of Carrolltown 114° and Harrisburg, Pa., 274° radials; 12 AGL Harrisburg; 12 AGL Lancaster, Pa.; 12 AGL INT Lancaster 095° and Pottstown, Pa., 143° radials.

AMENDMENTS 2/3/66 30 F. R. 15364 (Changed); 5/26/66 31 F. R. 4839 (Changed)
AMENDMENTS 6/23/66 31 F.R. 6487 (Changed); 7/21/66 31 F. R. 6582 (Changed)
AMENDMENTS 8/18/66 31 F.R. 8747 (Changed); 10/13/66 31 F. R. 11141 (Changed)

PENDING AMENDMENT

In V-210 all before "Alamosa, Colo.;" is deleted and "From Los Angeles, Calif., 12 AGL INT Los Angeles 083° and Pomona, Calif., 240° radials; 12 AGL Pomona; 12 AGL INT Daggett, Calif., 229° and Hector, Calif., 263° radials; 12 AGL Hector; 12 AGL Goffs, Calif.; 13 miles 12 AGL, 23 miles 71 MSL, 85 MSL, Peach Springs, Ariz.; 12 AGL Grand Canyon, Ariz.; 12 AGL Tuba City, Ariz.; 20 miles 90 MSL, 70 miles 115 MSL, 12 AGL Farmington, N. Mex.;" is substituted therefor.

AMENDMENTS 3/2/67 32 F. R. 47 (Changed)

V-211 From INT Alamosa, Colo., 232° and Durango, Colo., 110° radials via Durango; INT of Durango 286° and Cortez, Colo., 115° radials; Cortez, Colo., excluding the airspace below 1,200 feet above the surface.

V-212 From San Antonio, Tex., 12 AGL via INT San Antonio 089° and Industry, Tex., 233° radials; 12 AGL Industry; 12 AGL Navasota, Tex.; 12 AGL Lufkin, Tex.; 12 AGL Alexandria, La.; 12 AGL McComb, Miss.

AMENDMENTS 6/23/66 31 F.R. 6484 (Rewritten)

V-213 From Myrtle Beach, S. C., 12 AGL INT Myrtle Beach 031° and Rocky Mount, N. C., 191° radials; 12 AGL Rocky Mount; 12 AGL Hopewell, Va.; 12 AGL INT Hopewell 019° and Brooke, Va., 132° radials; 12 AGL Patuxent River, Md.; 12 AGL Kenton, Del.; 12 AGL Woodstown, N. J.; 12 AGL INT Woodstown 043° and Robbinsville, N. J., 239° radials; 12 AGL Robbinsville; 12 AGL Kennedy, N. Y. The airspace within R-4005, R-4006, and R-4007 is excluded.

AMENDMENTS 7/21/66 31 F. R. 7279 (Changed); 7/21/66 31 F. R. 7610 (Changed)
AMENDMENTS 8/18/66 31 F.R. 9000 (Changed); 10/13/66 31 F. R. 10516 (Changed)

V-214 From Richmond, Ind., 12 AGL INT Richmond 080° and Rosewood, Ohio, 202° radials. From Columbus, Ohio, Port Columbus Airport ILS localizer, 12 AGL Zanesville, Ohio; 12 AGL Bellaire, Ohio; 12 AGL Allegheny, Pa.

AMENDMENTS 7/21/66 31 F. R. 7171 (Changed); 8/18/66 31 F. R. 8747 (Changed)

V-215 From INT Muskegon, Mich., 208° and Fullman, Mich., 259° radials; 12 AGL Muskegon; 12 AGL White Cloud, Mich.

AMENDMENTS 7/21/66 31 F.R. 7556 (Rewritten)

V-216 From Lamar, Colo., 12 AGL Hill City, Kans.; 12 AGL Mankato, Kans.; 12 AGL Pawnee City, Nebr.; 12 AGL Lamoni, Iowa; 12 AGL Ottumwa, Iowa; 12 AGL Iowa City, Iowa. From Janesville, Wis., 12 AGL via INT Janesville 076° and Muskegon, Mich., 252° radials; 12 AGL Muskegon; 12 AGL Saginaw, Mich.; 12 AGL Peck, Mich.; 12 AGL Kleinburg, Ont., Canada. The airspace within Canada is excluded.

AMENDMENTS 7/21/66 31 F.R. 7556 (Rewritten)

V-217 From Chicago-O'Hare, Ill., 12 AGL INT Chicago-O'Hare 019° and Milwaukee, Wis., 137° radials; 12 AGL INT Milwaukee 137° radial and Milwaukee (General Mitchell Field) ILS front course; 12 AGL Milwaukee (General Mitchell Field) ILS localizer; 12 AGL INT Milwaukee (General Mitchell Field) ILS localizer back course and Green Bay, Wis., 165° radial; 12 AGL Green Bay; Rhinelander, Wis.; to Duluty, Minn.

AMENDMENTS 7/21/66 31 F.R. 7556 (Rewritten)
PENDING AMENDMENT
In V-217 all after "12 AGL Green Bay;" is deleted and "32 miles, 12 AGL, 39 miles, 31 MSL, 12 AGL Rhinelander, Wis.; 24 miles, 12 AGL, 80 miles, 55 MSL, 12 AGL Duluth, Minn." is substituted therefor.
AMENDMENTS 2/2/67 31 F. R. 15796 (Changed)

V-218 From Rochester, Minn., via Waukon, Iowa; 12 AGL Rewey, Wis.; 12 AGL Rockford, Ill.; 12 AGL INT Rockford 136° and Naperville, Ill., 290° radials; 12 AGL Naperville; 12 AGL Keeler, Mich,; 12 AGL Lansing, Mich.; 12 AGL Pontiac, Mich.; 12 AGL to INT Pontiac 112° and Windsor, Ont., Canada, 320° radials.

V-219 From Hayes Center, Nebr., 12 AGL INT Hayes Center 059° and Wolbach, Nebr., 251° radials; 12 AGL Wolbach; 12 AGL Norfolk, Nebr.; 12 AGL Sioux City, Iowa; 12 AGL Fairmont, Minn.; 12 AGL Mankato, Minn.; to Farmington, Minn.

AMENDMENTS 7/21/66 31 F.R. 7556 (Changed); 11/10/66 31 F. R. 11934 (Changed)
PENDING AMENDMENT
In V-219 "to Farmington, Minn." is deleted and "12 AGL Farmington, Minn." is substituted therefor.
AMENDMENTS 2/2/67 31 F. R. 15796 (Changed)

V-220 From Kremmling, Colo., via INT of Kremmling 081° and Denver, Colo., 334° radials; Akron, Colo.; INT of Akron 094° and McCook, Nebr. 264° radials; McCook; 12 AGL INT McCook 072° and Grand Island, Nebr., 241° radials; 12 AGL Grand Island.

AMENDMENTS 7/21/66 31 F.R. 7556 (Changed)

V-221 From Fort Wayne, Ind., 12 AGL via Litchfield, Mich.; 12 AGL Jackson, Mich.; 12 AGL INT Jackson 084° and Salem, Mich 254° radials; 12 AGL Salem; 12 AGL INT Salem 083° and Erie, Pa., 290° radials; 12 AGL Erie. The airspace within Canada is excluded.

AMENDMENTS 7/21/66 31 F.R. 7556 (Rewritten); 8/18/66 31 F. R. 8747 (Changed)

V-222 From El Paso, Tex., 12 AGL via Salt Flat, Tex.; 12 AGL Fort Stockton, Tex.; 20 mi. 12 AGL, 116 mi. 55 MSL, 12 AGL Junction, Tex.; 12 AGL INT Junction 112° and San Antonio, Tex., 334° radials; 12 AGL San Antonio; 12 AGL INT San Antonio 074° and Industry, Tex., 264° radials; 12 AGL Industry; 12 AGL INT Industry 104° and Houston, Tex., 287° radials; 12 AGL Houston; 12 AGL Beaumont, Tex.; 12 AGL Lake Charles, La., including a 12 AGL N alternate from Houston to Lake Charles via Daisetta, Tex.; 12 AGL McComb, Miss.; 12 AGL Hattiesburg, Miss.; 12 AGL Monroeville, Ala. From Norcross, Ga., 12 AGL INT Norcross 010° and Toccoa, Ga., 230° radials; 12 AGL Toccoa; 12 AGL Asheville, N. C.; 12 AGL Hickory, N. C.; 12 AGL Lynchburg, Va.; 12 AGL Gordonsville, Va.

AMENDMENT 5/26/66 31 F.R. 5055 (Changed); 6/23/66 31 F. R. 8384 (Changed)
AMENDMENTS 7/21/66 31 F.R. 7507 (Changed); 7/21/66 31 F. R. 7610 (Changed)
AMENDMENTS 8/18/66 31 F.R. 8046 (Changed); 11/10/66 31 F. R. 11286 (Changed)

V-223 From Flat Rock, Va., 12 AGL INT Brooke, Va., 300° and Herndon, Va., 202° radials; 12 AGL Herndon; 12 AGL Harrisburg, Pa.

AMENDMENTS 7/21/66 31 F.R. 7610 (Rewritten)

V-224 From Carleton, Mich., 12 AGL INT Carleton 082° and Windsor, Ont., Canada, 100° radials. The airspace within Canada is excluded.

AMENDMENTS 8/18/66 31 F.R. 8747 (Rewritten)

V-225 From Key West, Fla., 30 miles, 12 AGL, 72 miles, 17 AGL, 12 AGL, Fort Myers, Fla., including an E alternate from Key West, 30 miles 12 AGL, 77 miles 17 AGL 12 AGL to Fort Myers; 12 AGL La Belle, Fla.; 12 AGL Vero Beach, Fla. The portion of V-225 E alternate outside the United States has no upper limit.

AMENDMENTS 12/8/66 31 F. R. 13314 (Rewritten); 12/8/66 31 F. R. 13940 (Changed)

V-226 From Ellwood City, Pa., 12 AGL Clarion, Pa.; 12 AGL Keating, Pa.; 12 AGL Williamsport, Pa., 12 AGL Thornhurst, Pa.; 12 AGL Stillwater, N. J.; 12 AGL INT Stillwater 110° and Sparta, N. J., 194° radials.

AMENDMENTS 6/23/66 31 F.R. 6487 (Changed); 8/18/66 31 F. R. 8747 (Changed)

V-227 From Indianapolis, Ind., 12 AGL INT Indianapolis 312° and Lafayette, Ind., 159° radials; 12 AGL Lafayette.

AMENDMENTS 7/21/66 31 F.R. 7556 (Rewritten)

V-228 From Northbrook, Ill., 12 AGL South Bend, Ind.

AMENDMENTS 7/21/66 31 F.R. 7556 (Rewritten)

V-229 From Wilmington, N. C., 12 AGL INT Wilmington 036° and New Bern, N. C., 231° radials; 12 AGL New Bern; 12 AGL Cofield, N. C.

AMENDMENTS 10/13/66 31 F. R. 10516 (Rewritten)

V-230 From INT of Big Sur, Calif., 325° and Salinas, Calif., 281° radials via Salinas; Los Banos, Calif.; Fresno, Calif.; to Friant, Calif. The airspace within R-2511 and R-2529 shall be used only after obtaining prior approval from appropriate authority. The portion outside the United States has no upper limit.

PENDING AMENDMENT

V-230 From INT Big Sur, Calif., 325° and Salinas, Calif., 281° radials; 12 AGL Salinas; 12 AGL Los Banos, Calif.; 12 AGL Fresno, Calif.; 12 AGL Friant, Calif. The portion outside the United States has no upper limit.

AMENDMENTS 3/2/67 32 F. R. 47 (Rewritten)

V-231 From Missoula, Mont., via INT Missoula 354° and Kalispell, Mont., 180° radials; to Kalispell.

AMENDMENTS 2/3/66 30 F. R. 14424 (Rewritten)

PENDING AMENDMENT

V-231 From Missoula, Mont., 12 AGL INT Missoula 354° and Kalispell, Mont., 180° radials; 12 AGL Kalispell.

AMENDMENTS 3/2/67 31 F. R. 16200 (Rewritten)

V-232 From Sandusky, Ohio, 12 AGL INT Sandusky 061° and Chardon, Ohio, 281° radials; 12 AGL Chardon; 12 AGL Franklin, Pa.; 12 AGL Keating, Pa.; 12 AGL Milton, Pa.; 12 AGL Tannersville, Pa.; 12 AGL INT Tannersville 114° and Solberg, N. J., 051° radials.

AMENDMENT 5/26/66 31 F.R. 5408 (Changed); 6/23/66 31 F. R. 6487 (Changed)
AMENDMENTS 7/21/66 31 F.R. 7279 (Changed); 8/18/66 31 F. R. 8747 (Changed)

V-233 From Capital, Ill., 12 AGL via Peoria, Ill.; 12 AGL Cordova, Ill.; 12 AGL Cedar Rapids, Iowa.

AMENDMENTS 7/21/66 31 F.R. 7556 (Rewritten)

V-234 From Anton Chico, N. Mex., 12 AGL via INT Anton Chico 087° and Dalhart, Tex., 243° radials; 12 AGL Dalhart; 12 AGL Liberal, Kans.; 32 miles 12 AGL, 74 miles 75 MSL, 12 AGL Hutchinson, Kans.

AMENDMENTS 6/23/66 31 F.R. 6484 (Rewritten); 7/21/66 31 F. R. 6582 (Changed)

V-235 From Provo, Uta, to Fort Bridger, Wyo. From Rock Springs, Wyo., 24 miles 12 AGL, 72 miles 107 MSL, 12 AGL, to Casper, Wyo.

V-236 From INT of Bonneville, Utah, 084° and Ogden, Utah, 235° radials; to Ogden.

V-237 From Needles, Calif., via Boulder, Nev.; INT Boulder 347° and Las Vegas, Nev., 081° radials; to Las Vegas.

PENDING AMENDMENT

V-237 From Needles, Calif., 25 miles 12 AGL, 24 miles 71 MSL, 12 AGL Boulder, Nev.; 12 AGL INT Boulder 347° and Las Vegas, Nev., 081° radials; 12 AGL Las Vegas.

AMENDMENTS 3/2/67 32 F. R. 47 (Rewritten)

V-238 From Philipsburg, Pa., 12 AGL Harrisburg, Pa.; 12 AGL INT Harrisburg 132° and West Chester, Pa., 274° radials; 12 AGL West Chester; 12 AGL INT West Chester 120° radial and Philadelphia, Pa., International Airport ILS localizer 256° course; 12 AGL Woodstown, N. J.; 12 AGL Millville, N. J.; 12 AGL Atlantic City, N. J. The airspace within R-5802 is excluded.

AMENDMENTS 6/23/66 31 F.R. 6487 (Changed); 7/21/66 31 F.R. 7279 (Rewritten)

V-239 From Sea Isle, N. J., 12 AGL Woodstown, N.J.; 12 AGL New Castle, Del.

AMENDMENTS 7/21/66 31 F.R. 7279 (Rewritten)

V-240 From New Orleans, La., 12 AGL via INT New Orleans 085° and Mobile, Ala., 224° radials; 12 AGL Mobile.

AMENDMENTS 6/23/66 31 F.R. 6484 (Rewritten)

V-241 From Crestview, Fla., 12 AGL INT Crestview 076° and Dothan, Ala., 232° radials; 12 AGL Dothan; 12 AGL Eufaula, Ala.; 12 AGL Columbus, Ga., including a 12 AGL W alternate from Dothan to Columbus via INT Dothan 002° and Columbus 219° radials; 12 AGL INT Columbus 086° and Atlanta, Ga., 198° radials; 12 AGL Atlanta, including a 12 AGL W alternate via INT Columbus 019° and Atlanta 233° radials, and also a 12 AGL E alternate via INT Columbus 086° and Atlanta 198° radials, INT of Columbus 041° and Atlanta 198° radials and INT of Columbus 041° and Atlanta 174° radials.

AMENDMENTS 7/21/66 31 F.R. 7507 (Changed); 10/13/66 31 F. R. 10516 (Changed)
AMENDMENTS 11/10/66 31 F. R. 11286 (Changed)

V-242 From Mobile, Ala., 12 AGL Brookley, Ala.

AMENDMENTS 10/13/66 31 F. R. 10516 (Rewritten)

V-243 From Jacksonville, Fla., 12 AGL INT Jacksonville 319° and Waycross, Ga., 126° radials; 12 AGL Waycross, including a 12 AGL W alternate via INT Jacksonville 304° and Waycross 149° radials; 12 AGL Vienna, Ga., including a 12 AGL E alternate via Alma, Ga., and INT Alma 320° and Vienna 104° radials; 12 AGL Atlanta, Ga., including a 12 AGL E alternate from INT Vienna 328° and Macon, Ga., 205° radials, to INT Vienna 328° and Macon 297° radials via Macon; 12 AGL INT Atlanta 347° and Chattanooga, Tenn., 152° radials; 12 AGL Chattanooga; 12 AGL Bowling Green, Ky.; 12 AGL Scotland, Ind.

AMENDMENTS 7/21/66 31 F. R. 7171 (Changed); 7/21/66 31 F.R. 7507 (Changed)
AMENDMENTS 8/18/66 31 F.R. 8747 (Changed); 10/13/66 31 F. R. 10516 (Changed)
AMENDMENTS 11/10/66 31 F. R. 11286 (Changed)

V-244 From Oakland, Calif., via INT of Oakland 077° and Stockton, Calif., 268° radials; Stockton, including an S alternate via INT of Oakland 110° and Stockton 246° radials; Coaldale, Nev., 12 AGL Tonopah, Nev.; 40 miles 12 AGL 115 MSL Wilson Creek, Nev.; 28 miles 115 MSL, 12 AGL Milford, Utah; 42 miles 12 AGL Hanksville, Utah; LaSal, Utah; Gunnison, Colo.; Pueblo, Colo.; Lamar, Colo.; 20 miles 12 AGL, 57 miles 65 MSL, 61 miles 95 MSL, 24 miles 50 MSL, 12 AGL Russell, Kans. The airspace within R-2531 is excluded.

AMENDMENT 5/26/66 31 F.R. 5120 (Changed); 7/21/66 31 F. R. 6582 (Changed)

PENDING AMENDMENT

In V-244 all before "12 AGL Tonopah, Nev.;" is deleted and "From Oakland, Calif., 12 AGL INT Oakland 077° and Stockton, Calif., 268° radials; 12 AGL Stockton, including a 12 AGL S alternate INT Oakland 110° and Stockton 246° radials; 76 miles 12 AGL, 51 miles 145 MSL, 12 AGL Coaldale, Nev.;" is substituted therefor.

AMENDMENTS 3/2/67 32 F. R. 47 (Changed)

V-245 From Alexandria, La., 12 AGL via Natchez, Miss.; 12 AGL Jackson, Miss.; 12 AGL Columbus, Miss., excluding the airspace at and above 8,000 feet MSL from Jackson to Columbus.

AMENDMENTS 2/3/66 30 F. R. 15365 (Rewritten); 6/23/66 31 F. R. 6484 (Rewritten)

V-246 From Rosewood, Ohio, 12 AGL Mansfield, Ohio; 12 AGL INT Cleveland, Ohio, 138° and Tiverton, Ohio, 017° radials.

AMENDMENTS 8/1866 31 F.R. 8747 (Rewritten)

V-247 From Douglas, Wyo., 90 miles 75 MSL, 12 AGL, to Crazy Woman, Wyo.

V-248 From Paso Robles, Calif., via Avenal, Calif.; to Bakersfield, Calif.
PENDING AMENDMENT
V-248 From Paso Robles, Calif., 12 AGL Avenal, Calif.; 12 AGL Bakersfield, Calif.

AMENDMENTS 3/2/67 32 F. R. 47 (Rewritten)

V-249 From Sparta, N. J. 12 AGL Huguenot, N. Y.; 12 AGL DeLancey, N. Y.; 12 AGL Utica, N. Y.

AMENDMENTS 6/23/66 31 F.R. 6487 (Rewritten)

V-251 From Montebello, Va., 12 AGL Front Royal, Va.; 12 AGL Martinsburg, W. Va.; 12 AGL Lancaster, Pa.; 12 AGL Pottstown, Pa.

AMENDMENTS 6/23/66 31 F.R. 6487 (Changed); 7/21/66 31 F. R. 6487 (Rewritten)

V-252 From Buffalo, N. Y., 12 AGL Geneseo, N. Y.; 12 AGL Binghamton, N. Y.; 12 AGL Huguenot, N. Y.; 12 AGL Sparta, N. J.; 12 AGL INT Sparta 144° and Solberg, N. J., 051° radials.

AMENDMENTS 6/23/66 31 F.R. 6487 (Rewritten)

V-253 From Provo, Utah, to INT of Ogden, Utah, 194° and Provo, 315° radials. From INT of Salt Lake City, Utah, 265° and Ogden 225° radials via Bonneville, Utah; Lucin, Utah; Twin Falls, Idaho; 12 AGL Boise, Idaho; 30 mi. 12 AGL, 99 MSL McCall, Idaho;
11 miles 99 MSL, 33 miles 115 MSL, 12 AGL Lewiston, Idaho; 12 AGL Pullman, Wash.; 12 AGL Spokane, Wash.

AMENDMENTS 8/18/66 31 F. R. 6827 (Changed)

V-254 From INT Pottstown, Pa., 278° and East Texas, Pa., 225° radials; 12 AGL Pottstown; 12 AGL INT Pottstown 104° and Robinsville, N. J., 239° radials.

AMENDMENTS 6/23/66 31 F.R. 6487 (Rewritten)

V-255 From Burlington, Iowa, 12 AGL Moline, Ill.; 12 AGL Cordova, Ill.; 12 AGL Rockford, Ill.; 12 AGL Janesville, Wis.; 12 AGL INT Janesville 344° and Dells, Wis., 143° radials; 12 AGL Dells; 12 AGL Stevens Point, Wis.

AMENDMENTS 7/21/66 31 F.R. 7556 (Rewritten)

V-256 From INT Pottstown, Pa., 278° and East Texas, Pa., 225° radials; 12 AGL Pottstown; 12 AGL Yardley, Pa.

AMENDMENTS 6/23/66 31 F.R 6487 (Rewritten)

V-257 From Phoenix, Ariz., via Prescott, Ariz.; INT Prescott 003° and Grand Canyon, Ariz., 211° radial; Grand Canyon; Bryce Canyon, Utah; INT Bryce Canyon 338° and Delta, Utah, 186° radials; Delta; INT of Delta 004° and Malad City, Idaho, 179° radials; Malad City, Idaho; 12 AGL, Pocatello, Idaho; 12 AGL, DuBois, Idaho; Dillon, Mont.; Butte, Mont.; INT of Butte 002° and Helena, Mont., 272° radials; INT of Helena 272° and Great Falls, Mont., 222° radials; to Great Falls. The airspace within R-6401 and R-6403 is excluded.

AMENDMENTS 10/13/66 31 F.R. 11141 (Changed)
PENDING AMENDMENT
In V-257 all after "12 AGL Dubois, Idaho;" is deleted and "12 AGL Dillon, Mont.; 12 AGL Butte, Mont.; 22 miles, 12 AGL, 85 MSL INT Butte 002° and Helena, Mont., 272° radials; 12 AGL INT Helena 272° and Great Falls, Mont., 222° radials; 12 AGL Great Falls. The airspace within R-6401 and R-6403 is excluded." is substituted therefor.
AMENDMENTS 3/2/67 31 F. R 16200 (Changed)
PENDING AMENDMENT
In V-257 all before "INT Bryce Canyon 338°" is deleted and "From Phoenix, Ariz., 12 AGL Prescott, Ariz.; 12 AGL INT Prescott 003° and Grand Canyon, Ariz., 211° radials; 12 AGL Grand Canyon; 7 miles 12 AGL, 71 miles 125 MSL, 12 AGL Bryce Canyon, Utah;" is substituted therefor. 3/2/67 32 F. R. 47 (Changed).

V-258 From Charlestown, W. Va., 12 AGL Beckley, W. Va.; 12 AGL INT Beckley 125° and Roanoke, Va., 288° radials; 12 AGL Roanoke; 12 AGL INT Roanoke 145° and Danville, Va., 320° radials; 12 AGL Danville.

AMENDMENTS 7/21/66 31 F.R. 7610 (Rewritten)

V-259 From Fort Mill, S. C., 12 AGL Holston Mountain, Tenn., including a 12 AGL E alternate via Hickory, N. C., and INT Hickory 350° and Holston Mountain 104° radials.

AMENDMENTS 11/10/66 31 F. R. 11286 (Rewritten)

V-260 From Charleston, W. Va., 12 AGL Rainelle, W. Va., including a 12 AGL N alternate via INT Charleston 083° and Rainelle 317° radials; 12 AGL Roanoke, Va., 12 AGL Lynchburg, Va. including a 12 AGL S alternate via INT Roanoke 177° and Lynchburg 253° radials; 12 AGL Flat Rock, Va.; 12 AGL Richmond, Va.; 12 AGL Hopewell, Va.; 12 AGL INT Hopewell 128° and Norfolk, Va., 296° radials; 12 AGL Norfolk.

AMENDMENT 6/23/66 31 F.R. 5824 (Changed); 7/21/66 31 F. R. 7610 (Rewritten)

V-262 Fort Peoria, Ill., 12 AGL Bradford, Ill.; 12 AGL Joliet, Ill; 12 AGL Kedzie, Ill., RBN.

AMENDMENTS 7/21/66 31 F.R. 7556 (Rewritten)

V-263 From Cimarron, N. Mex., 12 AGL via Tobe, Colo.; Lamar, Colo.; Hugo, Colo.; to Kiowa, Colo. From Pierre, S. Dak., to Aberdeen, S. Dak.

AMENDMENTS 6/23/66 31 F.R. 6484 (Changed)

PENDING AMENDMENT

In V-263 "From Pierre, S. Dak., to Aberdeen, S. Dak.: is deleted and "From Pierre, S. Dak., 12 AGL Aberdeen, S. Dak." is substituted therefor.

AMENDMENTS 2/2/67 31 F. R. 15796 (Changed)

V-264 From Los Angeles, Calif., via INT of Los Angeles 061° and Pomona, Calif., 269° radials; Pomoma (6 miles wide from INT of Los Angeles 061° and Pomona 269° radials to Pomona); Twentynine Palms, Calif., including an S alternate from Los Angeles to Twentynine Palms via Ontario, Calif., Palm Springs, Calif.; Parker, Calif. Prescott, Ariz.; St. Johns, Ariz., 29 mi. 12 AGL, 51 mi. 115 MSL, 12 AGL Socorro, N. Mex.; 12 AGL Corona, N. Mex.; 15 miles 12 AGL, 35 miles 105 MSL, 12 AGL Tucumcari, N. Mex.

AMENDMENTS 6/23/66 31 F.R. 6484 (Changed); 11/10/66 31 F. R. 11716 (Changed)

PENDING AMENDMENT

In V-264 all before "12 AGL Socorro, N. Mex.;" is deleted and "From Los Angeles, Calif., 12 AGL INT Los Angeles 061° and Pomona, Calif., 269° radials; 6 miles wide, 12 AGL Pomona; 12 AGL Twentynine Palms, Calif., including a 12 AGL S alternate from Los Angeles to Twentynine Palms via Ontario, Calif., and Palm Springs, Calif.; 17 miles 12 AGL, 28 miles 55 MSL, 12 AGL Parker, Calif.; 35 miles 12 AGL, 60 miles 95 MSL, 12 AGL Prescott, Ariz.; 50 miles 12 AGL, 98 miles 115 MSL, 12 AGL St. Johns, Ariz.; 29 miles 12 AGL, 51 miles 115 MSL," is substituted therefor.

AMENDMENTS 3/2/67 32 F. R. 47 (Changed)

V-265 From INT Nottingham, Md., 271° and Westminster, Md., 179° radials; 12 AGL Westminster; 12 AGL INT Westminster 346° and Harrisburg, Pa., 196° radials; 12 AGL Harrisburg; 12 AGL Phillipsburg, Pa.; 12 AGL Keating, N. Y.;
12 AGL Bradford, Pa.; 12 AGL Jamestown, N. Y.; 12 AGL Dunkirk, N. Y.

AMENDMENT 3/31/66 31 F. R. 1144 (Changed); 6/23/66 31 F. R. 6487 (Changed)
AMENDMENTS 7/21/66 31 F.R. 7610 (Changed)

V-266 From Hickory, N. C., 12 AGL South Boston, Va.; 12 AGL Lawrenceville, Va.; 12 AGL Franklin, Va.; 12 AGL Norfolk, Va.

AMENDMENTS 7/21/66 31 F.R. 7610 (Rewritten); 11/10/66 31 F. R. 11286 (Changed)

V-267 From Biscayne Bay, Fla., 12 AGL Miami, Fla.; 12 AGL Pahokee, Fla., including a 12 AGL E alternate from Biscayne Bay to Pahokee via INT Biscayne Bay 346° and Pahokee 143° radials; 12 AGL Orlando, Fla.; 12 AGL Jacksonville, Fla., including a 12 AGL E alternate from Orlando to INT Daytona Beach, Fla., 308° and Jacksonville 174° radials via Daytona Beach; 12 AGL INT Jacksonville 334° and Dublin, Ga., 137° radials; 12 AGL Dublin; 12 AGL Norcross, Ga.; 12 AGL Harris, Ga.; 12 AGL Knoxville, Tenn.

AMENDMENT 4/28/66 31 F. R. 3230 (Changed); 10/13/66 31 F. R. 10516 (Changed)
AMENDMENTS 11/10/66 31 F. R. 11286 (Changed); 12/8/66 31 F. R. 13314 (Changed)

V-268 From INT Grantsville, Md., 086° and Martinsburg, W. Va., 297° radials; 12 AGL Hagerstown, Md.; 12 AGL Westminster, Md.; 12 AGL Baltimore, Md.; 12 AGL INT Baltimore 094° and Kenton, Del., 262° radials; 12 AGL Kenton; 12 AGL INT Kenton 086° and Sea Isle, N. J., 049° radials. The airspace within R-4001 is excluded.

AMENDMENTS 7/21/66 31 F.R. 7279 (Changed); 7/21/66 31 F. R. 7610 (Rewritten)

V-269 From Ely, Nev., 125 MSL to INT Ely 007° and Bonneville, Utah, 272° radials. From Wells, Nev., via Twin Falls, Idaho; 12 AGL, Burley, Idaho; 12 AGL Pocatello, Idaho.

V-270 From Erie, Pa., 12 AGL Jamestown, N. Y.; 12 AGL Wellsville N. Y.; 12 AGL Elmira, N. Y.; 12 AGL Binghamton, N. Y.; 12 AGL DeLancey, N. Y.; 12 AGL Chester, Mass.

AMENDMENTS 6/23/66 31 F.R. 6487 (Rewritten); 9/15/66 31 F. R. 10026 (Changed)

V-271 From Kenton, Del., 12 AGL Woodstown, N. J.; 12 AGL INT Philadelphia, Pa., International Airport ILS localizer 256° course and West Chester, Pa., 120° radial; 12 AGL West Chester.

AMENDMENT 7/21/66 31 F.R. 7279 (Rewritten)

V-272 From Dalhart, Tex., 12 AGL via Borger, Tex.; 12 AGL Sayre, Okla.; 12 AGL Oklahoma City, Okla., including a 12 AGL N alternate via INT Sayre 070° and Oklahoma City 282° radials and also a 12 AGL S alternate via INT Sayre 101° and Oklahoma City 242° radials; 12 AGL INT Oklahoma City 107° and McAlester, Okla., 292° radials; 12 AGL McAlester.

AMENDMENTS 6/23/66 31 F.R 6484 (Rewritten)

V-273 From INT Sparta, N. J., 194° and Stillwater, N. J., 110° radials; 12 AGL Stillwater; 12 AGL Hancock, N. Y.; 12 AGL Georgetown, N. Y.; 6 mi. wide, 12 AGL Syracuse, N. Y.

AMENDMENTS 6/23/66 31 F.R. 6487 (Rewritten)

V-274 From Pullman, Mich., 12 AGL Grand Rapids, Mich.; 12 AGL Saginaw, Mich.

AMENDMENTS 7/21/66 31 F.R. 7556 (Rewritten)

V-275 From Cincinnati, Ohio, 12 AGL INT Cincinnati 006° and Dayton, Ohio, 207° radials; 12 AGL Dayton, including a 12 AGL W alternate from Cincinnati to Dayton via INT Cincinnati 336° and Richmond, Ind., 190° radials, and Richmond; 12 AGL INT Dayton 011° and Salem, Mich., 197° radials; 12 AGL Salem.

AMENDMENT 5/26/66 31 F.R. 5287 (Changed); 7/21/66 31 F. R. 7171 (Changed)

V-276 From Briggs, Ohio, 12 AGL Ellwood City, Pa.; 12 AGL Tyrone, Pa.; 12 AGL INT Tyrone 096° and Ravine, Pa., 279° radials; 12 AGL Ravine; 12 AGL Yardley, Pa.; 12 AGL Robbinsville, N. J.; 12 AGL INT Hampton, N. Y., 223° and Kennedy, N Y., 159° radials. The airspace below 2,000 feet MSL outside the United States is excluded.

AMENDMENTS 6/23/66 31 F.R. 6487 (Changed); 7/21/66 31 F. R. 7279 (Changed)
AMENDMENTS 8/18/66 31 F.R. 8747 (Changed)

V-277 From Rosewood, Ohio, 12 AGL Fort Wayne, Ind.; 12 AGL Keeler, Mich.

AMENDMENTS 7/21/66 31 F.R. 7556 (Rewritten)

V-278 From Texico, N. Mex., 12 AGL via Plainview, Tex.; 12 AGL Guthrie, Tex.; 12 AGL Bridgeport, Tex.; 12 AGL Dallas, Tex.; 12 AGL Paris, Tex.; 12 AGL Texarkana, Ark.; 12 AGL Monticello, Ark.; 12 AGL Greenwood, Miss.; 12 AGL Columbus, Miss.; 12 AGL Birmingham, Ala., including a 12 AGL S alternate from Columbus to Birmingham via INT Columbus 082° and Tuscaloosa, Ala., 304° radials, and Tuscaloosa, excluding the airspace between the main and this alternate airway.

AMENDMENTS 3/31/66 31 F. R. 536 (Changed); 6/23/66 31 F. R. 6484 (Changed)
AMENDMENTS 8/18/66 31 F.R. 8046 (Changed); 11/10/66 31 F. R. 11286 (Changed)

V-279 From the Columbus, Ohio, RBN 12 AGL Findlay, Ohio.

AMENDMENTS 8/18/66 31 F.R. 8747 (Rewritten)

V-280 From El Paso, Tex., 12 AGL via INT El Paso 093° and Pinon, N. Mex., 219° radials; 12 AGL Pinon; 12 AGL Roswell, N. Mex.; 12 AGL INT Roswell 063° and Texico, N. Mex., 216° radials; 12 AGL Texico, including a 12 AGL S alternate via INT Roswell 080° and Texico 216° radials; 12 AGL INT Texico 021° and Amarillo, Tex., 267° radials; 12 AGL Amarillo. From Gage, Okla., 12 AGL Hutchinson, Kans.; 12 AGL INT Hutchinson 062° and Topeka, Kans., 236° radials; 12 AGL Topeka; 12 AGL INT Topeka 064° and Kansas City, Mo., 274° radials; 12 AGL Kansas City.

AMENDMENTS 6/23/66 31 F.R. 6484 (Changed) ; 7/21/66 31 F. R. 6582 (Changed)

V-281 From Redmond, Oreg., via Pendleton, Oreg., 12 AGL Walla Walla, Wash., including an east alternate 12 AGL via INT Pendleton 090° and Walla Walla 215° radials; 22 miles 12 AGL, 48 miles 45 MSL, 12 AGL to Spokane, Wash.

V-282 From Saranac Lake, N. Y., 12 AGL St. Eustache, Quebec, Canada. The airspace within Canada is excluded.

AMENDMENT 5/26/66 31 F.R. 5058 (Rewritten) ; 9/15/66 31 F. R. 10026 (Rewritten)

V-283 From Fresno, Calif., via Reno, Nev.; 40 miles 12 AGL, 7 miles 115 MSL, 87 miles 135 MSL, 12 AGL, Lakeview, Oreg.; Redmond, Oreg.; to Newberg, Oreg.

PENDING AMENDMENT

In V-283 "From Fresno, Calif., via Reno, Nev.;" is deleted and "From Fresno, Calif., 68 miles 12 AGL, 50 miles 131 MSL, 12 AGL Reno, Nev.;" is substituted therefor.

AMENDMENTS 3/2/67 32 F. R. 47 (Changed)

V-284 From Fort Stockton, Tex., 20 mi. 12 AGL, 87 mi. 60 MSL, 12 AGL San Angelo, Tex.

AMENDMENTS 6/23/66 31 F.R. 6484 (Rewritten)

V-285 From Indianapolis, Ind., 12 AGL Kokomo, Ind.; 12 AGL Goshen, Ind. From South Bend, Ind., 12 AGL Kalamazoo, Mich.; 12 AGL INT Kalamazoo 014° and Grand Rapids, Mich., 167° radials; 12 AGL Grand Rapids; 12 AGL White Cloud, Mich.

AMENDMENTS 7/21/66 31 F.R. 7556 (Rewritten)

V-286 From Linden, Va., 12 AGL Casanova, Va.; 12 AGL INT Herndon, Va., 202° and Brooke, Va., 300° radials; 12 AGL Brooke; 12 AGL Cape Charles, Va.

AMENDMENTS 7/21/66 31 F.R. 7610 (Rewritten)

V-287 From North Bend, Oreg., via Newberg, Oreg.; Portland, Oreg., including an E alternate via Newberg 069° and Portland 196° radials; Olympia, Wash.; INT of Olympia 010° and Seattle, Wash., 322° radials; INT of Seattle 322° and Port Angeles, Wash., 090° radials; Port Angeles; to Neah Bay, Wash., RBN. The airspace within R-6705 and Canada is excluded.

PENDING AMENDMENT

In V-287 "INT of Olympia 010° and Seattle, Wash., 322° radials; INT of Seattle 322° and Port Angeles, Wash., 090° radials;" is deleted and "INT of Olympia 010° and Seattle, Wash., 329° radials; INT of Seattle 329° and Port Angeles, Wash., 090° radials;" is substituted therefor.

AMENDMENTS 2/2/67 31 F. R. 15799 (Changed)

V-288 From Lucin, Utah, via INT of Fort Bridger, Wyo., 278° radial and Ogden, Utah, direct radial to Malad City, Idaho; to Fort Bridger.

V-289 From Beaumont, Tex., 12 AGL via INT Beaumont 334° and Lufkin, Tex., 160° radials; 12 AGL Lufkin, including a 12 AGL E alternate; 12 AGL INT Lufkin 355° and Gregg County, Tex., 181° radials; 12 AGL Gregg County; 12 AGL Texarkana, Ark.; 12 AGL Fort Smith, Ark.

AMENDMENTS 6/23/66 31 F.R. 6484 (Rewritten)

V-290 From Rainelle, W. Va., 12 AGL Montebello, Va.; 12 AGL Flat Rock, Va. From Franklin, Va., 12 AGL Elizabety City, N. C.

AMENDMENTS 7/21/66 31 F.R. 7610 (Rewritten)

V-291 From Grants, N. Mex., 12 AGL via Gallup, N. Mex.; 12 AGL Winslow, Ariz.; 12 AGL Flagstaff, Ariz., including a 12 AGL N alternate from Winslow to Flagstaff via INT Winslow 292° and Flagstaff 063° radials.

AMENDMENT 3/31/66 31 F. R. 2717 (Rewritten) ; 6/23/66 31 F. R. 6484 (Rewritten)
AMENDMENTS 12/8/66 31 F. R. 13421 (Changed)

V-292 From INT Sparta, N. J., 194° and Stillwater, N. J., 110° radials; 12 AGL Sparta; 12 AGL INT Sparta 082° and Carmel, N. Y., 232° radials; 12 AGL Carmel; 12 AGL Hartford, Conn.; 12 AGL Putnam, Conn.; 12 AGL INT Putnam 043° and Boston, Mass., 256° radials; 12 AGL Boston.

AMENDMENTS 7/21/66 31 F.R. 7279 (Changed); 9/15 66 31 F. R. 10026 (Changed)

V-293 From Ely, Nev., to Elko, Nev., excluding that airspace below 12,500 feet MSL.
PENDING AMENDMENT
V-293 From Ely, Nev., 125 MSL Elko, Nev. From Twin Falls, Idaho, 37 miles 12 AGL, 33 miles, 87 MSL, 76 miles 113 MSL, 99 MSL McCall, Idaho.

AMENDMENTS 2/2/67 31 F. R 15531 (Rewritten)

V-294 From Des Moines, Iowa, 12 AGL INT Des Moines 086° and Cedar Rapids, Iowa, 238° radials; 12 AGL Cedar Rapids.

AMENDMENTS 7/21/66 31 F.R. 7556 (Rewritten)

V-295 From Biscayne Bay, Fla., 12 AGL INT Biscayne Bay 021° and Vero Beach, Fla., 143° radials; 12 AGL Vero Beach, 12 AGL INT Vero Beach, 296° and Orlando, Fla., 161° radials; 12 AGL Orlando, including a 12 AGL E alternate from Vero Beach to Orlando via INT Vero Beach 341° and Orlando 099° radials; 12 AGL INT Orlando 283° and Cross City, Fla., 150° radials; 12 AGL Cross City. The portion outside the United States has no upper limit.

AMENDMENT 12/8/66 31 F.R. 13314 (Rewritten)

V-296 From Asheville, N. C., 12 AGL Fort Mill, S. C.

AMENDMENTS 11/10/66 31 F. R. 11286 (Rewritten)

V-297 From Johnstown, Pa., 12 AGL Ellwood City, Pa.; 12 AGL Akron, Ohio; 12 AGL Strongsville, Ohio; 12 AGL INT Strongsville
304° and Carleton, Mich., 116° radials; 12 AGL Carleton. The airspace within Canada is excluded.

AMENDMENT 5/26/66 31 F.R. 5287 (Changed) ; 8/18/66 31 F. R. 8747 (Changed)

V-298 From Pendleton, Oreg., 74 miles 12 AGL, 43 miles 115 MSL, 99 MSL via McCall, Idaho; 41 mi. 99 MSL, 89 mi. 145 MSL, 12 AGL Dubois, Idaho; 68 mi. 12 AGL, 130 MSL Dunoir, Wyo.; 62 miles 135 MSL, 12 AGL Boysen Reservoir, Wyo.; 9 miles 12 AGL, 34 miles 105 MSL, 12 AGL Casper, Wyo., including a south alternate from Dunoir 43 miles 130 MSL, 15 miles 110 MSL, 12 AGL via Riverton, Wyo., 19 miles 12 AGL, 48 miles 77 MSL, 12 AGL to Casper, excluding the airspace between the main and this south alternate.

V-299 From Los Angeles, Calif., via INT of Los Angeles 291° and Fillmore, Calif., 163° radials; Fillmore; to Gorman, Calif. The portion outside the United States has no upper limit.
PENDING AMENDMENT
V-299 From Los Angeles, Calif., 12 AGL INT Los Angeles 291° and Fillmore, Calif., 163° radials; 12 AGL Fillmore; 12 AGL Gorman, Calif. The portion outside the United States has no upper limit.

AMENDMENTS 3/2/67 32 F. R. 47 (Rewritten)

V-300 From Victoria, British Columbia, Canada, RR to Vancouver, British Columbia, Canada. From Lakehead, Ont., via Whitefish, Mich.; Sault Ste. Marie, Mich., including an N alternate via INT of Whitefish 084° and Sault Ste. Marie 328° radials; to Wiarton, Ont., Canada, including an N alternate. From Sherbrooke, Quebec, Canada, 86 miles 52 MSL, 12 AGL Millinocket, Maine; 12 AGL Fredericton, New Brunswick, Canada. The airspace within Canada is excluded.

AMENDMENTS 9/15/66 31 F.R. 10026 (Changed)
PENDING AMENDMENT
In V-300 all between "Vancouver, British Columbia, Canada." and "From Sherbrook," is deleted and "From Lakehead, Ontario, Canada, 27 miles, 12 AGL, 165 miles, 50 MSL, 12 AGL Whitefish, Mich.; 12 AGL Sault Ste. Marie, Mich., including a 12 AGL N alternate via INT Whitefish 084° and Sault Ste. Marie 328° radials; 12 AGL Wiarton, Ontario, Canada, including a 12 AGL N alternate." is substituted therefor.
AMENDMENTS 2/2/67 31 F. R. 15796 (Changed)

V-301 From Point Reyes, Calif., via Santa Rosa, Calif.; to Williams, Calif.
PENDING AMENDMENT
V-301 From Point Reyes, Calif., 12 AGL Santa Rosa, Calif.; 12 AGL Williams, Calif.

AMENDMENTS 3/2/67 32 F. R. 47 (Rewritten)

V-302 From Augusta, Maine, 12 AGL INT Augusta 123° and Bangor, Maine, 192° radials.

AMENDMENTS 9/15/66 31 F.R. 10026 (Rewritten)

V-303 From Hot Springs, Ark., 12 AGL Fort Smith, Ark.

AMENDMENT 5/26/66 31 F.R. 4839 (Changed); 6/23/66 31 F. R. 6484 (Rewritten)

V-304 From Amarillo, Tex., 12 AGL via Borger, Tex.; 12 AGL Liberal, Kans. including a 12 AGL W alternate via INT Borger 354° and Liberal 234° radials.

AMENDMENTS 6/23/66 31 F.R. 6484 (Rewritten)

V-305 From El Dorado, Ark., 12 AGL Little Rock, Ark.

AMENDMENTS 6/23/66 31 F.R. 6484 (Rewritten)

V-306 From Austin, Tex., 12 AGL via Navasota, Tex.; 12 AGL Daisetta, Tex.

AMENDMENTS 6/23/66 31 F.R. 6484 (Rewritten)

V-308 From INT Linden, Va., 273° and Casanova, Va., 284° radials, 12 AGL Casanva; 12 AGL INT Casanova 076° and Nottingham, Md., 271° radials; 12 AGL Nottingham; 12 AGL Kenton, Del.; 12 AGL INT Kenton 086° and Sea Isle, N. J., 049° radials; 12 AGL INT Sea Isle, 049° and Hampton, N. Y., 223° radials; 12 AGL Hampton; 12 AGL INT Hampton 059° and Norwich, Conn., 177° radials; 12 AGL Norwich; 12 AGL Putnam, Conn.; 12 AGL INT Putnam 043° and Boston, Mass., 256° radials; 12 AGL Boston. The airspace below 2,000 feet MSL that lies outside the United States and the airspace below 3,000 feet MSL between Kennedy, N. Y., 087° and 141° radials is excluded.

AMENDMENTS 2/3/66 30 F. R. 14919 (Changed); 7/21/66 31 F.R. 7279 (Changed); 7/21/66 31 F.R. 7610 (Changed)
AMDNEMENTS 9/15/66 31 F.R. 10026 (Changed)

V-309 From Charleston, W. Va., to Allegheny, Pa.

V-310 From Louisville, Ky., 12 AGL London, Ky.; 12 AGL Holston Mountain, Tenn.; 12 AGL INT Holston Mountain 104° and Greensboro, N. C., 280° radials; 12 AGL Greensboro. From Rocky Mount, N. C., 12 AGL Elizabeth City, N. C.

AMENDMENTS 8/18/66 31 F.R. 8747 (Changed); 10/13/66 31 F. R. 10516 (Changed)
AMENDMENTS 11/10/66 31 F. R. 11286 (Changed)

V-311 From Norcross, Ga., 12 AGL INT Norcross 055° and Anderson, S. C., 267° radials; 12 AGL Anderson; 12 AGL Greenwood, S. C.; 12 AGL Columbia, S. C.

AMENDMENTS 7/21/66 31 F.R. 7507 (Added); 11/10/66 31 F. R. 11286 (Rewritten)

V-312 From Coyle, N. J., 12 AGL INT Hampton, N. Y., 223° and Kennedy, N. Y., 159° radials. The airspace below 2,000 feet MSL outside the United States is excluded.

AMENDMENTS 7/21/66 31 F.R. 7279 (Rewritten)

V-313 From Malden, Mo., 12 AGL Cape Girardeau, Mo.; 12 AGL Centralia, Ill., including a 12 AGL E alternate from Cape Girardeau to Centralia via Marion, Ill.; 12 AGL Decatur, Ill.; 12 AGL Pontiac, Ill.

AMENDMENT 3/31/66 31 F. R. 2473 (Added); 7/21/66 31 F.R. 6582 (Rewritten)

V-314 From Quebec, Province of Quebec, Canada, 99 miles 55 MSL, 12 AGL Millinocket, Maine; 12 AGL Princeton, Maine; 12 AGL St. John, New Brunswick, Canada. The airspace within Canada is excluded.

AMENDMENTS 9/15/66 31 F.R. 10026 (Rewritten)

V-315 From Paris, Tex., 12 AGL Page, Okla.

AMENDMENTS 6/23/66 31 F.R. 6484 (Rewritten)

V-316 From Sault Ste. Marie, Mich., to Sudbury, Ontario, Canada. The airspace within Canada is excluded.
PENDING AMENDMENT
In V-316 "to Sudbury," is deleted and "12 AGL Sudbury," is substituted therefor.
AMENDMENTS 2/2/67 31 F. R. 15796 (Changed)

V-318 From Quebec, Province of Quebec, Canada, 81 miles 65 MSL, 26 miles 85 MSL, 12 AGL Houlton, Maine. The airspace within Canada is excluded.

AMENDMENTS 9/15/66 31 F.R. 10026 (Rewritten)

V-320 From Peck, Mich., 12 AGL Toronto, Ont., Canada. The airspace within Canada is excluded.

AMENDMENTS 7/21/66 31 F.R. 7556 (rewritten)

V-321 From Atlanta, Ga., 12 AGL INT Atlanta 264° and Gadsden, Ala., 130° radials; 12 AGL Gadsden; 12 AGL INT Gadsden 333° and Huntsville, Ala., 149° radials; 12 AGL Huntsville.

AMENDMENTS 7/21/66 31 F. R. 6960 (Added); 11/10/66 31 F. R. 11286 (Rewritten)

V-322 From INT Sherbrooke, Quebec, Canada, 150° and Montpelier, Vt., 069° radials; 12 AGL Sherbrooke. The airspace within Canada is excluded.

AMENDMENTS 9/15/66 31 F.R. 10026 (Rewritten)

V-325 From Gadsden, Ala., 12 AGL Muscle Shoals, Ala., including a 12 AGL E alternate via INT Gadsden 318° and Decatur, Ala., 130° radials, and Decatur.

AMENDMENTS 7/21/66 31 F. R. 6960 (Added); 11/10/66 31 F. R. 11286 (Rewritten)

V-326 From Fillmore, Calif., 1,200 feet AGL via INT of Fillmore 163° and Van Nuys, Calif., 270° radials; 1,200 feet AGL to Van Nuys, Calif.

AMENDMENT 3/31/66 31 F. R. 2423 (Added)

V-327 From Phoenix, Ariz., 12 AGL via INT of Phoenix 004° and Flagstaff, Ariz., 187° radials; 12 AGL Flagstaff.

AMENDMENT 12/8/66 31 F.R. 13421 (Added)

V-328 From Jackson, Wyo., 12 AGL, Dubois, Idaho.

AMENDMENT 5/26/66 31 F.R. 5686 (Added)

V-330 From Jackson, Wyo., 12 AGL, Idaho Falls, Idaho.

AMENDMENT 5/26/66 31 F.R. 5686 (added)

V-332 From Bradford, Ill., 12 AGL Peotone, Ill.; 12 AGL Knox, Ind.; 12 AGL South Bend, Ind.

AMENDMENTS 7/21/66 31 F.R. 7560 (Added)

V-335 From Maryland Heights, Mo., 12 AGL Marion, Ill.

AMENDMENT 3/31/66 31 F. R. 2473 (Added); 7/21/66 31 F.R. 6582 (Rewritten)

V-421 From Zuni, N. Mex., 12 AGL via Gallup, N. Mex.; 12 AGL Farmington, N. Mex.; 12 AGL Durango, Colo.; 12 AGL Gunnison, Colo.

AMENDMENTS 3/31/66 31 F. R. 2717 (Changed); 6/23/66 31 F. R. 6484 (Rewritten)

V-422 From Chicago Heights, Ill., 12 AGL INT Chicago Heights 117° and Knox, Ind., 276° radials; 12 AGL Knox; 12 AGL Wolflake, Ind.; 12 AGL INT Wolflake 096° and Findlay, Ohio, 289° radials; 12 AGL Findlay.

AMENDMENTS 7/21/66 31 F. R. 7171 (Changed); 7/21/66 31 F.R. 7556 (Changed)

V-423 From Williamsport, Pa., 12 AGL Binghamton, N. Y.; 12 AGL Ithaca, N. Y.; 12 AGL INT Ithaca 357° and Syracuse, N. Y., 210° radials; 12 AGL Syracuse.

AMENDMENTS 6/23/66 31 F.R. 6487 (Rewritten)

V-424 From Blue Springs, Mo., 12 AGL Marshall, Mo.; 12 AGL Macon, Mo.

AMENDMENTS 7/21/66 31 F. R. 6582 (Rewritten)

V-425 From Brookley, Ala., 12 AGL INT Boookley 357° and Mobile, Ala., 048° radials.

AMENDMENT 5/26/66 31 F.R. 5055 (Rewritten); 11/10/66 31 F. R. 11286 (Rewritten)

V-426 From Richwoods, Mo., 12 AGL, via St. Louis, Mo., 12 AGL to INT of St. Louis 062° radial and Troy, Ill., direct radial to Decatur, Ill.

AMENDMENTS 2/3/66 30 F. R. 15364 (Rewritten)

V-427 From Newcomerstown, Ohio, 12 AGL Briggs, Ohio.

AMENDMENTS 8/18/66 31 F.R. 8747 (Rewritten)

V-428 From Elmira, N. Y., 12 AGL Ithaca, N. Y.; 12 AGL Georgetown, N. Y.; 12 AGL Utica, N. Y.

AMENDMENTS 6/23/66 31 F.R. 6487 (Rewritten)

V-429 From Decatur, Ill., 12 AGL Champaign, Ill.; 12 AGL Roberts, Ill.; 12 AGL Joliet, Ill.; 12 AGL INT Joliet 008° and Naperville, Ill., 340° radials; 12 AGL INT Naperville 340° and Milwaukee, Wis., 198° radials; 12 AGL Milwaukee.

AMENDMENTS 7/21/66 31 F.R. 7556 (Rewritten)

V-430 From Williston, N. Dak., via Minot, N. Dak.; 35 miles, 7 miles wide (3 miles N and 4 miles S of centerline) 12 AGL INT Minot 097° and Devils Lake, N. Dak., 273° radials; 12 AGL Devils Lake; to Grand Forks, N. Dak. From Duluth, Minn., Ironwood, Mich.; Iron Mountain, Mich.; to Escanaba, Mich.

AMENDMENTS 3/3/66 30 F. R. 14424 (Rewritten); 3/3/66 30 F. R. 15321 (Rewritten); Corr: 31 F. R. 83; 31 F. R. 5823 (Corr: to 30 F. R. 14424);
AMENDMENTS 7/21/66 31 F.R. 8117 (Changed)
AMENDMENT 12/8/66 31 F.R. 13315 (Changed); Corr. 31 F.R. 14261
PENDING AMENDMENT
In V-430 all after "12 AGL Devils Lake;" is deleted and "12 AGL Grand Forks, N. Dak. From Duluth, Minn., 12 AGL Ironwood, Mich.; 12 AGL Iron Mountain, Mich.; 12 AGL Escanaba, Mich.,: is substituted therefor.
AMENDMENTS 2/2/67 31 F. R. 15796 (Changed)
PENDING AMENDMENT
In V-430 "From Williston, N. Dak., via Minot, N. Dak.;" is deleted and "From Williston, N. Dak., 12 AGL Minot, N. Dak.;" is substituted therefor. 3/2/67 31 F. R. 16200 (Changed)

V-431 From Boston, Mass., 12 AGL INT Boston 015° and Gardner, Mass., 097° radials; 12 AGL Gardner. From Keene, N. H., 12 AGL Glens Falls, N. Y.; 12 AGL INT Glens Falls 286° and Albany, N.Y., 350° radials.

AMENDMENT 5/26/66 31 F.R. 5057 (Changed); Corr: 31 F. R. 7031; 5/26/66 31 F. R. 5058 (Changed)
AMENDMENTS 9/15/66 31 F.R. 10026 (Rewritten)

V-432 From Thermal, Calif., to Parker, Calif.
PENDING AMENDMENT
V-432 From Thermal, Calif., 12 AGL Parker, Calif.

AMENDMENTS 3/2/67 32 F. R. 47 (Rewritten)

V-433 From Washington, D. C., 12 AGL INT Baltimore, Md., 223° and Kenton, Del., 262° radials; 12 AGL INT Kenton 262° and New Castle, Del., 222° radials; 12 AGL New Castle; 12 AGL Yardley, Pa.; 12 AGL INT Yardley 059° and
La Guardia, N. Y., 231° radials; 12 AGL La Guardia; 12 AGL INT La Guardia 059° and Carmel, N. Y., 127° radials; 12 AGL Bridgeport, Conn.; 12 AGL INT Bridgeport 005° and Hartford, Conn., 280 radials.

AMENDMENTS 7/21/66 31 F.R. 7279 (Changed) ; 7/21/66 31 F. R. 7610 (Changed)

V-434 From Ottumwa, Iowa, 12 AGL Moline, Ill.; 12 AGL Peoria, Ill.

AMENDMENTS 7/21/66 31 F.R. 7556 (Rewritten)

V-435 From Rosewood, Ohio, 12 AGL Attica, Ohio.

AMENDMENTS 8/18/66 31 F.R. 8747 (Rewritten)

V-437 From Daytona Beach, Fla., 37 miles 12 AGL, 76 miles 75 MSL, 12 AGL Savannah, Ga.; 45 MSL Charleston, S.C.; 12 AGL Florence, S. C., including a 12 AGL E alternate via INT Charleston 029° and Florence 178° radials.

AMENDMENTS 10/13/66 31 F.R. 10516 (Rewritten)

V-439 From Dickinson, N. Dak., to Williston, N. Dak.
PENDING AMENDMENT
V-439 From Dickinson, N. Dak., 13 miles, 12 AGL, 62 miles, 40 MSL, 12 AGL Williston, N. Dak.

AMENDMENTS 3/2/67 31 F. R. 16200 (Rewritten)

V-441 From St. Petersburg, Fla., 12 AGL INT St. Petersburg 010° and Ocala, Fla., 213° radials; 12 AGL Ocala, including a 12 AGL E alternate via INT St. Petersburg 040° and Ocala 171° radials.

AMENDMENT 12/8/66 31 F.R. 13314 (Rewritten)

V-442 From Hector, Calif., via INT of Needles, Calif., 272° and Goffs, Calif., 163° radials; INT of Goffs 163° and Parker, Calif., 333° radials; to Parker.
PENDING AMENDMENT
V-442 From Hector, Calif., 12 miles 12 AGL, 38 miles 85 MSL, 14 miles 75 MSL, 12 AGL INT Needles, Calif., 272° and Goffs, Calif., 163° radials; 12 AGL INT Goffs 163° and Parker, Calif., 333° radials; 12 AGL Parker.

AMENDMENTS 3/2/67 32 F. R. 47 (Rewritten)

V-443 From Bellaire, Ohio, 12 AGL Newcomerstown, Ohio, 12 AGL Tiverton, Ohio; 12 AGL Cleveland, Ohio, including a 12 AGL E alternate via INT Tiverton 017° and Cleveland 138° radials; 12 AGL INT Cleveland 049° and Aylmer, Ont., Canada, 205° radials; 12 AGL Aylmer. This airspace within Canada is excluded.

AMENDMENTS 8/18/66 31 F.R. 8747 (Rewritten)

V-445 From La Guardia, N. Y., 12 AGL INT La Guardia 034° and Hartford, Conn., 245° radials.

AMENDMENTS 7/21/66 31 F.R. 7279 (Rewritten)

V-446 From Troy, Ill., 12 AGL INT Troy 099° and Centralia, Ill., 056° radials; 12 AGL Samsville, Ill.

AMENDMENTS 7/21/66 31 F. R. 6582 (Rewritten)

V-447 From Montpelier, Vt., 12 AGL INT Montpelier 020° and Sherbrooke, Quebec, Canada, 217° radials; 12 AGL Sherbrooke. The airspace within Canada is excluded.

AMENDMENTS 9/15/66 31 F.R. 10026 (Rewritten)

V-448 From Portland, Oreg., via Yakima, Wash., including an S alternate; 12 AGL to Ephrata, Wash.

AMENDMENTS 9/15/66 31 F.R. 10024 (Changed)

V-449 From Delancey, N. Y., 12 AGL Rockdale, N. Y.; 12 AGL INT Rockdale 348° and Utica, N. Y., 280 radials.

AMENDMENTS 6/23/66 31 F.R. 6487 (Rewritten)

V-450 From Muskegon, Mich., 12 AGL Green Bay, Wis.

AMENDMENTS 7/21/66 31 F.R. 7556 (Rewritten)

V-451 From INT Whitman, Mass., 177° and Providence, R.I., 118° radials, 12 AGL Whitman; 12 AGL Boston, Mass.

AMENDMENTS 9/15/66 31 F. R. 10026 (Rewritten): Corr: 31 F. R. 10631

V-454 From Monroeville, Ala., 12 AGL INT Monroeville 073° and Eufaula, Ala., 258° radials; 12 AGL INT Eufaula 258° and Columbus, Ga., 219° radials; 12 AGL Columbus; 12 AGL INT Columbus 019° and Atlanta, Ga., 233° radials; 12 AGL Atlanta; 12 AGL Rex, Ga.; 12 AGL INT Rex 090° and Greenwood, S. C., 240° radials; 12 AGL Greenwood; 12 AGL INT Greenwood 060° and Fort Mill, S. C. 227° radials; 12 AGL Fort Mill; 12 AGL Liberty, N. C.; 12 AGL Lawrenceville, Va.; 12 AGL Hopewell, Va.

AMENDMENT 5/26/66 31 F.R. 5055 (Changed); 7/21/66 31 F.R. 7507 (Changed); 7/21/66 31 F.R. 7610 (Changed)
AMENDMENTS 11/10/66 31 F. R. 11286 (Rewritten)

V-455 From New Orleans, La., 12 AGL via Picayune, Miss.; 12 AGL Hattiesburg, Miss., including a 12 AGL E alternate from New Orleans to Hattiesburg via INT New Orleans 070° and Gulfport, Miss., 247° radials, Gulfport, INT Gulfport 344° and Hattiesburg 171° radials, and also a 12 AGL W alternate from New Orleans to Hattiesburg via INT New Orleans 357° and Hattiesburg 221° radials; 6 mi. wide, 12 AGL Meridian, including a 12 AGL W alternate via INT Hattiesburg 010° and Meridian 230° radials.

AMENDMENTS 6/23/66 31 F.R. 6484 (Rewritten); 8/18/66 31 F. R. 8046 (Changed)

V-457 From Norwich, Cann., 12 AGL Providence, R. I.; 12 AGL INT Providence 013° and Boston, Mass., 223° radials; 12 AGL Boston.

AMENDMENTS 2/3/66 30 F. R. 14919 (Rewritten); 9/15/66 31 F. R. 10026 (Rewritten)

V-458 From Julian, Calif., via INT of Julian 130° and Imperial, Calif. 272° radials; to Imperial.
PENDING AMENDMENT
V-458 From Julian, Calif., 12 AGL INT Julian 130° and Imperial, Calif., 272° radials; 12 AGL Imperial.

AMENDMENTS 3/2/67 32 F. R. 47 (Rewritten)

V-459 From Long Beach, Calif., via Lake Hughes, Calif., Porterville, Calif.; Friant, Calif.; INT of Friant 319° and Linden, Calif., 124° radials; to Linden.
PENDING AMENDMENT
In V-459 all after "Friant, Calif.;" is deleted and "12 AGL INT Friant 319° and Linden, Calif., 124° radials; 12 AGL Linden." is substituted therefor.
AMENDMENTS 3/2/67 32 F. R. 47 (Changed)
PENDING AMENDMENT
In V-459 all before "INT Friant 319°" is deleted and "From Long Beach, Calif., 12 AGL Lake Hughes, Calif.; 12 AGL Porterville, Calif., 12 AGL Friant, Calif.;" is substituted therefor.
AMENDMENTS 3/2/67 32 F. R. 47 (Changed)

V-460 From Julian, Calif., via INT of Julian 055° and Blythe, Calif., 272° radials; to Blythe.
PENDING AMENDMENT
V-460 From Julian, Calif., 12 AGL INT Julian 055° and Blythe, Calif., 272° radials; 12 AGL Blythe.

AMENDMENTS 3/2/67 32 F. R. 47 (Rewritten)

V-461 From Gila Bend, Ariz., to Buckeye, Ariz.
PENDING AMENDMENT
V-461 From Gila Bend, Ariz., 12 AGL Buckeye, Ariz.

AMENDMENTS 3/2/67 32 F. R. 47 (Rewritten)

V-462 From Bemidji, Minn., to Duluth, Minn. From Houghton, Mich., via Whitefish Mich., to Sault Ste. Marie, Mich. The airspace within Canada is excluded.
PENDING AMENDMENT
V-462 From Bemidji, Minn., 12 AGL Duluth, Minn. From Houghton, Mich., 10 miles, 12 AGL, 80 miles, 30 MSL, 44 miles, 25 MSL, 12 AGL Whitefish, Mich.; 12 AGL Sault Ste. Marie, Mich. The airspace within Canada is excluded.

AMENDMENTS 2/2/67 31 F. R. 15796 (Rewritten)

V-464 From Dunkirk, N. Y., 12 AGL Geneseo, N. Y.

AMENDMENTS 6/23/66 31 F.R. 6487 (Rewritten)

V-465 From Malad City, Idaho, 39 miles 12 AGL, 53 miles 124 MSL, 12 AGL Jackson, Wyo.; 12 AGL Dunoir, Wyo.; to Billings, Mont. From Miles City, Mont., to Williston, N. Dak., including an E alternate.

AMENDMENT 5/26/66 31 F.R. 5686 (Rewritten); Correction 31 F.R. 6264
PENDING AMENDMENT
In V-465 all after "12 AGL Dunoir, Wyo.;" is deleted and "14 miles, 12 AGL, 45 miles, 137 MSL, 12 AGL Billings, Mont. From Miles City, Mont., 12 AGL Williston, N. Dak., including a 12 AGL E alternate." is substituted therefor.
AMENDMENTS 3/2/67 31 F. R 16200 (Changed)

V-467 From La Guardia, N. Y., 12 AGL Madison, Conn.

AMENDMENTS 7/21/66 31 F.R. 7279 (Rewritten)

V-469 From Danville, Va., 12 AGL Lynchburg, Va.

AMENDMENTS 7/21/66 31 F.R. 7610 (Rewritten)

V-470 From Lakehead, Ont., Canada, via Houghton, Mich.; Marquette, Mich.; INT of Marquette 067° and Whitefish, Mich., 282° radials; to Whitefish. The airspace within Canada is excluded. The portion of this airway within R-4208 shall be used only after obtaining prior approval from appropriate authority.
PENDING AMENDMENT
V-470 From Lakehead, Ontario, Canada, 65 miles 26 MSL, 12 AGL Houghton, Mich.; 12 AGL Marquette, Mich.; 35 miles, 12 AGL, 20 miles, 25 MSL INT Marquette 067° and Whitefish, Mich., 282° radials; 44 miles, 25 MSL, 12 AGL Whitefish. The airspace within Canada is excluded.

AMENDMENTS 2/2/67 31 F. R. 15796 (Rewritten)

V-471 From INT Princeton, Maine, 208° and Bangor, Maine, 132° radials; 12 AGL Bangor; 12 AGL Millinocket, Maine; 12 AGL Houlton, Maine; 12 AGL INT Houlton 085° and the United States/ Canadian border.

AMENDMENTS 9/15/66 31 F.R. 10026 (Rewritten)

V-472 From Elizabeth City, N. C., 12 AGL via INT Elizabeth City 243° and Kinston, N. C., 029° radials; 12 AGL Kinston.

AMENDMENTS 6/24/65 30 F. R. 4670 (Rewritten); 3/31/66 31 F. R. 475 (Changed)
AMENDMENTS 10/13/66 31 F. R. 10516 (Rewritten)

V-474 From Bellaire, Ohio, 12 AGL Indian Head, Pa.; 12 AGL St. Thomas, Pa.; 12 AGL INT St. Thomas 088° and West Chester, Pa., 274° radials; 12 AGL West Chester; 12 AGL INT West Chester 095° and Woodstown, N. J., 043° radials.

AMENDMENTS 7/21/66 31 F.R. 7279 (Changed) ; 8/18/66 31 F. R. 8747 (Changed)

V-475 From Deer Park, N. Y., 12 AGL Madison, Conn.; 12 AGL Putnam, Conn., including a 12 AGL E alternate via Norwich, Conn.

AMENDMENTS 7/21/66 31 F.R. 7279 (Changed); 9/15/66 31 F. R. 10026 (Rewritten)

V-476 From Washington, D. C., 12 AGL Baltimore, Md.; 12 AGL Millville, N. J.

AMENDMENTS 7/21/66 31 F.R. 7610 (Rewritten)

V-477 From Houston, Tex., 12 AGL via Leona, Tex., including a 12 AGL E alternate via INT Houston 354° and Leona 143° radials and also a 12 AGL W alternate via INT Houston 314° and Leona 173° radials; 12 AGL INT Leona 338° and Dallas, Tex., 170° radials; 12 AGL Dallas, including a 12 AGL E alternate.

AMENDMENTS 6/23/66 31 F.R. 6484 (Rewritten)

V-478 From Falmouth, Ky., 12 AGL Newcombe, Ky.; 12 AGL Beckley, W. Va.

AMENDMENTS 8/18/66 31 F.R. 8747 (Rewritten)

V-479 From Northbrook, Ill., 12 AGL INT Northbrook 348° and Milwaukee, Wis., 161° radials; 12 AGL Milwaukee.

AMENDMENTS 7/21/66 31 F.R. 7556 (Rewritten)
PENDING AMENDMENT
In V-479 "Northbrook 348°" is deleted and "Northbrook 347°" is substituted therefor.
AMENDMENTS 2/2/67 32 F. R. 50 (Changed)

V-483 From Sparta, N. J., 12 AGL Huguenot, N. Y.; 12 AGL DeLancey, N. Y.; 12 AGL Rockdale, N. Y.; 12 AGL INT Rockdale 325° and Syracuse, N. Y., 100° radials; 12 AGL Syracuse.

AMENDMENTS 6/23/66 31 F.R. 8487 (Rewritten)

V-484 From Salt Lake City, Utah, via Myton, Utah; Grand Junction, Colo.; Gunnison, Colo., including an S alternate via INT of Grand Junction 129° and Gunnison 264° radials; INT of Gunnison 110° and Alamosa, Colo., 339° radials; to Alamosa.
PENDING AMENDMENT
In V-484 "From Salt Lake City, Utah, via" is deleted and "From Twin Falls, Idaho 49 miles 12 AGL, 34 miles 114 MSL, 12 AGL Salt Lake City, Utah;" is substituted therefor.
AMENDMENT 2/2/67 31 F.R. 15531 (Changed)

V-485 From Ventura, Calif., 6 miles wide to INT Ventura 331° and Fellows, Calif., 142° radials; thence Fellows; Priest, Calif.; 12 AGL INT of Priest 325° and San Jose, Calif., 137° radials; 12 AGL San Jose. The airspace within W-289
and R-2520, the airspace within R-2519 more than 3 statute miles W of the airway centerline and the airspace within
R-2519 below 5,000 feet MSL is excluded.

AMENDMENT 1/5/67 31 F.R. 14631 (Changed)
PENDING AMENDMENT
In V-485 all before "12 AGL INT Priest 325°" is deleted and "from Ventura, Calif., 6 miles wide, 12 AGL INT Ventura 331° and Fellows, Calif., 142° radials; 12 AGL Fellows; 12 AGL Priest, Calif.;" is substituted therefor.
AMENDMENTS 3/2/67 32 F. R. 47 (Changed)

V-487 From INT La Guardia, N. Y., 034° and Carmel, N. Y., 188° radials; 12 AGL Carmel; 12 AGL Poughkeepsie, N. Y.;
12 AGL Cambridge, N. Y.; 12 AGL INT Cambridge 002° and Glens Falls, N. Y., 032° radials; 12 AGL Burlington, Vt.; 12 AGL INT Burlington 359° and St. Johns, Quebec, Canada, 158° radials; 12 AGL St. Johns. The airspace within Canada is excluded.

AMENDMENTS 7/21/66 31 F.R. 7279 (Changed); 9/15/66 31 F. R. 10026 (Changed)

V-489 From INT Sparta, N. J., 194° and Stillwater, N. J., 110° radials; 12 AGL Sparta; 12 AGL Kingston, N. Y.; 12 AGL Albany, N. Y.; 12 AGL Glens Falls, N. Y.; 12 AGL Plattsburgh, N. Y.

AMENDMENTS 7/21/66 31 F.R. 7279 (Changed)
AMENDMENTS 9/15/66 31 F. R. 10026 (Rewritten); Corr: 31 F. R. 10631;

V-490 From Utica, N. Y., 12 AGL Cambridge, N. Y.; 12 AGL Manchester, N. H.; 12 AGL INT Manchester 117° and Boston, Mass., 015° radials.

AMENDMENTS 9/15/66 31 F.R. 10026 (Rewritten)

V-491 From Lafayette, Ind., 12 AGL INT Lafayette 313° and Peotone, Ill., 153° radials; 12 AGL Peotone.

AMENDMENTS 7/21/66 31 F.R. 7556 (Rewritten)

V-492 From St. Petersburg, Fla., 12 AGL La Belle, Fla.; 12 AGL Pahokee, Fla.; 12 AGL Palm Beach, Fla., including a 12 AGL S alternate from La Belle to Palm Beach via INT La Belle 112° and Palm Beach 252° radials, and also a 12 AGL N alternate from La Belle to Palm Beach via INT La Belle 043° and Palm Beach 314° radials.

AMENDMENTS 10/13/66 31 F. R. 10516 (Changed); 12/8/66 31 F. R. 13314 (Rewritten)

V-493 From Highway, Tenn., 12 AGL Lexington, Ky.; 12 AGL York, Ky.; 12 AGL Appleton, Ohio; 12 AGL Waterville, Ohio; 12 AGL Carleton, Mich.

AMENDMENT 5/26/66 31 F.R. 8287 (Changed); 8/18/66 31 F. R. 8747 (Rewritten)

V-494 From Ukiah, Calif., via INT Santa Rosa, Calif. 325° and Ukiah, Calif. 147° radials; Santa Rosa; Sacramento, Calif.; INT of Sacramento 038° and Lake Tahoe, Calif., 249° radials; Lake Tahoe; 12 AGL INT Lake Tahoe 078° and Hazen, Nev., 244° radials; 12 AGL, Hazen; 35 miles 12 AGL; Mount Moses, Nev.; Elko, Nev.; Wells, Nev.; to Malad City, Idaho. The airspace within R-4802 and R-4803 is excluded.
PENDING AMENDMENT
In V-494 all before "12 AGL INT Lake Tahoe 078°" is deleted and "From Ukiah, Calif., 12 AGL INT Ukiah 147° and Santa Rosa, Calif., 325° radials; 12 AGL Santa Rosa; 12 AGL Sacramento, Calif.; 12 AGL INT Sacramento 038° and Lake Tahoe, Calif., 249° radials; 12 AGL Lake Tahoe;" is substituted therefor.
AMENDMENTS 3/2/67 32 F. R. 47 (Changed)

V-496 From Utica, N. Y., 12 AGL Glens Falls, N. Y.

AMENDMENTS 9/15/66 31 F.R. 10026 (Rewritten)

V-497 From John Day, Oreg., to The Dalles, Oreg.

V-500 From Portland, Oreg., via Newberg, Oreg.; John Day, Oreg.; 30 mi. 12 AGL, 71 mi. 105 MSL, 12 AGL to Boise, Idaho.

V-501 From Martinsburg, W. Va., 12 AGL St. Thomas, Pa.; 12 AGL Philipsburg, Pa. From Wellsville, N.Y.; 12 AGL INT Elmira, N. Y., 357° and Geneseo, N.Y., 091° radials.

AMENDMENTS 6/23/66 31 F.R. 6487 (Rewritten); 7/21/66 31 F.R. 7610 (Changed)

V-502 From Louisville, Ky., 12 AGL Falmouth, Ky.

AMENDMENTS 8/18/66 31 F.R. 8747 (Rewritten)

V-503 From Goffs, Calif., to Beatty, Nev.
PENDING AMENDMENT
V-503 From Goffs, Calif., 84 miles 12 AGL, 105 MSL Beatty, Nev.

AMENDMENTS 3/2/67 32 F. R. 47 (Rewritten)

V-507 From Reno, Nev., 42 miles 12 AGL, 24 miles 115 MSL, 95 MSL Sod House, Nev.; 67 miles 95 MSL, 85 MSL Rome, Oreg.; 61 mi. 85 MSL, 12 AGL to Boise, Idaho.

AMENDMENTS 7/21/66 31 F.R. 7561 (Changed)

V-516 From Liberal, Kans., 12 AGL Anthony, Kans.; 12 AGL Ponca City, Okla.; 12 AGL Oswego, Kans.

AMENDMENTS 6/23/66 31 F.R. 6484 (Rewritten); 7/21/66 31 F. R. 6582 (Changed)

V-518 From Fillmore, Calif., 1,200 feet AGL via INT of Fillmore 102° and Ventura, Calif., 061° radials; 1,200 feet AGL via INT of Ventura 061° and Palmdale, Calif., 233° radials; 1,200 feet AGL to Palmdale, Calif.

AMENDMENT 3/31/66 31 F. R. 2423 (Rewritten)

V-520 12 AGL from INT Pendleton, Oreg. 310° and Pasco, Wash.; 262° radials, 12 AGL via Pasco, Wash.; 12 AGL Walla Walla, Wash.; 12 AGL to Lewiston, Idaho.

AMENDMENTS 7/15/66 31 F.R. 10023 (Correction)

V-524 From Laramie, Wyo., 12 AGL INT Laramie 069° and Scottsbluff, Nebr., 254° radials; 12 AGL Scottsbluff; to North Platte, Nebr.

AMENDMENTS 6/23/66 31 F. R. 6791 (Rewritten)

V-525 From Fayetteville, N. C., 41 miles 25 MSL, 12 AGL INT Fayetteville 098° and New Bern, N. C., 256° radials; 12 AGL New Bern. The airspace at and above 9,000 feet MSL is excluded.

AMENDMENTS 10/13/66 31 F.R. 10516 (Rewritten)

V-530 From Texico, N. Mex., 12 AGL Childress, Tex.

AMENDMENTS 6/23/66 31 F.R. 6484 (Rewritten)

V-536 From Walla Walla, Wash., 12 AGL Pullman, Wash.; 27 mi. 12 AGL, 85 MSL Mullan Pass, Idaho; Kalispell, Mont.; to Great Falls, Mont.

AMENDMETS 2/3/66 30 F. R. 14424 (Rewritten); 8/18/66 31 F. R. 6827 (Rewritten)
PENDING AMENDMENT
In V-536 "Kalispell, Mont.; to Great Falls, Mont.: is deleted and "5 miles, 12 AGL, 34 miles, 95 MSL, 12 AGL Kalispell, Mont.; 20 miles, 12 AGL, 41 miles, 115 MSL, 12 AGL Great Falls, Mont.: is substituted therefor.
AMENDMENTS 3/2/67 31 F. R. 16200 (Changed)

V-538 From Twentynine Palms, Calif., via INT of Twentynine Palms 043° and Goffs, Calif., 200° radials: Goffs to Las Vegas, Nev. The airspace within R-2501 is excluded.
PENDING AMENDMENT
V-538 From Twentynine Palms, Calif., 12 AGL INT Twentynine Palms 043° and Goffs, Calif., 200° radials; 23 miles 95 MSL, 21 miles 75 MSL, 12 AGL Goffs; 12 AGL Las Vegas, N. Nev. The airspace within R-2501 is excluded.

AMENDMENTS 3/2/67 32 F. R. 47 (Rewritten)

§71.125 Alaskan VOR Federal Airways.

V-307 From Sandspit, British Columbia, via Annette Island, Alaska; Biorka Island, Alaska; to Sisters Island, Alaska, excluding the airspace within Canada.

V-317 From the Ethelda Bay, British Columbia, RBN via Annette Island, Alaska; Level Island, Alaska; Sisters Island, Alaska; INT of Sisters Island 272° and Yakutat, Alaska, 139° radials; Yakutat; Hinchinbrook, Alaska; INT Hinchinbrook 286° and Anchorage, Alaska, 117° radial; to Anchorage, including an S alternate from Hinchinbrook to Anchorage via INT of Hinchinbrook 275° and Anchorage 130° radials, excluding the airspace below 2,000 feet MSL outside the United States and the airspace within Canada.

AMENDMENT 11/10/66 31 F.R. 12433 (Changed)

V-436 From King Salmon, Alaska, via INT of King Salmon 068° and Kenai, Alaska, 217° radials; Kenai, including an E alternate from INT of King Salmon 068° and Kenai 217° radials to Kenai via Homer; to Anchorage, Alaska.

V-438 From Kodiak, Alaska, via Homer, Alaska, including an W alternate; INT of Homer 027° and Anchorage, Alaska, 198° radials;
Anchorage; Talkeetna, Alaska, including a W alternate; Fairbanks, Alaska; to Fort Yukon, Alaska, including an E alternate. The airspace below 2,000 feet MSL outside the United States is excluded.

AMENDMENTS 11/10/66 31 F.R. 11745 (Changed)
PENDING AMENDMENT
In V-438 all between "Anchorage;" and "Fairbanks, Alaska;" is deleted and "Big Lake, Alaska;" is substituted therefor.
AMENDMENT 2/2/67 31 F.R. 15237 (Changed)

V-440 From Sandspit, British Columbia, via Biorka Island, Alaska; Yakutat, Alaska; Middleton Island, Alaska; Anchorage, Alaska, including
an S alternate from Middleton Island to Anchorage via INT
Middleton Island 298° and Anchorage 163° radials, excluding the airspace between the main and this alternate airway; McGrath, Alaska; Unalakleet, Alaska; to Nome, Alaska.
The airspace below 2,000 feet MSL outside the United States is excluded. The airspace within Canada is excluded.

AMENDMENTS 9/15/66 31 F.R. 9001 (Changed)
PENDING AMENDMENT
V-440 is amended by adding: "From Seattle, Wash., to Victoria, British Columbia." at the beginning of the text.
AMENDMENTS 2/2/67 31 F. R. 15799 (Changed)

V-444 From Bettles, Alaska, via Fairbanks, Alaska, including an S alternate from Bettles to Fairbanks via INT of Bettles 155° and Fairbanks 307° radials; Big Delta, Alaska; Northway, Alaska; to Burwash Landing, Yukon Territory, RR, excluding the portion within Canada.

AMENDMENTS 9/15/66 31 F.R. 9400 (Rewritten)

V-452 From Nome, Alaska, via Moses Point, Alaska, including an N alternate; Galena, Alaska, to Nenana, Alaska.

V-453 From King Salmon, Alaska, via Dillingham, Alaska, including an S alternate; INT Bethel, Alaska, 143° and Dillingham 308° radials; to Bethel.

V-456 From King Salmon, Alaska, to Anchorage, Alaska.

V-463 From Anchorage, Alaska, to INT of Anchorage 330° and Big Lake, Alaska, 294° radials.

AMENDMENT 5/26/66 31 F.R. 5285 (Changed)

V-480 From Bethel, Alaska, via McGrath, Alaska; Nenana, Alaska; to Fairbanks, Alaska.

V-488 From Galena, Alaska, via INT Galena 074° and Tanana, Alaska, 260° radials; Tanana, including an S alternate; to Fairbanks, Alaska.

V-498 From McGrath, Alaska, via Galena, Alaska, to Kotzebue, Alaska.

V-504 From Nenana, Alaska, to Bettles, Alaska.

V-506 From INT of Kodiak, Alaska, 107° radial and the NW boundary Anchorage Oceanic Control Area at latitude 57°28' N., longitude 150°32' W., via Kodiak; INT of Kodiak 332° and King Salmon, Alaska, 097° radials; King Salmon; Bethel, Alaska; Nome, Alaska; to Kotzebue, Alaska, excluding the airspace below 2,000 feet MSL outside the United States.

AMENDMENTS 11/10/66 31 F.R. 11745 (Rewritten); Corr: 31 F. R. 12678;

V-508 From Middleton Island, Alaska, to Kenai, Alaska. The airspace within W-533 is excluded.

V-510 From McGrath, Alaska, via INT of McGrath 123° and Big Lake, Alaska, 294° radials; to Big Lake.

AMENDMENT 5/26/66 31 F.R. 5285 (Changed) ; 9/15/66 31 F. R. 9001 (Changed)

§71.127 **Hawaiian VOR Federal Airways.**

V-1 HAWAII From INT of Upolu Point, Hawaii, 093° and Hilo, Hawaii, 334° radials via INT of Upolu Point, 093° and Hilo, 034° radials; to Hilo. The airspace below 1,200 feet AGL is excluded.

V-2 HAWAII From South Kauai, Hawaii, via Lihue, Hawaii; INT of Lihue 130° and Honolulu, Hawaii, 269° radials; Honolulu; INT of Honolulu 113° and Lanai, Hawaii, 304° radials; Lanai, including an S alternate; INT of Lanai 107° and Upolu Point, Hawaii, 305° radials; Upolu Point; INT of Upolu Point 093° and Hilo, Hawaii, 334° radials; Hilo; to INT Hilo 091° radial and the 022° bearing Pahoa, Hawaii, RBN. The airspace within R-3104 is excluded. The airspace below 1,200 feet AG is excluded.

V-4 HAWAII From INT of Lihue, Hawaii, 186° and Koko Head, Hawaii, 254° radials via Koko Head; to INT of Koko Head 065° and Upolu Point, Hawaii, 002° radials.
The airspace below 3,500 feet AG from the INT of Lihue 186° and Koko Head 254° radials to the INT of Koko Head 254° and South Kauai, Hawaii, 133° radials, and below 1,200 feet AG from the INT of Koko Head 254° and South Kauai 133° radials to the INT of Koko Head 065° and Molokai, Hawaii, 311° radials and below 2,500 feet AG from the INT of Koko Head 065° and Molokai 311° radials to the INT of Koko Head 065° and Upolu Point 002° radials is excluded.

V-5 HAWAII From Kona, Hawaii, to INT Kona 338° and Maui Hawaii, 179° radials, including a W alternate from Kona via INT of Kona 323° and Maui 179° radials to INT of Maui 179° and Kona 338° radials, excluding the airspace below 1,200 feet AGL.

AMENDMENTS 11/10/66 31 F.R. 12433 (Rewritten)

V-6 HAWAII From INT of Molokai, Hawaii 067° and Maui, Hawaii 331° radials via Maui; INT of Maui 080° and Hilo, Hawaii 334° radials; to Hilo. The airspace below 1,200 feet AG is excluded.

V-7 HAWAII From Lanai, Hawaii, to Molokai, Hawaii. The airspace below 1,200 feet AG is excluded.

V-8 HAWAII From INT of Honolulu, Hawaii, 179° and Molokai, Hawaii, 268° radials via Molokai; to INT of Molokai 067° and Upolu Point, Hawaii, 010° radials. The airspace below 1,200 feet AG from the INT of Honolulu 179° and Molokai 268° radials to the INT of Molokai 067° and Maui, Hawaii, 331° radials and below 2,500 feet AG from the INT of Molokai 067° and Maui 331° radials to the INT of Molokai 067° and Upolu Point 010° radials is excluded.

V-9 HAWAII From INT of Lanai, Hawaii, 224° and Honolulu, Hawaii, 179° radials to Honolulu. The airspace above Flight level 300 within W-321 (Area C) and the airspace below 1,200 feet AG is excluded.

V-10 HAWAII From Hilo, Hawaii, to INT of Hilo 051° and Upolu Point, Hawaii, 081° radials. The airspace below 1,200 feet above the surface from Hilo to the INT of the Hilo 051° and the Upolu Point 093° radials, and the airspace below 2,500 feet MSL from the INT of the Hilo 051° and the Upolu Point 093° radials to the INT of the Hilo 051° and the Upolu Point 081° radials, is excluded.

V-11 HAWAII From INT of Kona, Hawaii, 323° and Upolu Point, Hawaii, 211° radials via Upolu Point; to INT of Upolu Point 349° and Maui, Hawaii, 080° radials, excluding the airspace below 1,200 feet AGL.

AMENDMENTS 11/10/66 31 F.R. 12433 (Rewritten)

V-12 HAWAII From INT of Lihue, Hawaii, 195° and Honolulu, Hawaii, 269° radials via Honolulu; Koko Head, Hawaii; to INT of Koko Head 050° and Maui, Hawaii, 012° radials.
The airspace below 3,500 feet AG from the INT of Lihue 195° and Honolulu 269° radials to the INT of South Kauai, Hawaii, 133° and Honolulu 269° radials, and below 1,200 feet AG from the INT of South Kauai 133° and Honolulu 269° radials to the INT of Koko Head 050° and Molokai, Hawaii, 311° radials, and below 2,500 feet AG from the INT of Koko Head 050° and Molokai 311° radials to the INT of Koko Head 050° and Maui 012° radials is excluded.

V-13 HAWAII From Lihue, Hawaii, via INT of Lihue 145° and Honolulu, Hawaii, 269° radials; INT of South Kauai, Hawaii, 133° and Koko Head, Hawaii, 254° radials, to Koko Head. The airspace below 1,200 feet AG is excluded.

V-14 HAWAII From INT of South Kauai, Hawaii, 271° radial and longitude 161°20'00" W., via South Kauai; INT of South Kauai 133° and Koko Head, Hawaii, 254° radials; to Koko Head. The airspace within R-3101 and W-510 and the airspace below 5,000 feet AG from the INT of the South Kauai 271° radial and Long. 161°20'00" W., to Long 159°43'00" W., and below 1,200 feet AG from Long. 159°43'00" W., to Koko Head is excluded.
PENDING AMENDMENT
In V-14 Hawaii everything after "to Koko Head." is deleted and "The airspace below 5,000 feet AGL from the INT of the South Kauai 271° radial and longitude 161°20'00" W., to longitude 159°42'00" W., and below 1,200 feet AGL from longitude 159°42'00" W., to Koko Head is excluded." is substituted therefor.
AMENDMENTS 2/2/67 31 F. R. 16494 (Changed)

V-15 HAWAII From INT of South Kauai, Hawaii, 288° radial and longitude 161°15'00" W., via South Kauai; INT of South Kauai 108° and Lihue, Hawaii, 130° radials; INT of Lihue 130° and Honolulu, Hawaii, 269° radials; Honolulu, Koko Head, Hawaii; Molokai, Hawaii; Maui, Hawaii; INT of Maui 095° and Hilo, Hawaii, 334° radials; to Hilo.
The airspace within R-3101 and W-510 and the airspace below, 5,000 feet AG from the INT of South Kauai 288° radial and Long. 161°15'00" W., to Long. 159°43'00" W., and below 1,200 feet AG from Long. 159°43'00" W., to Hilo is excluded.
PENDING AMENDMENT
In V-15 Hawaii everything after "to Hilo." is deleted and "The airspace below 5,000 feet AGL from the INT of South Kauai 288° radial and longitude 161°15'00" W., to longitude 159°42'00" W., and below 1,200 feet AGL from longitude 159°42'00" W., to Hilo is excluded." is substituted therefor.
AMENDMENTS 2/2/67 31 F. R. 16494 (Changed)

V-16 HAWAII From Honolulu, Hawaii, via INT of Honolulu 179° and Lanai, Hawaii, 289° radials; Lanai; Upolu Point, Hawaii; INT of Upolu Point 108° and Hilo, Hawaii, 034° radials; to Hilo.
The airspace below 1,200 feet AG is excluded.

V-17 HAWAII From INT of Lanai, Hawaii, 118° and Maui, Hawaii, 201° radials to Maui.
The airspace below 1,200 feet AG is excluded.

SUBPART D - CONTINENTAL CONTROL AREA

§ 71.151 **Restricted areas included.**

The airspace of the following restricted areas at or above 14,500 feet MSL and 1500 feet or more above the surface of the earth is continental control area:

R-2102	Fort McClellan, Ala.	
R-2104A	Huntsville, Ala.	8/1/66 31 F.R. 10572 (Added)
R-2202A	Big Delta, Alaska	
R-2203A	Eagle River, Alaska	
R-2203B	Eagle River, Alaska	
R-2205	Yukon, Alaska	
R-2301	Ajo, Arizona.	
R-2303A	Fort Huachuca, Arizona.	
R-2303B	Fort Huachuca, Arizona.	
R-2304	Gila Bend, Arizona.	
R-2305	Gila Bend, Arizona.	
R-2306A	Yuma West, Ariz.	
R-2306B	Yuma West, Ariz.	
R-2307	Yuma, Arizona	
R-2308A	Yuma East, Ariz.	8/1/66 31 F.R. 10572 (Added)
R-2308B	Yuma East, Ariz.	8/1/66 31 F.R. 10572 (Added)
R-2402	Fort Chaffee, Ark.	
R-2501	Bullion Mountains, Calif.	
R-2502	Fort Irwin, Calif.	
R-2503	Camp Pendleton, Calif.	
R-2505	China Lake, Calif.	
R-2507	Chocolate Mountains, Calif.	
R-2508	California Complex.	
R-2509	Cuddeback Dry Lake, Calif.	
R-2510	El Centro, Calif.	
R-2512	Holtville, Calif.	4/2/66 31 F.R. 5287
R-2513A	Hunter-Liggett, Calif.	
R-2515	Muroc Lake, Calif.	
R-2519	Point Mugu, California	
R-2521	Salton Sea, Calif.	
R-2524	Trona, Calif.	
R-2525	Vernalis, Calif.	
R-2601	Fort Carson, Colo.	
R-2602	Fort Carson, Colo.	10/13/66 31 F.R. 11016 (Added)
R-2901C	Avon Park West, Fla.	
R-2902	Banana River, Fla.	
R-2903A	Jacksonville East, Fla.	
R-2903B	Stevens Lake, Fla.	
R-2903D	Jacksonville West, Fla.	
R-2903E	Jacksonville North, Fla.	8/1/66 31 F.R. 10572 (Added)
R-2907	Lake George, Fla.	
R-2910	Pinecastle, Fla.	
R-2914	Valparaiso, Fla.	
R-2915A	Eglin AFB, Fla.	
R-2915B	Eglin AFB, Fla.	
R-3002B	Fort Benning, Ga.	1/21/66 31 F. R. 1145 (Added)
R-3004	Fort Gordon, Ga.	8/1/66 31 F.R. 10572 (Added)
R-3005A	Fort Stewart, Ga.	
R-3005B	Fort Stewart, Ga.	
R-3401	Camp Atterbury, Ind.	
R-3403	Jefferson Proving Ground, Ind.	
R-3601	Brookville, Kans.	8/1/66 31 F.R. 10572 (Added)
R-3602	Manhattan, Kans.	
R-3702	Fort Campbell, Ky.	
R-3703	Fort Campbell, Ky.	
R-3704	Fort Knox, Ky.	
R-3801	Camp Claiborne, La.	
R-3803	Fort Polk, La.	
R-3804A	Fort Polk, La.	
R-3804C	Fort Polk, La.	8/1/66 31 F.R. 10572 (Added)
R-4001	Aberdeen, Md.	
R-4105	No Man's Land Island, Mass.	
R-4201	Camp Grayling, Mich.	8/1/66 31 F.R. 10572 (Added)
R-4207	Upper Lake Huron, Mich.	
R-4301	Camp Ripley, Minn.	8/1/66 31 F.R. 10572 (Added)
R-4305	Lake Superior, Minn.	
R-4401	Camp Shelby, Miss.	1/5/67 31 F. R. 15087 (Added)
R-4402	Pascagoula, Miss.	8/1/66 31 F.R. 10572 (Added)

R-4803 Fallon, Nev.
R-4804 Twin Peaks, Nev.
R-4806 Las Vegas, Nev.
R-4810 Desert Mountains, Nevada
R-4812 Sand Springs, Nev. 9/15/66 31 F.R. 10027 (Added)
R-4813 Carson Sink, Nev. 9/15/66 31 F.R. 10027 (Added)
R-4902 Nashua, N. H. (Temporary)
R-5103A McGregor, N. Mex.
R-5103B McGregor, N. Mex.
R-5104 Melrose, N. Mex.
R-5106 Orogrande, N. Mex.
R-5107A White Sands Proving Grounds, N. Mex.
R-5107C White Sands Proving Grounds, N. Mex.
R-5109A White Sands, N. Mex. 2/3/66 31 F. R. 1060 (Added)
R-5109B White Sands, N. Mex.
R-5111A Elephant Butte, N. Mex. (East). 8/1/66 31 F.R. 10572 (Added)
R-5111B Elephant Butte, N. Mex. (West) 8/1/66 31 F.R. 10572 (Added)
R-5112 Magdalena, N. Mexico
R-5114 Fort Wingate, N. Mex.
R-5116A White Sands Proving Grounds, N. Mex. 11/10/66 31 F. R. 13987 (Added)
R-5314 Dare County, N. C.
R-5502 La Carne, Ohio
R-5503 Wilmington, Ohio
R-5504 Wilmington, Ohio
R-5601B Fort Sill, Okla. 8/1/66 31 F.R. 10572 (Added)
R-5601C Fort Sill, Okla. 8/1/66 31 F.R. 10572 (Added)
R-5701 Boardman, Oreg.
R-6001 Fort Jackson, S. C. 8/1/66 31 FR. 10572 (Added)
R-6302A Fort Hood, Texas
R-6302B Fort Hood, Texas
R-6302C Fort Hood, Texas
R-6303 Matagorda Island, Tex.
R-6312 Cotulla, Texas 9/15/66 31 F. R. 10772 (Added)
R-6404A Hill AFB Rangs South, Utah
R-6404B Hill AFB Range North, Utah
R-6405 Wendover, Utah
R-6406A Wendover North, Utah
R-6406B Wendover South, Utah
R-6407 Dugway West, Utah
R-6408 Indian Creek, Utah
R-6409 Green River, Utah
R-6410 Blanding Utah
R-6411 Hanksville, Utah
R-6611 Dahlgren Complex, Va.
R-6613 Dahlgren Complex, Va.
R-6714 Yakima, Wash.
R-6903 Sheboygan, Wis.
R-6904 Volk Field, Wis. 8/1/66 31 F.R. 10572 (Added)
R-7001 Guernsey, Wyo. 8/1/66 31 F.R. 10572 (Added)

SUBPART E - CONTROL AREAS AND CONTROL AREA EXTENSIONS

§ 71.161 Designation of control areas associated with jet routes outside the continental control area.

Unless otherwise specified, the airspace centered on each of the following jet route segments has a vertical extent identical to that of a Jet Route and a lateral extent identical to that of a Federal airway and is designated as a control area. Unless otherwise specified, the place names appearing in the descriptions indicate VOR or VORTAC facilities identified by those names.

J-43 From Key West, Fla., to St. Petersburg, Fla.

AMENDMENT 12/8/66 31 F.R. 13940 (Added)

Jet Route No. 53 from Key West, Fla., to Miami, Fla.

Jet Route No. 77 from Jacksonville, Fla., to Charleston, S. C.

Jet Route No. 79 from Daytona Beach, Fla., to Charleston, S. C.

Jet Route No. 103 from Daytona Beach, Fla., to Savannah, Ga.

Jet Route No. 111, from Nome, Alaska, to McGrath, Alaska.

Jet Route No. 115, from King Salmon, Alaska, via Kenai, Alaska, to Anchorage, Alaska.
PENDING AMENDMENT
Jet Route No. 115 is deleted. 2/2/67 31 F. R. 16494 (Deleted)

Jet Route No. 121: Norfolk, Va., to Hampton, N. Y.; Providence, R. I., to INT of Providence 045° and Boston, Mass., 067° radials.

Jet Route No. 122, from Galena, Alaska, to Nome, Alaska.

Jet Route No. 123, From INT of Kodiak, Alaska, 107° radial and the NW boundary Anchorage Oceanic Control Area at latitude 57°28' N., longitude 150°32' W., via Kodiak to King Salmon, Alaska.

AMENDMENTS 11/10/66 31 F.R. 11745 (Added); Corr: 31 F. R. 12678

Jet Route No. 125, From Kodiak, Alaska, to Anchorage, Alaska.

AMENDMENTS 11/10/66 31F.R. 11745 (Added)

Jet Route No. 501, from the United Staes/Canadian border, via Yakutat, Alaska, to Anchorage, Alaska.

§ 71.163 **Designation of additional control areas.**

Unless otherwise specified, each control area designated below has a lateral extent identical to that of a Federal airway and extends upward from 700 feet (until designated from 1,200 feet or more) above the surface of the earth, except that the airspace of a control area within the lateral limits of a transition area has a floor coincident with the floor of the transition area.

Control 1141

That airspace within tangent lines from the circumference of a 5-mile radius circle centered on the Boston, Mass., radio beacon to a 15 mile radius circle centered on the midway point of a direct line between the Boston radio beacon and the Yarmouth, Nova Scotia, Canada, RBN to a 5-mile radius circle centered on the Yarmouth RBN and that airspace from 18,000 feet MSL to flight level 260 bounded by a line from: Latitude 42°43'20" N., longitude 70°22'00" W.; thence to latitude 42°52'00" N., longitude 70°16'00" W.; thence to latitude 43°01'30" N., longitude 69°52'00" W.; thence to latitude 43°01'30" N., longitude 69°36'00" W.; thence to the point of beginning; and that airspace from 18,000 feet MSL to flight level 260 inclusive bounded by a line from: Latitude 42°33'35" N., longitude 70°03'45" W.; thence to latitude 42°42'30" N., longitude 69°30'00" W.; thence to latitude 42°39'00" N., longitude 69°30'00" W.; thence to latitude 42°28'00" N., longitude 70°03'45" W.; thence to point of beginning; and that airspace extending upward from 2,000 feet MSL bounded by a line from; Latitude 42°33'35" N., longitude 70°03'45" W.; thence to latitude 42°23'45" N., longitude 70°03'45" W.; latitude 42°25'15" N., longitude 70°30'00" W.; latitude 42°26'15" N., longitude 70°30'00" W.; thence to the point of beginning; excluding the portion under the jurisdiction of Canada, the portion within the confines of Federal airways and the Boston, Mass., transition area, the portion below 2,000 feet MSL W of the 69°30'00" W meridian of longitude and the portion below 5,500 feet MSL E of the 69°30'00" W meridian of longitude.

AMENDMENTS 6/10/66 31 F. R. 8178 (Changed); 10/20/66 31 F. R. 13525 (Changed)

Control 1142

That airspace within tangent lines drawn from the circumference of a 5-mile radius circle centered at latitude 42°21'30" N., longitude 70°41'25" W., to a 15-mile radius circle centered at latitude 42°02'00" N., longitude 68°00'00" W., and that airspace within lines drawn from latitude 42°16'00" N., longitude 68°00'00" W., thence to latitude 42°14'00" N., longitude 67°00'00" W., thence to latitude 41°52'00" N., longitude 67°00'00" W., thence to latitude 41°46'00" N., longitude 68°00'00" W., thence to latitude 42°16'00" N., longitude 68°00'00" W., excluding the portion within the Boston Transition area, the airspace below 5,500 feet MSL E of longitude 68°00'00" W., and the airspace below 2,000 feet MSL W of longitude 68°00'00" W., except that airspace within the confines of Federal airways.

AMENDMENTS 6/10/66 31 F. R. 8178 (Changed)

Control 1143
That airspace within tangent lines drawn from the circumference of a 5-mile radius circle centered on the Nantucket, Mass., Consolan station (monitor site at Lat. 41°15'35" N, Long. 70°09'19" W) to a 15-mile radius circle centered at the midway point on a direct line between the Nantucket Consolan station (monitor site at Lat. 41°15'35" N, Long. 70°09'19" W) and the Yarmouth, Nova Scotia, Canada, RBN to a 5-mile radius circle centered on the Yarmouth RBN excluding that portion below 2,000 feet except that airspace within the confines of Federal airways.

AMENDMENTS 10/20/66 31 F. R. 13525 (Changed)

Control 1144
That airspace vicinity of Nantucket, Mass., within an area bounded by a line beginning at latitude 41°06'00" N., longitude 70°09'10" W., to latitude 41°25'35" N., longitude 70°09'35" W., to latitude 41°26'00" N., longitude 69°15'00" W., to latitude 41°46'00" N., longitude 68°00'00" W., to latitude 41°06'00" N., longitude 68°00'00" W., to the point of beginning, excluding the portion below 2,000 feet MSL except that airspace which lies within the confines of Federal airways.

AMENDMENTS 7/21/66 31 F.R. 7827 (Rewritten)

Control 1145
That airspace within tangent lines drawn from the circumference of a 5-mile radius circle centered on the Nantucket, Mass., Consolan station (monitor site at Lat. 41°15'35" N, Long. 70°09'19" W) to a 15-mile radius circle centered on the INT of a rhumb line between the Nantucket Consolan station (monitor site at Lat. 41°15'35" N, Long. 70°09'19" W) and the Kindley AFB, Bermuda RR and the W boundary of the New York Oceanic Control Area, excluding the portion below 2,000 feet except that airspace within the confines of Federal airway.

Control 1146
That airspace within a 5 NM radius circle centered on the Nantucket, Mass., Consolan and that airspace bounded by a line drawn from the tangent of the 5 NM radius circle centered on Nantucket Consolan to latitude 42°05'20" N., longitude 68°00'00" W., thence to latitude 42°19'00" N., longitude 68°00'00" W., thence to latitude 43°00'00" N., longitude 67°00'00" W., thence to latitude 41°52'00" N., longitude 67°00'00" W., thence to latitude 41°46'00" N., longitude 68°00'00" W., thence to the tangent of the 5 NM radius circle centered on the Nantucket Consolan, excluding that airspace outside the United States below 2,000 feet MSL W of longitude 68°00'00" W., and below 5,500 feet MSL E of longitude 68°00'00" W.

Control 1147
That airspace within tangent lines drawn from the circumference of a 5-mile radius circle centered at Lat. 40°18'30" N, Long. 73°45'00" W, to the circumference of a 15-mile radius circle centered at the INT of the 137° bearing from the Newark, N. J., RBN and the W boundary of the New York Oceanic Control Area, excluding the portion below 2,000 feet except that airspace within the confines of Federal airways.

Control 1148
That airspace within tangent lines drawn from the circumference of 5-mile radius circles centered on the Millville, N. J., RBN and at the INT of Millville RBN 135° bearing and the Atlantic Ocean-U.S. Coastline to a 15-mile radius circle centered on the INT of Millville RBN 135° bearing and the west boundary of the New York Oceanic Control area at latitude 37°43'00" N., longitude 73°00'00" W., excluding the portion below 2,000 feet outside the United States.

AMENDMENTS 11/10/66 31 F.R. 12084 (Rewritten)

Control 1150
That airspace within a 5-nmi radius of the Carolina Beach, N. C., RBN (Lat. 34°06'22" N, Long. 77°57'42" W), within a 5-nmi radius of the Bimini, Bahamas, RBN (Lat. 25°42'32" N, Long. 79°16'33" W), within a 23-nmi radius of Lat. 29°53'15" N, Long. 78°39'15" W, within tangent lines drawn from the E and W sides of the Carolina Beach and Bimini 5-nmi radius area to the E and W sides of the 23-nmi radius area centered at Lat. 29°53'15" N, Long. 78°39'15" W, excluding that portion below 2,000 feet MSL outside the United States and that portion below 7,000 feet MSL within the Nassau, Bahamas, control area.

Control 1151
That airspace N of Lat. 27°00'00" N. within tangent lines drawn from the circumference of a 25-mile radius circle centered at a point midway on a direct line between the Carolina Beach, N. C., RBN and the Nassau, British West Indies, RBN and circles 5 miles in radius centered on the Carolina Beach RBN and the Nassau RBN, excluding the airspace below 2,000 feet MSL outside the United States. The portion of this control area within W-497-A shall be used only after obtaining prior approval from appropriate authority.

Control 1152

That airspace east of Charleston, S. C., bounded by a line beginning at:
Latitude 33°02'00" N., longitude 80°03'35" W., thence to latitude 32°54'35" N., longitude 79°40'00" W., thence to latitude 32°50'35" N., longitude 79°23'00" W., thence to latitude 32°36'15" N., longitude 78°26'35" W., thence to latitude 32°13'25" N., longitude 77°00'00" W., thence to latitude 31°43'15" N., longitude 77°00'00" W., thence to latitude 32°35'55" N., longitude 79°16'45" W., thence to latitude 32°49'40" N., longitude 80°03'50" W., thence to latitude 32°52'25" N., longitude 80°03'45" W., thence to latitude 32°53'45" N., longitude 80°07'15" W., thence to the point of beginning, excluding the portion below 2,000 feet MSL outside the United States.

Control 1153

That airspace within tangent lines drawn from the circumference of a 5-mile radius circle centered on the Jacksonville, Fla., RBN to an 18-mile radius circle centered at the INT of the 090° bearing from the Jacksonville RBN and the W boundary of the New York Oceanic Control Area, excluding the portion below 2,000 feet MSL outside the United States.

Control 1169

That airspace within 5 miles either side of a line extending from the Kennedy, N. Y., VORTAC via the INT of the Kennedy VORTAC 080° and the Nantucket, Mass., VORTAC 255° radials, to the Nantucket VORTAC and within lines diverging from the Kennedy VORTAC to points of tangency to a 9.5-mile radius circle centered at the INT of the Kennedy VORTAC 080° and the Nantucket VORTAC 255° radials; within the circumference of the circle and within lines tangent to that circle converging to the Nantucket VORTAC, excluding the portion within the Westhampton Beach, N. Y., Restricted Area/Military Climb Corridor R-5205, and the airspace below 2,000 feet MSL outside the United States.

Control 1173

That airspace W of San Francisco, Calif., bounded by a line extending from latitude 37°40'00" N., longitude 125°23'30" W., to latitude 37°50'00" N., longitude 124°24'30" W., to latitude 38°00'00" N., longitude 123°23'00" W., to latitude 38°03'25" N., longitude 123°11'45" W., thence via the W edge of V-199 and V-27 to latitude 37°09'20" N., longitude 122°34'50" W., to latitude 36°16'00" N., longitude 124°26'00" W., to the point of beginning, excluding the portion below 2,500 feet MSL. The portion within W-513 is excluded between the hours of 0800 and 2000 p.s.t., Monday through Friday, and below 3,000 feet MSL within W-513 between the hours of 2000 and 0800 p.s.t., Monday through Friday.

AMENDMENTS 7/21/66 31 F. R. 7031 (Rewritten)

Control 1176

That airspace centered on the Santa Barbara, Calif., VORTAC 247° radial, 10 miles in width at the VORTAC with each boundary diverging at an angle of 5° from the 247° radial extending to the E boundary of the Oakland Oceanic control area, excluding the portion at and below 2,000 feet MSL W of Long. 120°30'00" W. The portion of this control area lying W of Long. 120°30'00" W, shall be used only after obtaining prior approval from appropriate authority.

Control 1177

That airspace SW of Los Angeles, Calif., bounded by a line beginning at Lat. 33°25'50" N, Long. 118°28'50" W, thence to Lat. 33°19'00" N, Long. 118°21'45" W, thence to Lat. 32°44'30" N, Long. 119°07'00" W, thence to Lat. 31°41'00" N, Long. 120°15'00" W, thence to Lat. 31°18'40" N, Long. 121°11'30" W, thence to Lat. 31°54'00" N, Long. 121°34'30" W, thence to Lat. 32°10'45" N, Long. 120°16'15" W, thence to Lat. 32°52'15" N, Long. 119°12'30" W, thence to point of beginning excluding the airspace below 5,000 feet MSL.

Control 1181

That airspace within tangent lines drawn from the circumference of a 5-mile radius circle centered on the Weeksville, N.C., RBN to a 10-mile radius circle centered on the INT of the 133° bearing from the Weeksville RBN and the W boundary of the New York Oceanic Control Area, excluding the portion below 2,000 feet which extends outside the United States.

Control 1215

That airspace SE of Galveston, Tex., bounded by a line beginning at latitude 29° 02' 10" N., longitude 95° 05' 00" W., extending NE 3 nmi from and parallel to the United States coastline to latitude 29° 19' 00" N., longitude 94° 40' 30" W., to latitude 28° 15' 00" N., longitude 92° 07' 00" W., to latitude 28° 15' 00" N., longitude 94° 00' 00" W., to latitude 28° 07' 45" N., longitude 94° 12' 00" W., to latitude 28° 10' 00" N., longitude 94° 14' 00" W., to latitude 28° 10' 00" N., longitude 94° 58' 00" W., to latitude 27° 37' 45" N., longitude 94° 59' 45" W., to latitude 27° 32' 00" N., longitude 95° 09' 00" W., to latitude 26° 50' 20" N., longitude 95° 30' 00" W., to latitude 27° 00' 00" N., longitude 95° 30' 00" W., to point of beginning; excluding the portion below 2,500 feet MSL.

Control 1216
That airspace extending upward from 2,000 feet MSL bounded on the N by a direct line from the Navy New Orleans, La., RBN to Lat. 29°25'00" N, Long. 87°00'00" W, on the SE by a line extending from Lat. 29°25'00" N, Long. 87°00'00" W to Lat. 28°50'00" N, Long. 88°00'00" W, thence S along Long. 88°00'00" N to the N boundary of the Houston Oceanic Control Area, on the S by the Houston Oceanic Control Area, on the W by Long. 00°15'00" W., and on the NW by the New Orleans transition area.

Control 1217
That airspace within tangent lines drawn from the circumference of a 5 mile-radius circle centered on the Kodiak, Alaska, RR to the circumference of a 10-mile radius circle centered at the INT of the 107° bearing from the Kodiak RR with the NW boundary of the Anchorage Oceanic Control Area. The airspace below 2,000 feet MSL outside the United States is excluded.

AMENDMENTS 11/10/66 31 F.R. 11745 (Changed)

Control 1218
That airspace within tangent lines drawn from the circumference of a 5-mile radius circle centered on the Homer, Alaska, RR to the circumference of a 10-mile radius circle centered at the INT of the 118° bearing from the Homer RR with the NW boundary of the Anchorage Oceanic Control Area.

Control 1226
That airspace within tangent lines drawn from the circumference of a 5-mile radius circle centered on the Galveston, Tex., RBN extending to the circumference of a 15-mile radius circle centered at a point midway on a rhumb line between the Galveston RBN and the Grand Isle, La., RBN, thence to the circumference of a 5-mile radius circle centered on the Grand Isle RBN, thence to the circumference of a 15-mile radius circle centered at a point midway on a rhumb line between the Grand Isle RBN and the Egmont Key, Fla., RBN, thence to the circumference of a 5-mile radius circle centered on the Egmont Key RBN, excluding the portion below 5,000 feet MSL from the Galveston RBN to the Grand Isle RBN, and the portion below 2,000 feet MSL from the Grand Isle RBN to the Egmont Key RBN.

Control 1230
That airspace extending from the Miami, Fla., RBN to the INT of the Miami RBN 275° bearing and the eastern boundary of the Miami Oceanic control area, excluding the airspace below 2,000 feet MSL outside the United States, and the airspace within W-168.

Control 1232
That airspace bounded on the north by a line 5 miles south and parallel to the Orlando, Fla., VOR 071° radial; on the east by a line extending from latitude 29°08'35" N., longitude 79°00'00" W. via latitude 24°40'00" N., longitude 79°00'00" W. to latitude 24°00'00" N., longitude 78°00'00" W.; on the south by latitude 24°00'00" N.; on the west by longitude 80°25'00" W. and V-3; excluding the airspace below 1,000 feet MSL within 5 miles each side of the Palm Beach, Fla., RBN, 090° bearing, outside the United States, and the airspace below 2,000 feet MSL elsewhere outside the United States. The airspace within R-2902 and the Nassau control area is excluded.

Control 1233
That airspace bounded on the N by the Key West, Fla., transition area and V-35, on the E by a line 5 miles E of and parallel to the 187° bearing from the Marathon, Fla., RBN, on the S by latitude 24°00'00" N., and on the W by a line 5 miles W of and parallel to the 205° bearing from the Key West RBN, excluding the portion below 2,000 feet MSL and excluding the portion within W-465.

AMENDMENTS 10/13/66 31 F.R. 11717 (Rewritten)

Control 1310
That airspace within 4 nautical miles each side of a direct line extending from the Anchorage, Alaska, VOR to the Middleton Island, Alaska, VOR, including the additional airspace between lines diverging at 4.5° angles from the centerline, extending SE from the Anchorage VOR and NW from the Middleton Island VOR and which terminate at the intersecting points midway between Anchorage and Middleton Island; thence within 16 miles each side of a line extending from the Middleton Island VOR to the Sandspit, B.C., Canada, RR; including that airspace between lines diverging at 5° angles from the centerline, extending SE from the Middleton Island VOR and NW from the Sandspit RR, and which terminate at the intersecting points midway between Middleton Island and Sandspit, excluding the portion within Canada and W-533. The airspace below 2,000 feet MSL outside the United States is excluded.

AMENDMENTS 11/10/66 31 F.R. 12433 (Changed)

Control 1316
That airspace within 5 miles each side of the Los Angeles, Calif., VOR 251° radial extending from the VOR to the Oakland Oceanic Control Area boundary and between lines diverging at an angle of 5° from the 251° radial extending from the Los Angeles VOR to the Oakland Oceanic Control Area boundary, excluding the airspace below 5,000 feet MSL within W-289.

Control 1386
That airspace within 5 miles either side of the Orlando, Fla., VOR 071° radial, extending from the VOR to Control 1150, excluding the airspace below 14,000 feet MSL lying between the E boundary of R-2902 and the W boundary of Control 1150.

Control 1400
That airspace within 5 miles either side of the 263° bearing from the King Salmon, Alaska, RR extending from the RR to the Anchorage Oceanic Control Area, and between lines diverging at an angle of 5° from the King Salmon RR to the E boundary of the Anchorage Oceanic Control Area, excluding the airspace below 2,000 feet MSL outside the United States.

Control 1401
That airspace within 5 miles either side of the 248° bearing from the King Salmon, Alaska, RR extending from the RR to the E boundary of the Anchorage Oceanic Control Area, and between lines diverging at an angle of 5° from the King Salmon 248° bearing extending from the RR to the E boundary of the Anchorage Oceanic Control Area, excluding the airspace below 2,000 feet MSL outside the United States.

Control 1408
The area SW of Miami, Fla., bounded on the E by longitude 80°25'00" W., on the S by a line 4 nautical miles N of and parallel to the Key West, Fla., VORTAC 086° radial, on the W by a line 4 nautical miles E of and parallel to the Key West VORTAC 013° and the Fort Myers, Fla., VORTAC 163° radials, on the N by the southern boundary of Control 1230, a line 4 nautical miles SW of and parallel to the Fort Myers 137° radial and a line 4 nautical miles S of and parallel to the Biscayne Bay, Fla., VOR 262° radial, excluding the airspace within R-2916 and the airspace below 2,000 feet MSL outside the United States.

AMENDMENTS 12/8/66 31 F. R. 13940 (Rewritten)

Control 1415
That airspace within parallel boundary lines 4 nmi each side of the Fortuna, Calif., VOR 270° radial including the additional airspace within lines diverging at angles of 4.5° from the centerline extending to the E boundary of the Oakland Oceanic Control Area, excluding the portion below 5,000 feet MSL W of longitude 124°30'00" W.

AMENDMENTS 10/13/66 31 F.R. 10769 (Rewritten)

Control 1418
That airspace extending upward from 2,000 feet MSL centered on the Hoquiam, Wash., VORTAC 232° radial, 10 nmi in width at the VORTAC with each edge diverging at an angle of 5° with the centerline, extending from the VORTAC to the E boundary of the Oakland Oceanic Control Area and excluding the portion within W-460.

AMENDMENTS 6/23/66 31 F. R. 6685 (Rewritten); 1/5/67 31 F. R. 13699 (Changed)

Control 1419
That airspace extending upward from 2,000 feet MSL within lines 5 miles each side of the Newport, Oreg., VORTAC 237° radial, including the additional airspace between lines beginning adjacent to the VORTAC and diverging at angles of 5° from the parallel lines, extending from the VORTAC to the E boundary of the Oakland Oceanic control area, excluding the portion within the Newport, Oreg., transition area.

AMENDMENTS 8/18/66 31 F.R. 9109 (Rewritten)

Control 1445
That airspace S of the United States-Canadian border and the Vancouver Oceanic Control Area within lines tangent to the circumference of a 5-mile radius circle centered on the Neah Bay, Wash., RBN and the circumference of a 15-mile radius circle centered at Lat. 48°40'00" N, Long. 125°17'30" W, excluding the portion below 5,000 feet MSL. The portion within W-601 is excluded.

AMENDMENTS 9/15/66 31 F.R. 10025 (Changed)

Control 1447
That airspace southwest of New Orleans, La., bounded by a line beginning at latitude 29° 22' 30" N., longitude 91° 05' 00" W., to latitude 29° 15' 00" N., longitude 91° 05' 00" W., to latitude 29° 15' 00" N., longitude 90° 15' 00" W., to latitude 28° 15' 00" N., longitude 90° 15' 00" W., to latitude 28° 15' 00" N., longitude 92° 21' 45" W., to point of beginning, excluding the portion below 2,500 feet MSL.

Control 1483
That airspace within 5 miles each side of the 237° bearing from the Bethel, Alaska, RBN, extending from the RBN to the E boundary of the Anchorage Oceanic Control area, and between lines diverging at a 5° angle from the 237° bearing extending from the Bethel RBN to the E boundary of the Anchorage Oceanic Control area and excluding the airspace below 2,000 feet MSL outside the United States.

Control 1484
That airspace within 5 miles either side of the 227° bearing from the King Salmon, Alaska, RR extending from the RR to the E boundary of the Anchorage Oceanic Control Area, and between lines diverging at a 5° angle from the King Salmon 227° bearing extending from the King Salmon RR to the E boundary of the Anchorage Oceanic Control Area, excluding the airspace below 2,000 feet MSL outside the United States.

Control 1485
That airspace N of Fairbanks, Alaska, extending from 18,500 feet MSL to Flight Level 450 bounded by a line beginning at latitude 72°00'00" N., longitude 144°13'15" W., to latitude 72°00'00" N., longitude 141°00'00" W., to latitude 69°00'00" N., longitude 141°00'00" W., to latitude 68°00'00" N., longitude 142°17'00" W., to latitude 68°00'00" N., longitude 147°25'30" W., to the point of beginning.

Control 1486
That airspace within 5 miles each side of the Ukiah, Calif., VOR 300° radial and the additional area between lines diverging at angles of 5° either side of the 300° radial extending from the VOR to the eastern boundary of the Seattle Oceanic Control Area; excluding the airspace below 5,000 feet MSL which lies outside the continental limits of the United States.

Control 1487
That airspace extending upward from 14,500 feet MSL; to FL 450, within the area bounded by a line beginning at latitude 59°08'30" N., longitude 147°16'00" W., counterclockwise via the arc of a 172-mile radius centered on the Anchorage VOR to latitude 60°14'10" N., longitude 145°29'30" W., thence southeastward 3 nmi from and parallel to the U. S. coastline to latitude 54°40'00" N., longitude 132°56'00" W., thence to latitude 54°14'00" N., longitude 134°57'00" W., thence along the eastern boundary of the Anchorage Oceanic control area to the point of beginning. The portion within Control 1310 and the portion within Canada is excluded.

AMENDMENTS 7/21/66 31 F. R. 6959 (Added); 12/16/66 31 F. R. 16127 (Changed)

Control 1488
That airspace extending upward from 5,500 feet MSL to flight level 410 within 4 nautical miles each side of the Key West, Fla., VOR 244° radial and within 5 statute miles each side of the Key West radio beacon 245° bearing including the additional airspace between lines diverging at 4.5° from the centerline at the VOR and 5° at the RBN, extending from the VOR/RBN to the Miami Oceanic Area boundary and latitude 24°00'00" N.

AMENDMENTS 12/8/66 31 F. R. 13940 (Added)

§71.165 CONTROL AREA EXTENSIONS

§ 71.165 Designation of control area extensions.
Unless otherwise specified, each control area extension designated below extends upward from 700 feet above the surface of the earth, except that the airspace of a control area extension within the lateral limits of a transition area has a floor coincident with that of the transition area.

Adak, Alaska
Within a 50-mile radius of the NAS Adak (Lat. 51°53'00" N, Long. 176°39'00" W) extending from 700 feet above the surface to 24,000 feet MSL.

Banana River, Fla.
That airspace bounded on the N by Lat. 28°50'00" N, on the E by a line 3-nmi E of and parallel to the U. S. shoreline, on the S by the Patrick AFB, Fla., 5-mile radius zone, on the W by V-3, including the airspace W of Banana River bounded on the E by V-3, on the SW by V-295 E and on the NW by the control 1386.

Battle Mountain, Nev.
Within 14 miles E and 7 miles W of the Battle Mountain VOR 348° radial extending from the VOR to 12 miles N, and the airspace S of Battle Mountain bounded on the N by V-6 W of Battle Mountain and V-32 E of Battle Mountain, on the S by V-494 and on the W by Long. 117°17'00" W.

Bethel, Alaska
Within a 30-mile radius of the Bethel VOR.

Cold Bay, Alaska
Within a 50-mile radius of the Cold Bay RR.
PENDING AMENDMENT
Cold Bay, Alaska, control area extension is revoked.
AMENDMENTS 1/5/67 31 F. R. 14260 (Revoked); Eff. date changed (To be announced later) 31 F. R. 16127;

Denver, Colo.
Within a 34-mile radius of the Denver VORTAC extending from V-81 on the S clockwise to V-4 on the N; the airspace NW of Denver from 5 miles W to 8 miles W of the Denver VORTAC 334° radial extending from the 34-mile radius area to the arc of a 57-mile radius circle centered on the Denver VORTAC; within 10 miles either side of the Denver VORTAC 253° radial extending from the 34-mile radius area to 49 miles W of the VORTAC; the airspace S of Denver bounded on the W by V-89, on the N by the 34-mile radius area, on the E by V-81, and on the S by V-95; the airspace SE of Denver bounded on the N by V-4, on the E by Long. 104°00'00" W, and on the S and W by V-148; and the airspace NE of Denver bounded on the NE by V-132, on the SE by V-160 and on the W by V-89.

Enid, Okla.
That airspace bounded on the N by V-190, on the E by V-77, on the S by V-140, on the SW by V-17 and on the NW by V-12.

Eniwetok Island
That airspace extending upward from 700 feet above the surface within a 50-nmi radius of the Eniwetok RBN (Lat. 11°21'00" N, Long. 162°20'00" E).

Fort Myers, Fla.
That airspace bounded on the NE by a line 4 nautical miles SW of and parallel to the Fort Myers, Fla., VORTAC 331° radial, on the E by a line 4 nautical miles W of and parallel to the Fort Myers VORTAC 178° radial, on the S by the N boundary of Control 1230 and on the W by a line 4 nautical miles E of and parallel to the 169° bearing from latitude 27°53'18" N., longitude 82°29'29" W., excluding the portion below 2,000 feet MSL outside the United States.

AMENDMENTS 12/8/66 31 F. R. 13940 (Rewritten)

Kodiak, Alaska
Within 15 miles NW and 23 miles SE of the 045° and 225° bearings from the Kodiak RR extending from 25 miles NE to 40 miles SW of the RR, and within 5 miles either side of the Kodiak RR S course extending from the RR to 20 miles S.

Kotzebue, Alaska
Within 10 miles NW and 9 miles SE of the 048° and 228° bearings from the Kotzebue RBN, extending from 10 miles SW to 25 miles NE of the RBN.

Lake Charles, La.
Within a 40-mile radius of the Lake Charles VOR, including the airpsace NW of Lake Charles bounded by a line beginning on the 40-mile radius arc at Lat. 30°24'00" N, Long. 93°42'00" W, extending to Lat. 31°08'00" N, Long. 94°02'00" W, thence to Lat. 31°23'00" N, Long. 93°28'00" W, thence to the 40-mile radius arc at Lat. 30°43'00" N, Long. 93°04'00" W.

Lompoc, Calif.
Within a 35-mile radius of Vandenberg AFB (Lat. 34°43'45" N, Long. 120°34'15" W), excluding that portion within R-2516, R-2517 and that portion outside the United States.

Miami, Fla.
That airspace bounded on the W by the Fort Myers, Fla., control area extension and a line 4 nmi SE of and parallel to the Fort Myers VOR 241° radial, on the NW by V-225, on the E by V-3, on the S by V-51, and on the SW by a line extending from the N boundary of V-51 at longitude 80°48'30" W., to the E boundary of the Fort Myers, Fla., control area extension at latitude 26°05'45" N.

Middleton Island, Alaska
Within 8 miles either side of the Middleton Island VOR 037° and 217° radials extending from 29 miles NE to 8 miles SW of the VOR.

Minchumina, Alaska
Within 6 miles SW and 8 miles NE of the 332° bearing from the Minchumina RR extending from the RR to 7 miles NW, including the airspace SE of R-39 within a 25-mile radius of the Minchumina RR.

Orlando, Fla.
That airspace NW of Orlando, bounded on the NW by V-97 E alternate, on the E by V-35 W and on the SW by V-97, excluding the portion below 2,000 feet MSL outside the United States; that airspace bounded on the N by latitude 29°00'00" N., on the E by V-267 N of the Orlando, Fla., VOR and V-159 E alternate S of the Orlando VOR, on the S by latitude 27°45'00" N., and on the W by the arc of a 50-mile radius circle centered at latitude 27°53'18"N., longitude 82°29'29" W., and V-97; and that airspace W of Vero Beach, Fla., bounded on the N by latitude 27°45'00" N., on the NE by V-295, on the SE by V-225, and on the W by V-267.

Sacramento, Calif.
That airspace bounded on the W by the arc of a 20-mile radius circle centered on the Ukiah, Calif., VORTAC, V-27 and V-137, on the S by V-6, on the E by the arc of a 50-mile radius circle centered on the Mather AFB, Sacramento, Calif. (Lat. 38°33'10" N, Long. 121°18'05" W), extending clockwise from V-200 to V-23 SE of Sacramento, and on the N by V-200; and that airspace NE of Sacramento bounded on the E by Long. 120°10'00" W, on the S by V-200, on the W by Long. 121°20'00" W, and on the N by Lat. 39°30'00" N, excluding the portion which coincides with R-2522.

San Francisco, Calif.
That airspace bounded by a line beginning at Lat. 38°15'00" N, Long. 122°37'00" W, to Lat. 37°43'34" N, Long. 122°13'21" W, to Lat. 37°27'20" N, Long. 121°50'30" W, to Lat. 37°00'55" N, Long. 122°17'15" W thence N along 3-nmi off-shore to Lat. 37°12'20" N, Long. 122°28'00" W, to Lat. 37°14'00" N, Long. 122°24'55" W, to Lat. 38°08'30" N, Long. 122°54'00" W, thence to the point of beginning.

San Jose, Calif.
That airspace bounded on the NE by V-107, on the SE by V-111, on the S by V-230, on the SW by V-27 and on the NW by the San Francisco, Calif., control area extension.

San Juan, P. R.
Within a 100-nmi radius of the Isla Grande Airport, San Juan, P. R. (Lat. 18°27'30" N, Long. 66°06'00" W). The portions of this control area extension within the geographic limits of, and between the designated altitudes of, all restricted areas are excluded and the portions within the geographic limits of, and between the established altitudes of, all warning areas are excluded.

Santa Barbara, Calif.
Within 5 miles either side of the 270° bearing from the Santa Barbara Municipal Airport, extending from the airport to 28 miles W.

Seattle, Wash. (A)
Within a 30-mile radius of the Seattle-Tacoma International Airport (Lat. 47°26'50" N, Long. 122°18'30" W). including the airspace NW of Seattle bounded on the N and NE by V-4, on the W by Long. 123°15'00" W, and on the S by V-27.

Shemya, Alaska
Within a 50-mile radius of the Shemya Airport (Lat. 52°43'10" N, Long. 174°06'05" W), excluding the portion which coincides with R-2204.

Sherman, Tex.
Within a 70-mile radius of Perrin AFB, Sherman, Tex., (Lat. 33°42'48" N, Long. 96°40'29" W), bounded on the S by V-16, and on the W and NW by V-15; the airspace within a 15-mile radius of Cox Field, Paris, Tex., and the airspace NE of Sulphur Springs, Tex., bonded on the N by V-278, on the SE by V-16 N, and on the W by the Perrin 70-mile radius area; including the airspace NE of Sherman bounded on the E by a line 5 miles E of and parallel to a straight line from the Sulphur Springs VOR to the McAlester, Okla., VORTAC and on the NW by the Tulsa, Okla., control area extension.

Stockton, Calif.
That airspace N of Stockton bounded on the NE by V-23, on the S by V-244 and on the NW by V-6 S

Tacoma, Wash.
That airspace within a 40-nmi radius of McChord AFB, Tacoma, Wash (Lat. 47°08'20" N, Long. 122°28'05" W).

Tallahassee, Fla.
That airspace bounded on the N by V-22, on the E by V-159 W, and on the S and SW by V-7 W; and that airspace N of Tallahassee within 12 miles W and 8 miles E of the Tallahassee VORTAC 354° radial, extending from the S boundary of V-22 N to 40 miles N of the VORTAC.

Tampa, Fla.
Within a 50-mile radius of latitude 27°53'18" N, longitude 82°29'29" W.; including the airspace NW of Tampa extending from the 50-mile radius area bounded on the NE by V-97, on the S by Control 1226 and on the W by a line 5 miles W of and parallel to the Cross City, Fla., VOR 207° radial; the airspace SE of Tampa extending from the 50-mile radius area bounded on the NE by V-157, on the SE by V-225 and on the SW by V-35; the airspace W of Tampa bounded on the N by a line extending from latitude 28°06'35° N., longitude 84°00'00" W., to latitude 28°10'00" N., longitude 84°39'30" W., on the E by a line 5 miles W of and parallel to the Cross City VOR 207° radial, and on the S by Control 1226; and the airspace N of La Belle, Fla., bounded on the NE by V-267, on the SE by V-225, on the SW by V-157; and on the NW by a line extending from the E boundary of V-157 through latitude 27°14'10" N., longitude 81°31'00" W., to latitude 27°22'00" N., longitude 81°08'00" W., thence N via longitude 81°08'00" W., to the SW boundary of V-267, excluding the portion which coincides with W-168 and the portion below 2,000 feet MSL outside the continental United States.

Toledo, Wash.
Within 5 miles each side of the 090° and 264° bearings from latitude 46°29'18" N., longitude 122°44'18" W., extending from 20 miles E to 25 miles W of latitude 46°29'18" N., longitude 122°44'18" W.

Wilmington, N. C.
Within 5 miles each side of the 159° bearing from the Wilmington ILS MM extending from the MM to 15 miles SE of the MM.

SUBPART F - CONTROL ZONES

§ 71.171 **Designation.**
The parts of airspace described below are designated as control zones.

Abbotsford, **British Columbia, Canada**
Within a 5-mile radius of Abbotsford Airport (latitude 49°01'00" N., longitude 122°22'00" W.), excluding the portion outside the United States.

Aberdeen, Md.
Within a 5-mile radius of the center, 39°28'18" N., 76°10'13" W. of Phillips AAF and within 2 miles each side of the Aberdeen RBN 029° bearing extending from the 5-mile radius zone to 6 miles NE of the RBN.

Aberdeen, S. Dak.
Within a 5-mile radius of Aberdeen Municipal Airport (latitude 45° 27' 10" N., longitude 98° 25' 35" W.), within 2 miles each side of the Aberdeen VOR 131° radial, extending from the 5-mile radius zone to 8 miles SE of the VOR.

Abilene, Tex. (Municipal Airport)
That airspace within a 5-mile radius of Abilene Municipal Airport (latitude 32°25'10" N., longitude 99°41'20" W.); within 2 miles each side of the Abilene ILS localizer S course, extending from the 5-mile radius zone to the OM; and within 2 miles each side of the Abilene VORTAC 112° radial, extending from the 5-mile radius zone to the VORTAC, excluding the portion within the Abilene, Tex. (Dyess AFB), control zone.

AMENDMENTS 6/23/66 31 F.R. 6489 (Rewritten)

Abilene, Tex. (Dyess AFB)
That airspace within a 5-mile radius of Dyess AFB (latitude 32°25'10" N., longitude 99°51'15" W.); within 2 miles each side of the Dyess ILS localizer S course, extending from the 5-mile radius zone to 7.5 miles S of the OM; within 2 miles each side of the Dyess VOR 350° radial, extending from the 5-mile radius zone to 2 miles N of the VOR; within 2 miles each side of the Dyess TACAN 353° radial, extending from the 5-mile radius zone to 7.5 miles N of the TACAN; within 2 miles each side of the Dyess TACAN 165° radial, extending from the 5-mile radius zone to 6 miles S of the TACAN; and within 2 miles each side of the Abilene VORTAC 353° radial, extending from the 5-mile radius zone to 8 miles N of the VORTAC.

Adak, Alaska
Within a 5-mile radius of NAS Adak (Lat. 51°53'00" N, Long. 176°39'00" W); within 2 miles either side of the Adak TACAN 067° radial extending from the 5-mile radius zone to 8 miles NE of the TACAN, excluding the portion above 24,000 feet MSL.

Aguadilla, P. R.
Within a 10-mile radius of Ramey AFB, Aguadilla, P. R. (Lat. 18°29'50" N, Long. 67°07'45" W) and within 2.5 miles either side of the extended centerline of the Ramey AFB E-W runway extending from the 10-mile radius zone to 12 miles E and W of the runway ends.

Akron, Colo.
Within a 4-mile radius of Akron-Washington County Airport (latitude 40° 10' 30" N., longitude 103° 12' 45" W.).

Akron, Ohio
Within a 5-mile radius of Akron Airport (Lat. 41°02'15" N, Long. 81°28'05" W) and within a 5-mile radius of Akron Canton Airport (Lat. 40°54'59" N, Long. 81°26'32" W).

Alameda, Calif.
Within a 5-mile radius of NAS Alameda (Lat. 37°47'10" N, Long. 122°19'00" W), excluding the portion subtended by a chord drawn between the points of INT of this radius with the radius of the Oakland, Calif., control zone.

Albany, Ga. (Municipal Airport)
Within a 5-mile radius of the Albany Municipal Airport (latitude 31°32'00" N., longitude 84°11'35" W.); within 2 miles each side of the 155° radial of the Albany VOR extending from the 5-mile radius zone to the VOR; excluding that airspace which coincides with the Albany, Ga. (Turner AFB), control zone.

AMENDMENTS 4/28/66 31 F.R. 6408 (Changed); 9/15/66 31 F. R. 9863 (Rewritten)

Albany, Ga. (Turner AFB)
Within a 5-mile radius of Turner AFB (latitude 31°35'50" N., longitude 84°05'05" W.); within 2 miles each side of the 222° radial of the Turner VOR, extending from the 5-mile radius zone to the VOR; within 2 miles each side of the Turner AFB TACAN 038° radial, extending from the 5-mile radius zone to 10 miles NE of the TACAN.

AMENDMENTS 9/15/66 31 F.R. 9863 (Added)

Albany, N. Y.
Within a 5-mile radius of the center, 42°44'48" N., 73°48'19" W. of Albany County Airport, Albany, N. Y. and within 2 miles each side of the Albany VOR 354° radial extending from the 5-mile radius zone to 7 miles N of the VOR and within 2 miles each side of the Albany VOR 094° radial extending from the 5-mile radius zone to 6 miles east of the VOR.

AMENDMENTS 2/3/66 30 F. R. 15273 (Rewritten)

Albuquerque, N. Mex. (Albuquerque Sunport Airport/Kirtland AFB)
Within a 5-mile radius of Albuquerque Sunport Airport/Kirtland AFB (latitude 35°02'42" N., longitude 106°36'02" W.); within 2 miles each side of the extended centerline of runway 35, extending from the 5-mile radius zone to 5.5 miles N of the N end of runway 35; within 2 miles each side of the 188° bearing from the Albuquerque RBN, extending from the 5-mile radius zone to 7 miles S of the RBN; within 2 miles each side of the extended centerline of runway 17, extending from the 5-mile radius zone to 5 miles S of the S end of runway 17; and within 2 miles each side of the Albuquerque VORTAC 090° radial, extending from the 5-mile radius zone to the VORTAC.

Alexandria, La. (England AFB)
That airspace within a 5-mile radius of England AFB (latitude 31°19'40" N., longitude 92°33'05" W.); within 2 miles each side of the 318° bearing from the Alexandria RBN, extending from the 5-mile radius zone to the RBN; within 2 miles each side of the Alexandria VORTAC 151° and 331° radials extending from the 5-mile radius zone to 2.5 miles SE of the VORTAC; within 2 miles each side of the 329° radial of the Alexandria VORTAC, extending from the 5-mile radius zone to 14 miles NW of the VORTAC; within 2 miles each side of the extended centerline of Runway 14, extending from the 5-mile radius zone to 6 miles NW of the airport; within 2 miles each side of the extended centerline of Runway 18, extending from the 5-mile radius zone to 5.5 miles N of the airport, and within 2 miles each side of the extended centerline of Runway 36 extending from the 5-mile radius zone to 6.5 miles S of the airport.

Alexandria, La. (Esler Field)
That airspace within a 5-mile radius of Esler Field (latitude 31°23'45" N., longitude 92°17'40" W.); within 2 miles each side of the Esler Field VOR 358° radial, extending from the 5-mile radius zone to 7 miles NW of the VOR; and within 2 miles each side of the Esler Field VOR 358° radial, extending from the 5-mile radius zone to 6 miles N of the VOR.

Alexandria, Minn.
Within a 5-mile radius of Alexandria Municipal Airport (latitude 45°52'02" N., longitude 95°23'39" W.), and within 2 miles either side of the Alexandria VOR 231° radial extending from the 5-mile radius zone to the VOR.

AMENDMENT 5/26/66 31 F.R. 5407 (Changed)

Alice, Tex.
Within a 5-mile radius of the Alice International Airport (latitude 27°44'30" N., longitude 98°01'40" W.); within 2 miles each side of the Alice VOR 153° radial, extending from the 5-mile radius zone to 8 miles SE of the VOR; and within 2 miles each side of the Alice VOR 270° radial, extending from the 5-mile radius zone to 8 miles W of the VOR.

Allentown, Pa.
Within a 5-mile radius of the center, 40°39'10" N., 75°26'20" W. of Allentown-Bethlehem-Easton Airport, Allentown, Pa., within 2 miles each side of a line bearing 050° from a point at 40°42'00" N., 75°26'06" W., extended from the 5-mile radius area to 6 miles northeast of said point, within 2 miles each side of the Allentown ILS localizer northeast course, extending from the 5-mile radius zone to 10 miles northeast of the localizer, and within 2 miles each side of the Allentown VORTAC 347° radial extending from the 5-mile radius zone to 7 miles north of the VORTAC.

Alliance, Nebr.
Within a 5-mile radius of Alliance Municipal Airport (latitude 42°03'04" N., longitude 102°48'21" W.) and within 2 miles each side of the 146° and 300° bearings from the Alliance Airport extending from the 5-mile radius zone to 12 miles SE and 8 miles NW of the Alliance Airport. This control zone shall be effective during specific times established in advance by a Notice to Airmen and continuously published in the Airman's Information Manual.

Alpena, Mich.
Within a 5-mile radius of Phelps-Collins Airport, Alpena, Mich. (latitude 45°05'00" N., longitude 83°33'30" W.); within 2 miles each side of the Alpena VOR 346° radial, extending from the 5-mile radius zone to 8 miles north of the VOR; within 2 miles each side of the Alpena VOR 186° radial, extending from the 5-mile radius zone to 8 miles south of the VOR; within 2 miles each side of the Alpena VOR 306° radial, extending from the 5-mile radius zone to 8 miles NW of the VOR; and within 2 miles each side of the 180° bearing from the Alpena RBN, extending from the 5-mile radius zone to the RBN. This control zone shall be effective during the specific dates and/or times established in advance by a notice to airmen and continuously published in the Airman's Information Manual.

AMENDMENTS 2/3/66 30 F. R. 11597 (Rewritten); Amend. Alt. 30 F. R. 15272;

Altom, Ill.
Within a 5-mile radius of the Civic Memorial Airport (latitude 38°53'28" N., longitude 90°03'02" W.), and within 2 miles each side of the 009° bearing from the Civic Memorial Airport extending from the 5-mile radius zone to 7 miles N of the airport, and within 2 miles each side of the 103° bearing from the Civic Memorial Airport extending from the 5-mile radius zone to 8 miles east of the airport from 0700 to 2300 hours, local time, daily.

AMENDMENT 3/3/66 31 F.R. 427 (added); Eff. date changed 5/26/66 31 F.R. 3065; Eff. date changed 6/23/66 31 F.R. 4588

Altus, Okla.
Within a 5-mile radius of the Altus AFB (latitude 34° 39' 40" N., longitude 99° 16' 30" W.); within 2 miles each side of the Altus AFB ILS localizer S course, extending from the 5-mile radius zone to 1.5 miles S of the OM; and within 2 miles each side of the Altus AFB TACAN 185° radial, extending from the 5-mile radius zone to 9 miles S of the TACAN.

Amarillo, Tex.
That airspace within a 5-mile radius of the Amarillo AFB/Municipal Airport (latitude 35°13'10" N. longitude 101°42'40" W.); within 2 miles each side of the Amarillo VORTAC 221° radial, extending from the 5-mile radius zone to the VORTAC; and within 2 miles each side of the extended centerline of the Amarillo AFB/Municipal Airport Runway 21, extending from the 5-mile radius zone to 4.5 miles SW of the lift-off end of the runway.

Anchorage, Alaska (Anchorage International Airport)
Within a 5-mile radius of Anchorage International Airport (latitude 61°10' N., longitude 149°58' W.); within 2 miles each side of the Anchorage RR SW course extending from the 5-mile radius zone to 8 miles SW of the RR; within 2 miles each side of the Anchorage VOR 079° radial extending from the 5-mile radius zone to the VOR; within 2 miles each side of the Anchorage ILS localizer W course extending from the 5-mile radius zone to the OM; excluding the portion within the Anchorage (Merrill Field/Elmendorf AFB) control zone.

Anchorage, Alaska (Bryant AAF)
Within a 3-mile radius of Bryant AAF (latitude 61°16'N., longitude 149°40' W.), excluding the portion west of longitude 149°43' W. This control zone is effective from 0700 to 2100 hours, local time, daily.

Anchorage, Alaska (Merrill Field/Elmendorf AFB)
Within a 3-mile radius of Merrill Field (latitude 61°13' N., longitude 149°51' W.); within a 5-mile radius of Elmendorf AFB (latitude 61°15' N., longitude 149°49' W.); within 2 miles each side of the Elmendorf ILS localizer W course extending from the 5-mile radius zone to the OM, excluding the portion within the Anchorage (Bryant AAF) Control Zone.

Anderson, S. C.
Within a 5-mile radius of Anderson Airport (latitude 34°29'40" N., longitude 82°42'30" W.) and within 2 miles each side of the Anderson VORTAC 039° radial extending from the 5-mile radius zone to the VORTAC.

AMENDMENTS 7/29/66 31 F.R. 10515 (Rewritten)

Aniak, Alaska
Within a 5-mile radius of the Aniak Airport (latitude 61°35' N., longitude 159°32' W.); and within 2 miles each side of the 230° and 140° bearings from the Aniak RBN, extending from the 5-mile radius zone to 14 miles SW and 8 miles SE of the RBN, from 0545 to 2145 hours, local time, daily.

AMENDMENTS 8/18/66 31 F.R. 8870 (Changed)

Annette Island, Alaska
Within a 5-mile radius of Annette Island Airport (latitude 55°02' N., longitude 131°34' W.); within 2 miles each side of a 169° bearing from the Annette Island R.R., extending from the 5-mile radius zone to 8 miles S of the R.R.; within 2 miles each side of the Annette Island VOR 165° radial, extending from the 5-mile radius zone to 8 miles S of the VOR; and within 2 miles each side of the Annette Island VOR 308° radial, extending from the 5-mile radius zone to 8 miles NW of the VOR.

Anniston, Ala.
Within a 5-mile radius of the Anniston Municipal Airport (latitude 33°35'23" N., longitude 85°51'20" W.); within a 1.5-mile radius of Lee Brothers Airport (latitude 33°37'30" N., longitude 85°47'20" W.).

Arcata, Calif.
Within a 5-mile radius of Arcata Airport (latitude 40°58'45" N., longitude 124°06'25" W.); and within 2 miles each side of the 219° bearing from the Arcata RBN, extending from the 5-mile radius zone to 8 miles SW of the RBN.

AMENDMENTS 10/13/66 31 F.R. 10769 (Rewritten)

Ardmore, Okla.
Within a 5-mile radius of Ardmore Municipal Airport (Lat. 34°18'00" N, Long. 97°00'50" W), within 2 miles either side of the Ardmore VOR 053° radial extending from the 5-mile radius zone to the VOR, and within 2 miles either side of the 085° bearing from the Ardmore RBN extending from the 5-mile radius zone to the RBN.

Asheville, N. C.
Within a 5-mile radius of Asheville Airport (latitude 35°26'00" N., longitude 82°32'25" W.); within 2 miles each side of a 340° bearing from the Broad River RBN extending from the 5-mile radius zone to 9 miles S of the airport; within 2 miles each side of a 159° bearing from the Asheville RBN extending from the 5-mile radius zone to 5.5 miles N of the airport; and within 2 miles each side of a 129° bearing from the Asheville Airport extending from the 5-mile radius zone to 7.5 miles SE of the airport.

AMENDMENTS 8/20/66 31 F.R. 10771 (Rewritten)

Astoria, Oreg.
Within a 5-mile radius of Clatsop County Airport, Astoria, Oreg. (latitude 46° 09' 25" N., longitude 123° 52' 40" W.), and within 2 miles each side of the Astoria VOR 268° radial, extending from the 5-mile radius zone to 8 miles W of the VOR.

Athens, Ga.
Within a 5-mile radius of Athens Airport (Lat. 33°56'56" N, Long. 83°19'37" W); within 2 miles either side of the Athens VORTAC 078° radial extending from the 5-mile radius zone to 8 miles E of the VORTAC, and within 2 miles either side of the Athens VORTAC 194° radial extending from the 5-mile radius zone to 8 miles S of the VORTAC.

Atlanta, Ga. (Fulton County Airport)
Within a 5-mile radius of Fulton County Airport (latitude 33°46'47" N., longitude 84°31'20" W.) and within 2 miles each side of the Fulton County VOR 276° radial extending from the 5-mile radius zone to 7 miles W of the VOR excluding the portion within the Dobbins AFB/NAS Atlanta control zone.

Atlanta, Ga. (Atlanta Airport)
Within a 5-mile radius of Atlanta Airport (latitude 33°38'42" N., longitude 84°25'37" W.); within 2 miles each side of the Atlanta ILS localizer W course, extending from the 5-mile radius zone to the OM; within 2 miles each side of the Atlanta ILS localizer SE course, extending from the 5-mile radius zone to the OM; within 2 miles each side of the Atlanta ILS localizer E course, extending from the 5-mile radius zone to the INT of the localizer E course and the McDonough, Ga., VORTAC 333° radial; within a 3-mile radius of Morris AAF (latitude 33° 37' 20" N., longitude 84° 20' 30" W.); within 2 miles each side of the Rex, Ga., VOR 271° radial, extending from the 5-mile radius zone to 8.5 miles E of the Atlanta Airport, and within 2 miles each side of the Fulton, Ga., VOR 151° radial, extending from the Atlanta Airport 5-mile radius zone to the Fulton County 5-mile radius zone.

Atlanta, Ga.
Within a 5-mile radius of Atlanta Airport (latitude 33°38'42" N., longitude 84°25'37" W.); within 2 miles each side of the Atlanta ILS Runway 9L localizer W course, extending from the 5-mile radius zone to the OM; within 2 miles each side of the Atlanta ILS localizer SE course, extending from the 5-mile radius zone to the OM; within 2 miles each side of the Atlanta ILS Runway 9L localizer E course, extending from the 5-mile radius zone to 8.5 miles E of the airport reference point; within 2 miles each side of the ILS Runway 9R localizer W course, extending from the 5-mile radius zone to the LOM; within 2 miles each side of the Rex, Ga., VOR 271° radial, extending from the 5-mile radius zone to 8.5 miles E of the Atlanta Airport and within a 3-mile radius of Morris AAF (latitude 33°37'20" N., longitude 84°20'30" W.).

AMENDMENTS 7/21/66 31 F.R. 7559 (Rewritten)

Atlanta, Ga. (Dobbins AFB/NAS Atlanta).
Within a 5-mile radius of the Dobbins AFB/NAS Atlanta (latitude 33°55'00" N., longitude 84°31'00" W.); within 2 miles each side of the 105° bearing from the Lost Mountain, Ga., RBN, extending from the 5-mile radius zone to the RBN; within 2 miles each side of the 301° radial of the NAS Atlanta TACAN extending from the 5-mile radius zone to 7 miles NW of the TACAN.

Atlantic City, N. J.
Within a 12-mile radius of the Atlantic City NAFEC Airport (Lat. 39°27'25" N, Long. 74°34'45" W), and the airspace bounded on the SW by the Atlantic City VORTAC 176° radial to 3 nmi offshore, on the SE by a line 3 nmi offshore, and on the NE by the Atlantic City VORTAC 112° radial, excluding the portion within a 2 mile radius of the Ocean City Airport (Lat. 39°16'00" N, Long. 74°36'15" W).

Augusta, Ga.
Within a 5-mile radius of Bush Field, Augusta, Ga. (latitude 33°22'10" N., longitude 81°57'55" W.); within 2 miles each side of the Augusta VOR 140° radial, extending from the 5-mile radius zone to 8 miles SE of the VOR; within 2 miles each side of the 166° bearing from the Augusta RBN, extending from the 5-mile radius zone to 1 mile S of the RBN; and within a 2-mile radius of Daniel Field, Augusta, Ga. (latitude 33°27'55" N., longitude 82°02'25" W.).

AMENDMENT 3/8/66 31 F.R. 4499 (changed)

Augusta, Maine
Within a 5-mile radius of Augusta Airport (latitude 44° 19' 15" N., longitude 69° 47' 45" W.); within 2 miles each side of the Augusta VOR 330° radial, extending from the 5-mile radius zone to 7 miles NW of the VOR; within 2 miles each side of the Augusta VOR 156° radial, extending from the 5-mile radius zone to 7 miles SE of the VOR; and within 2 miles each side of the Augusta VOR 068° radial, extending from the 5-mile radius zone to 7 miles E of the VOR.

Austin, Tex. (Robert Mueller Municipal Airport)
Within a 5-mile radius of Robert Mueller Municipal Airport (latitude 30°17'55" N., longitude 97°42'00" W.); within 2 miles each side of the Austin ILS localizer NW course, extending from the 5-mile radius zone to 1 mile SE of the INT of the ILS localizer NW course and the Austin VORTAC 269° radial; and within 2 miles each side of the Austin VORTAC 184° radial, extending from the 5-mile radius zone to the VORTAC.

Austin, Tex. (Bergstrom AFB)
Within a 5-mile radius of Bergstrom AFB (latitude 30°11'45" N., longitude 97°40'35" W.); within 2 miles each side of the Bergstrom VOR 002° radial, extending from the 5-mile radius zone to 3.5 miles N of the VOR; within 2 miles each side of the Bergstrom ILS localizer S course, extending from the 5-mile radius zone to the LOM, excluding that portion within the Austin, Tex. (Robert Mueller Municipal Airport) control zone.

Baker, Oreg.
Within a 3-mile radius of Baker Municiapl Airport (Lat. 44°50'25" N, Long. 117°48'35" W).

Bakersfield, Calif.
Within a 5-mile radius of Meadows Field, Bakersfield, Calif. (latitude 35° 25' 40" N., longitude 119° 03' 05" W.), and within 2 miles W and 3 miles E of the Bakersfield VORTAC 338° radial, extending from the 5-mile radius zone to 7 miles NW of the VORTAC.

Baltimore, Md.
Within a 5-mile radius of the center, 39°10'25" N., 76°40'15" W., of Friendship International Airport, Baltimore, Md.; within 2 miles each side of the Baltimore ILS west course extending from the 5 mile radius zone to 8 miles west of the OM; within 2 miles each side of the Baltimore 314° radial extending from the 5-mile radius zone to 7 miles northwest of the VOR; and within 2 miles each side of the Baltimore 024° radial extending from the 5-mile radius zone to 6 miles northeast of the VOR.

Bangor, Maine.
Within a 7-mile radius of Dow AFB, Bangor, Maine (latitude 44° 48' 20" N., longitude 68° 49' 32" W.); within 2 miles each side of the Bangor VORTAC 321° radial, extending from the 7-mile radius zone to 11 miles NW of the VORTAC; within 2 miles each side of the Bangor VORTAC 135° radial, extending from the 7-mile radius zone to 7 miles SE of the Bangor ILS OM; and within 2 miles each side of the Bangor VORTAC 053° radial, extending from the VORTAC to the Old Town, Maine, control zone.

Bartlesville, Okla.
Within a 5-mile radius of the Phillips Airport (latitude 36°45'45" N., longitude 96°00'30" W.), and within 2 miles each side of the Bartlesville VOR 355° radial, extending from the 5-mile radius zone to 8 miles N of the VOR, excluding the area N of latitude 36°46'00" N and E of longitude 95°58'30" W. This control zone shall be effective during the times established by a notice to Airmen and continuously published in the Airman's Information Manual.

Baton Rouge, La.
That airspace within a 5-mile radius of Ryan Airport, Baton Rouge, La. (latitude 30°31'55" N., longitude 91°09'00" W.); within a 2-mile radius of Downtown Airport, Baton Rouge, La. (latitude 30°26'45" N., longitude 91°06'25" W.); within 2 miles each side of the Baton Rouge ILS localizer SE course extending from the 5-mile radius zone to 6.5 miles SE of Ryan Airport, and within 2 miles each side of the Baton Rouge VORTAC 071° radial extending from the 5-mile radius zone to 1 mile E of the VORTAC.

Battle Creek, Mich.
Within a 5-mile radius of Kellogg Field, Battle Creek, Mich. (latitude 42° 18' 35" N., longitude 85° 14' 55" W.), within 2 miles each side of the Battle Creek VORTAC 050°, 117° and 215° radials, extending from the 5-mile radius zone to 8 miles NE, SE and SW of the VORTAC; and within 2 miles each side of the Kellogg Field ILS localizer SW course, extending from the 5-mile radius zone to 5 miles SW of the approach end of runway 4.

AMENDMENTS 12/8/66 31 F. R. 13207 (Rewritten)

Beaufort, S. C.
Within a 5-mile radius of MCAS Beaufort (latitude 32°28'40" N., longitude 80°43'20" W.); and within 2 miles each side of the MCAS Beaufort RBN 042° bearing, extending from the 5-mile radius zone to 8 miles NE of the RBN.

Beaumont, Tex.
Within a 5-mile radius of Jefferson County Airport, Beaumont, Tex., (Lat. 29°57'05" N, Long. 94°01'10" W): within 2 miles either side of the Beaumont VOR 064° radial extending from the 5-mile radius zone to the VOR, and within 2 miles either side of the Beaumont ILS localizer NW course extending from the 5-mile radius zone to the OM.

Bedford, Mass.
Within a 5-mile radius of Hanscom Airport (latitude 42°28'04" N., longitude 71°17'23" W.); within 2 miles each side of the Bedford ILS localizer W course extending from the 5-mile radius zone to 8 miles W of the LOM; within 2 miles each side of the extended centerline of Runway 23 extending from the 5-mile radius zone to 6 miles SW of the lift-off end of the runway; within 2 miles each side of the extended centerline of Runway 5 extending from the 5-mile radius zone to 6 miles NE of the lift-off end of the runway; and within a 1-mile radius of Erickson Airport (latitude 42°27'50" N., longitude 71°31'00" W.).

AMENDMENTS 2/3/66 30 F. R. 15321 (Rewritten); Corr: 31 F. R. 876
AMENDMENTS 12/23/66 31 F. R. 16407 (Changed)

Beeville, Tex.
That airspace within a 5-mile radius of NAAS Chase Field, Beeville, Tex. (latitude 28°21'50" N., longitude 97°39'40" W.); within 2 miles each side of the NAAS Chase TACAN 129° and 321° radials extending from the 5-mile radius zone to 7 miles SE and NW of the TACAN; and within 2 miles each side of the NAAS Chase VOR 349° radial extending from the 5-mile radius zone to 12 miles N of the VOR.

Belleville, Ill.
Within a 5-mile radius of Scott AFB, Belleville, Ill. (latitude 38°32'30" N., longitude 89°51'05" W.), and within 2 miles each side of the 317° bearing from the Belleville RBN, extending from the 5-mile radius zone to 5.5 miles SE of the SE end of Scott AFB Runway 31.

Bellingham, Wash.
Within a 5-mile radius of Bellingham Municipal Airport (latitude 48°47'40" N., longitude 122°32'10" W.); within 2 miles each side of the Bellingham VOR 169° radial, extending from the 5-mile radius zone to 1 mile S of the VOR.

AMENDMENTS 2/3/66 30 F. R. 15273 (Rewritten)

Bemidji, Minn.
Within a 5-mile radius of the Bemidji Municipal Airport (latitude 47°30'35" N., longitude 94°55'50" W.), within 2 miles each side of the Bemidji VOR 136° radial, extending from the 5-mile radius zone to the VOR and within 2 miles each side of the 262° bearing from the Bemidji Municipal Airport, extending from the 5-mile radius zone to 8 miles W of the airport, excluding the portion 9 miles SE of and parallel to the Bemidji VOR 024° and 204° radials. This control zone shall be effective during the times established by a Notice to Airmen and published continuously in the Airmen's Information Manual.

Benton Harbor, Mich.
Within a 5-mile radius of Ross Field, Benton Harbor, Mich. (latitude 42°07'45" N., longitude 86°25'45" W.) and within 2 miles each side of the 086° and 276° bearings from Ross Field, extending from the 5-mile radius zone to 8 miles east and west of the airport. This control zone shall be effective during specific times established in advance by a Notice to Airmen and continuously published in the Airman's Guide, or its successor publication, The Airman's Information Manual, now planned for publication on December 10, 1964.

Bethel, Alaska
Within a 5-mile radius of Bethel Municipal Airport (Lat. 60°46'55" N, Long. 161°49'55" W); within 2 miles either side of the Bethel VOR 007° and 214° radials extending from the 5-mile radius zone to 12 miles N and SW of the VOR; within 2 miles either side of the 296° bearing from the Bethel RR extending from the 5-mile radius zone to the RR, and within 2 miles either side of the 023° bearing from the Bethel RBN extending from the 5-mile radius zone to 12 miles NE of the RBN.

Bettles, Alaska
Within a 5-mile radius of Bettles Airport (latitude 66°55'00" N., longitude 151°31'00" W.); within 2 miles each side of the Bettles RR SE course, extending from the 5-mile radius zone to 8 miles SE of the RR; within 2 miles each side of the 210° bearing from the RR, extending from the 5-mile radius zone to 8 miles SW of the RR, and within 2 miles each side of the Bettles VOR 216° radial, extending from the 5-mile radius zone to 8 miles SW of the VOR.

Big Delta, Alaska
Within a 5-mile radius of the Big Delta AAF, Fort Greely, Alaska (latitude 64°00' N., longitude 145°43' W.), and within 2 miles each side of the Big Delta RR NE and NW courses, extending from the 5-mile radius zone to 8 miles NE and 9½ miles NW of the RR; within 2 miles each side of the Big Delta VOR 040° and 315° radials, extending from the 5-mile radius zone to 8 miles NE and 10 miles NW of the VOR.

Big Spring, Tex.
That airspace within a 5-mile radius of Webb AFB, Big Spring, Tex. (latitude 32°12'50" N., longitude 101°31' 25" W.), within a 5-mile radius of Howard County Airport, Big Spring, Tex. (latitude 32°18'05" N., longitude 101°26'20" W.), within 2 miles each side of the Big Spring VOR 191° radial, extending from the 5-mile radius zone to 1 mile S of the VOR, within 2 miles each side of the Big Spring VOR 155° radial, extending from the 5-mile radius zone to the VOR, within 2 miles each side of the Webb TACAN 355° radial, extending from the 5-mile radius zone to 7.5 miles north of the TACAN, and within 2 miles each side of the Webb TACAN 190° radial extending from the 5-mile radius zone to 7.5 miles south of the TACAN.

Billings, Mont.
Within a 5-mile radius of Logan Field, Billings, Mont. (latitude 45°48'23" N., longitude 108°31'54" W.); and within 2 miles each side of the Billings ILS localizer W course extending from the 5-mile radius zone to 8 miles W of the OM and within 2 miles each side of the Billings VORTAC 095° and 267° radials extending from 12 miles E to 8 miles W of the VORTAC.

Biloxi, Miss.
Within a 5-mile radius of Keesler AFB (latitude 30°24'39.2" N., longitude 88°55'25.9 W.); within 2 miles each side of the 036° bearing from Keesler RBN extending from the 5-mile radius zone to 8 miles NE of the RBN; within 2 miles each side of the Keesler TACAN 047° radial extending from the 5-mile radius zone to 7 miles NE of the TACAN; and within 2 miles each side of the Keesler AFB runway 3/21 centerline extending from the 5-mile radius zone to 6 miles SW of the AFB, excluding that portion W of longitude 89°00'00" W

AMENDMENTS 4/28/66 31 F.R. 6408 (Changed)

Binghamton, N.Y.
Within a 5-mile radius of the center of Broome County Airport, Binghamton, N.Y., 42°12'35" N., 75°58'46" W.: within 2 miles each side of the Binghamton VOR 066° radial extending from the 5-mile radius zone to the VOR and within 2 miles each side of the airport ILS localizer SE course extending from the 5-mile radius zone to 2 miles SE of the OM.

Birmingham, Ala.
Within a 5-mile radius of the Birmingham Municipal Airport (latitude 32°33'49" N., longitude 86°45'31" W.); within 2 miles each side of the Birmingham localizer SW course extending from the 5-mile radius zone to 5.5 miles SW of the airport; within 2 miles each side of the 055° and 235° bearings from the Roebuck RBN extending from the 5-mile radius zone to 8 miles NE of the RBN.

Bismarck, N. Dak.
Within a 5-mile radius of Bismarck Municipal Airport (latitude 46°46'33" N., longitude 100°45'14" W.), and within 2 miles each side of the Bismarck ILS localizer SE course, extending from the 5-mile radius zone to the OM.

AMENDMENTS 3/3/66 30 F. R. 16070 (Rewritten)

Blackstone, Va.
Within a 4-mile radius of Blackstone AAF (latitude 37°04'30" N., longitude 77°57'45" W.), excluding the portion within R-6602; and within 2 miles each side of the 129° bearing from the Blackstone RBN, extending from the 4-mile radius zone to the RBN. This control zone is effective from 0600 to 2200 hours local time.

Bloomington, Ill.
Within a 5-mile radius of Bloomington Municipal Airport (latitude 40°28'50" N., longitude 88°55'45" W.); and within 2 miles each side of the Bloomington VOR 043° radial, extending from the 5-mile radius zone to a point 8 miles NE of the VOR. The control zone shall be effective during the times established by a Notice to Airmen and published continuously in the Airman's Information Manual.

Bloomington, Ind.
Within a 3-mile radius of the Monroe County Airport, Bloomington, Ind. (latitude 39°08'25" N., longitude 86°37'00" W.), and within 2 miles each side of the Bloomington VOR 236° radial, extending from the 3-mile radius zone to 8 miles SW of the VOR, and within 2 miles each side of the Bloomington VOR 072° radial, extending from the 3-mile radius zone to 8 miles E of the VOR, effective from 0600 to 2330 hours, local time, daily.

Bluefield, W. Va.
Within a 5-mile radius of Mercer County Airport, Bluefield, W. Va. (latitude 37° 17' 45" N., longitude 81° 12' 30" W.), with 2 miles each side of the Bluefield VOR 047° radial, extending from the 5-mile radius zone to 4.5 miles NE of the VOR, and within 2 miles each side of the Bluefield VOR 267° radial, extending from the 5-mile radius zone to 15 miles W of the VOR.

Blythe, Calif.
Within a 5-mile radius of Blythe Airport (Lat. 33°37'15" N, Long. 114°43'00" W).

Blytheville, Ark.
That airspace within a 5-mile radius of the Blytheville AFB (latitude 35°57'50" N., longitude 89°56'40" W.); within 2 miles each side of the Blytheville ILS localizer N course extending from the 5-mile radius zone to 0.5 mile S of the OM, within 2 miles each side of the Blytheville VOR 357° and 185° radials extending from the 5-mile radius zone to 7 miles N and 7 miles S of the VOR, within 2 miles each side of the extended centerline of Runway 17 extending from the 5-mile radius zone to 6 miles S of the airport, and within 2 miles each side of the Blytheville TACAN 357° and 185° radials extending from the 5-mile radius zone to 7 miles N and 6 miles S of the TACAN.

Boise, Idaho
Within a 5-mile radius of Boise Air Terminal (latitude 43°33'55" N., longitude 116°13'35" W.); within 2 miles each side of the Boise VORTAC 302° radial, extending from the 5-mile radius zone to 12 miles NW of the VORTAC and within 2 miles each side of the Boise VORTAC 130° radial, extending from the 5-mile radius zone to 12 miles SE of the VORTAC.

Borger, Tex.
That airspace within a 5-mile radius of Hutchinson County Airport, Borger, Tex., (latitude 35°41'55" N., longitude 101°23'40" W.); and within 2 miles each side of the 141° bearing from latitude 35°41'30" N., longitude 101°23'45" W. extending from the 5-mile radius zone to 7.5 miles SE of latitude 35°41'30" N., longitude 101°23'45" W and 2 miles each side of the Borger VOR 185° radial extending from the 5-mile radius zone to the VOR. This control zone is effective during the dates and times published in the Airman's Information Manual.

Boston, Mass.
Within an 8-mile radius of the Logan International Airport (latitude 42°21'55" N., longitude 71°00'05" W.); and within 2 miles E and 3 miles W of the 020° bearing from the Logan International Airport runway 4R ILS LMM extending from the 8-mile radius zone to 10 miles N of the LMM.

AMENDMENTS 2/3/66 30 F. R. 15321 (Rewritten)

Bowling Green, Ky.
Within a 4-mile radius of the center 36°57'55" N., 86°25'10" W. of Bowling Green-Warren County Airport, Bowling Green, Ky.; and within 2 miles each side of the Bowling Green VOR 206° radial extending from the 4-mile radius zone to 6.5 miles SW of the VOR.

Bozeman, Mont.
Within a 5-mile radius of Gallatin-Bozeman Airport (latitude 45°46'50" N., longitude 111°09'20" W.), and within 2 miles each side of the Bozeman VOR 277° radial extending from the 5-mile radius zone to 6 miles W of the VOR.

Bradford, Pa.
Within a 5-mile radius of the Bradford-McKean County Airport (latitude 41°48'10" N., longitude 78°38'20" W.); within 2 miles each side of the Bradford VOR 138° radial, extending from the 5-mile radius zone to 7 miles SE of the VOR; and within 2 miles each side of the Bradford RBN 134° bearing, extending from the 5-mile radius zone to 7 miles SE of the RBN.

Brainerd, Minn.
Within a 5-mile radius of Brainerd-Crow Wing County Airport (latitude 46°23'25" N., longitude 94°08'20" W.); within 2 miles each side of the Brainerd VOR 300° radial extending from the 5-mile radius zone to the VOR; within 2 miles each side of the 313° bearing from Brainerd-Crow Wing County Airport extending from the 5-mile radius zone to 7 miles NW of the airport; and within 2 miles each side of the 043° bearing from Brainerd-Crow Wing County Airport, extending from the 5-mile radius zone to 7 miles NE of the airport. This control zone shall be effective during the specific dates and/or times established in advance by a Notice to Airmen and continuously published in the Airman's Information Manual

AMENDMENTS 11/10/66 31 F.R. 12433 (Rewritten)

Bremerton, Wash.
Within a 5-mile radius of the Kitsap County Airport (latitude 47°29'35" N., longitude 122°45'35" W.), and within 2 miles each side of the 209° bearing from the Kitsap RBN (latitude 47°29'48" N., longitude 122°45'36" W.), extending from the 5-mile radius zone to 8 miles SW of the RBN. This control zone will be effective during the time established in advance by a Notice to Airmen and continuously published in the Airman's Information Manual.

AMENDMENTS 8/18/66 31 F.R. 8910 (Added)

Bridgeport, Conn.
Within a 5-mile radius of the center 41°09'41" N., 73°07'35" W., of Bridgeport Municipal Airport, Bridgeport, Conn.; within 2 miles each side of the Bridgeport VOR 036° and 229° radials, extending from the 5-mile radius zone to 7 miles NE and 7 miles SW of the VOR.

PENDING AMENDMENT
Broomfield, Colo.
That airspace within a 5-mile radius of Jeffco Airport (latitude 39°54'30" N., longitude 105°06'50" W.). This control zone shall be effective during the specific dates and/or times established in advance by a Notice to Airmen and continuously published in the Airman's Information Manual.
AMENDMENT 2/2/67 31 F.R. 14674 (Added)

Brownsville, Tex.
That airspace within a 5-mile radius of Rio Grande Valley International Airport (latitude 25°54'25" N., longitude 97°25'25" W.); within 2 miles each side of the 344° bearing from latitude 25°56'50" N., longitude 97°26'15" W. extending from the 5-mile radius zone to 7 miles N of latitude 25°56'50" N., longitude 97°26'15" W., and within 2 miles each side of the Brownsville VORTAC 071° radial extending from the 5-mile radius zone to 7 miles E of the VORTAC, excluding the portion outside the United States.

AMENDMENTS 6/23/66 31 F.R. 9000 (Changed)

Brunswick, Ga. (Malcolm-McKinnon Airport)
Within a 5-mile radius of the Malcolm-McKinnon Airport (latitude 31°09'05" N., longitude 81°23'20" W.), and within 2 miles each side of the Brunswick VOR 023° radial, extending from the 5-mile radius zone to the VOR, excluding the portion within the Brunswick, Ga. (NAS Glynco) control zone.

Brunswick, Ga. (NAS Glynco)
Within a 5-mile radius of NAS Glynco (latitude 31°15'30" N., longitude 81°28'00" W.); within 2 miles each side of the Glynco TACAN 055° radial, extending from the 5-mile radius zone to 7 miles NE of the TACAN; within 2 miles each side of the Glynco TACAN 250° radial, extending from the 5-mile radius zone to 8 miles W of the TACAN; within 2 miles each side of the 268° bearing from the Glynco RBN, extending from the 5-mile radius zone to 8 miles W of the RBN; and within a 1½-mile radius of the Brunswick Municipal Airport (latitude 31°11'00" N., longitude 81°29'00" W.).

Brunswick, Maine
Within a 5-mile radius of NAS Brunswick (latitude 43°53'35" N., longitude 69°56'20" W.); within 2 miles each side of the Navy Brunswick VOR 166° radial, extending from the 5-mile radius zone to 8 miles S of the VOR; within 2 miles each side of the 166° bearing of the Navy Brunswick UHF RBN (latitude 43°53'42" N., longitude 69°56'49" W.), extending from the 5-mile radius zone to 8 miles S of the RBN; within 2 miles each side of a line bearing 353° from latitude 43°48'53" N., longitude 69°55'30" W., extending from the 5-mile radius zone to latitude 43°48'53" N., longitude 69°55'30" W.; within 2 miles each side of the Navy Brunswick TACAN 008° radial, extending from the 5-mile radius zone to 8 miles N of the TACAN, excluding that airspace within a 1-mile radius of Topsham Airport; Topsham, Maine (latitude 43°56'55" N., longitude 69°59'50" W.).

Buffalo, N. Y.
Within a 5-mile radius of Greater Buffalo International Airport (latitude 42° 56' 25" N., longitude 78° 43' 50" W.); within 2 miles each side of the Buffalo VORTAC 099° radial, extending from the 5-mile radius zone to 7 miles E of the VORTAC; within 2 miles each side of the Buffalo RBN 042° bearing, extending from the 5-mile radius zone to 8 miles NE of the RBN, and within 2 miles each side of the Buffalo ILS localizer SW course, extending from the 5-mile radius zone to 7 miles SW of the Runway 5 OM, excluding the portion within a 1-mile radius of Buffalo Airpark (latitude 42° 51' 40" N., longitude 78° 43' 00" W.).

Burbank, Calif.
Within a 5-mile radius of Lockhead Air Terminal, Burbank, Calif. (latitude 34°12'15" N., longitude 118°21'30" W.), and within 2 miles each side of the Van Nuys, Calif., VOR 112° radial extending from the 5-mile radius zone to 17.5 miles SE of the VOR, excluding the portion W of a line from latitude 34°16'00" N., longitude 118°25'55" W., to latitude 34°09'25" N., longitude 118°25'40" W., and the portion within a 1-mile radius of Whiteman Airpark, Pacoima, Calif., latitude 34°15'35" N., longitude 118°24'45" W.

AMENDMENTS 6/17/66 31 F.R. 8492 (Rewritten)

Burley, Idaho
Within a 5-mile radius of Burley Municipal Airport (latitude 42°32'30" N., longitude 113°46'20" W.); within 2 miles each side of the Burley VORTAC 112° radial, extending from the 5-mile radius zone to the VORTAC.

AMENDMENT 10/22/66 31 F.R. 13641 (Rewritten)

Burlington, Iowa
Within a 5-mile radius of Burlington Municipal Airport (Lat. 40°47'06" N, Long. 91°07'27" W), and within 2 miles either side of the Burlington VOR 293° radial extending from the 5-mile radius zone to the VOR.

Burlington, Vt.
Within a 5-mile radius of the center, 44°28'15" N., 73°09'10" W., of the Burlington Airport, Burlington, Vt.; within 2 miles each side of the Burlington ILS localizer northwest course extending from the 5-mile radius zone to the LOM; within 2 miles each side of the Burlington VOR 018° radial extending from the 5-mile radius zone to the VOR.

AMENDMENTS 2/3/66 30 F. R. 14918 (Rewritten)

Butte, Mont.
Within a 5-mile radius of Silver Bow County Airport, Butte, Mont. (latitude 45°57'15" N., longitude 112° 29'50" W.).

Calverton, N. Y.
Within a 5-mile radius of Peconic River Airport (latitude 40°54'55" N., longitude 72°47'35" W.), and within 2 miles each side of the Riverhead VORTAC 079° radial extending from the 5-mile radius zone to 12.5 miles E of the VORTAC, excluding the portion within the Suffolk County AFB control zone, Westhampton Beach, N. Y. This control zone is effective 0700-2330 hours, local time, Monday through Saturday and 0800 to 1630 hours, local time, Sunday.

AMENDMENTS 10/13/66 31 F.R. 11285 (Changed)

Camp Douglas, Wis.
Within a 5-mile radius of Volk Field, Camp Douglas, Wis. (latitude43°56'25" N., longitude 90°15'20" W.). and within 2 miles each side of the Volk Field VORTAC 092° radial extending from the 5-mile radius zone to 12 miles E of the VORTAC. This control zone shall be effective during the specific dates and/or time established by a Notice to Airmen and continuously published in the Airman's Information Manual.

AMENDMENT 3/31/66 31 F. R. 2474 (Rewritten)

Camp Springs, Md.
Within a 5-mile radius of Andrews AFB, Camp Springs, Md. (latitude 38°48'40" N., longitude 76°52'05" W.), within 2 miles E of the extended centerline of the Andrews AFB Runway 19-L and 2 miles W of the Andrews AFB ILS localizer S course, extending from the 5-mile radius zone to the OM, within 2 miles each side of the Andrews AFB ILS localizer N course, extending from the 5-mile radius zone to the OM, excluding the portion within a 1-mile radius of Hyde Field, Clinton, Md. (latitude 38°45'00" N., longitude 76°56'00" W.), and excluding the portion subtended by a chord drawn between the points of intersection of the 5-mile radius zone with the Washington, D. C., control zone.

Cape Girardeau, Mo.
Within a 5-mile radius of the Cape Girardeau Municipal Airport (latitude 37°13'32" N., longitude 89°34'13" W.), within 2 miles each side of the Cape Girardeau VOR 036° radial extending from the 5-mile radius zone to 8 miles NE of the VOR, and within 2 miles each side of the Cape Girardeau VOR 196° radial extending from the 5-mile radius zone to 8 miles S of the VOR.

Carlsbad, N. Mex.
Within a 5-mile radius of Carlsbad Municipal Airport (latitude 32°20'20" N., longitude 104°15'45" W.), and within 2 miles each side of the Carlsbad VOR 337° radial, extending from the 5-mile radius zone to the VOR.

Casper, Wyo.
Within a 5-mile radius of Casper Air Terminal (latitude 42°54'25" N., longitude 106°27'50" W.); within 2 miles each side of the Casper VORTAC 216° radial, extending from the 5-mile radius zone to 26 miles SW of the VORTAC; within 2 miles each side of the Casper ILS localizer W course, extending from the 5-mile radius zone to 5 miles W of the OM; within 2 miles each side of the 270° bearing from the Casper RBN, extending from the 5-mile radius zone to the RBN and within 2 miles each side of the Casper VORTAC 216° radial, extending from the 5-mile radius zone to the VORTAC.

Cedar City, Utah
Within a 5-mile radius of Cedar City Municipal Airport (latitude 37°42'05" N., longitude 113°05'52" W.) and within 2 miles on each side of the Cedar City VOR 195° radial extending from the 5-mile radius zone to the VOR.

Cedar Rapids, Iowa
Within a 5-mile radius of Cedar Rapids Municipal Airport (latitude 41° 53' 05" N., longitude 91° 42' 45" W.) within 2 miles each side of the Cedar Rapids ILS localizer W course, extending from the 5-mile radius zone to 8 miles W of the OM, within 2 miles each side of the Cedar Rapids VOR 265° radial, extending from the 5-mile radius zone to 8 miles W of the VOR, and within 2 miles each side of the Cedar Rapids VOR 092° radial, extending from the 5-mile radius zone to 9.5 miles E of the VOR.

Chadron, Nebr.
Within a 5-mile radius of Chadron Municipal Airport (latitude 42°50'00" N., longitude 103°05'50" W.), and within 2 miles each side of the 010° bearing from the Chadron Municipal Airport, extending from the 5-mile radius zone to 8 miles N of the airport.

Chamblee, Ga.
Within a 3-mile radius of De Kalb-Peachtree Airport, Chamblee, Ga., (Lat. 33°52'30" N, Long. 84°18'10" W) and within 2 miles either side of the Norcross, Ga., VORTAC 242° radial extending from the 3-mile radius zone to the VORTAC from 0700 to 2300 hours, local time, daily.

Champaign, Ill.
Within a 5-mile radius of the University of Illinois-Willard Airport, Champaign, Illinois (latitude 40°02'25" N., longitude 88°16'35" W.), within 2 miles each side of the Champaign VORTAC 123° radial, extending from the 5-mile radius zone to 8 miles SE of the VORTAC; within 2 miles each side of the Champaign VORTAC 233° radial, extending from the 5-mile radius zone to 8 miles SW of the VORTAC; within 2 miles each side of the Champaign VORTAC 030° radial extending from the 5-mile radius zone to 8 miles NE of the VORTAC; and within 2 miles each side of the Champaign VORTAC 326° radial, extending from the 5-mile radius zone to 8 miles NW of the VORTAC.

Chandler, Ariz.
Within a 5-mile radius of Williams AFB (latitude 33°18'25" N., longitude 111°39'35" W.); within 2 miles each side of the Chandler TACAN 117° radial, extending from the 5-mile radius zone to 8 miles SE of the TACAN; and within 2 miles each side of the Chandler TACAN 141° radial, extending from the 5-mile radius zone to 9 miles SE of the TACAN. This control zone is effective from 0700 to 1700 hours local time, Monday through Friday, excluding Federal legal holidays.

Chantilly, Va.
Within a 5-mile radius of Dulles International Airport, Chantilly, Va., (Lat. 38°56'40" N, Long. 77°27'24" W); within 2 miles either side of the Dulles runway 1-R ILS localizer S course extending from the 5-mile radius zone to the runway 1-R ILS OM; within 2 miles either side of the Dulles runway 19-R ILS localizer N course extending from the 5-mile radius zone to 2 miles N of the runway 19-R ILS OM; within 2 miles either side of **the Herndon, Va., VORTAC 161° radial extending from the 5-mile radius zone to the VORTAC; and within 2 miles either side of the extended centerline of runway 30 extending from the 5-mile radius zone to 4 miles NW of the lift-off end of runway 30.**

Chanute, Kans.
Within a 5-mile radius of the Martin Johnson Airport, Chanute, Kans. (latitude 37°40'05" N., longitude 95°29'00" W.) and within 2 miles each side of the Chanute VOR 064° radial, extending from the 5-mile radius zone to the VOR.

Charleston, S. C.
Within a 5-mile radius of Charleston AFB/Municipal Airport (latitude 32°53'55" N., longitude 80°02'20" W.); within 2 miles each side of the Charleston VORTAC 018° radial, extending from the 5-mile radius zone to 8 miles north of the VORTAC; within 2 miles each side of the Charleston VORTAC 140° radial, extending from the 5-mile radius zone to 6 miles southeast of the VORTAC; within 2 miles each side of the Charleston VORTAC 211° radial, extending from the 5-mile radius zone to 8 miles southwest of the VORTAC; within 2 miles each side of the Charleston ILS localizer northwest course, extending from the 5-mile radius zone to the OM; within 2 miles each side of the Charleston VORTAC 332° radial, extending from the 5-mile radius zone to 8 miles northwest of the VORTAC.

Charleston, W. Va.
Within a 5-mile radius of the center, 38°22'21" N., 81°35'35" W., of Kanawha Airport, Charleston, W. Va.; within 2 miles each side of the ILS localizer NE course extending from the 5-mile radius zone to the OM; within 2 miles each side of the Charleston, VORTAC 081° radial extending from the 5-mile radius zone to 2 miles E of the VORTAC.

Charlotte, N. C.
Within a 5-mile radius of Douglas Airport (latitude 35°12'58" N., longitude 80°56'22" W.); within 2 miles each side of the Charlotte ILS localizer SW course, extending from the 5-mile radius zone to the OM; within 2 miles each side of the Charlotte VOR 223° radial, extending from the 5-mile radius zone to 6 miles SW of the VOR; within 2 miles each side of the Charlotte VOR 058° radial, extending from the 5-mile radius zone to 5.5 miles NE of the VOR; and within a 1.5 mile radius of the Carpenter Airport (latitude 35°08'03" N., longitude 80°57'51" W.).

Charlotte Amalie, Saint Thomas, V.I. (Harry S. Truman Airport)
Within a 5-mile radius of the Harry S. Truman Airport (latitude 18°20'25" N., longitude 64°58'10" W.), effective from 0600 to 2200 hours, local time, daily.

Charlottesville, Va.
Within a 4-mile radius of the Charlottesville-Albermarle Airport (latitude 38°08'25" N., longitude 78°27'10" W.) and within 2 miles each side of the 021° bearing from the Charlottesville RBN, extending from the 4-mile radius zone to the RBN.

Chattanooga, Tenn.
Within a 5-mile radius of Lovell Field, Chattanooga, Tenn. (latitude 35° 02' 05" N., longitude 85° 12' 10" W.) within 2 miles each side of the Chattanooga VORTAC 333° radial, extending from the 5-mile radius zone to the VORTAC; within 2 miles each side of the Chattanooga ILS localizer NE course, extending from the 5-mile radius zone to 8 miles NE of the airport; and within 2 miles each side of the Chattanooga ILS SW course, extending from the 5-mile radius zone to the INT of the ILS SW course and the 263° radial of the Chattanooga VORTAC.

Chesterfield, Mo.
Within a 5-mile radius of the Spirit of St. Louis Airport, Chesterfield, Mo. (latitude 38° 39' 35" N., longitude 90° 38' 45" W.); within 2 miles each side of the Maryland Heights 243° radial extending from the 5-mile radius zone to 7 miles SW of the VORTAC; and within 2 miles each side of the Maryland Heights 310° radial extending from the 5-mile radius zone to 8 miles NW of the VORTAC. This control zone shall be effective during the specific dates and/or times established in advance by a Notice to Airmen and continuously published in the Airman's Information Manual.

AMENDMENT 12/8/66 31 F.R. 13207 (Added)

Cheyenne, Wyo.
Within a 5-mile radius of Cheyenne Municipal Airport (latitude 41°09'20" N., longitude 104°48'30" W.) and within 2 miles each side of the Cheyenne ILS localizer E course, extending from the 5-mile radius zone to the OM.

Chicago, Ill. (Midway Airport)
Within a 5-mile radius of Chicago Midway Airport (latitude 41°47'04" N., longitude 87°45'12" W.); and within 2 miles each side of the Chicago Midway ILS localizer SE course extending from the 5-mile radius zone to 8 miles SE of the Kedzie RBN; and within 2 miles each side of the Chicago Midway ILS localizer NW course extending from the 5-mile radius zone to the OM.

Chicago, Ill. (O'Hare International Airport)
Within a 5-mile radius of Chicago O'Hare International Airport (latitude 41°59'10" N., longitude 87°54'28" W.); within 2 miles each side of the Chicago O'Hare Runway 14R and 14L ILS localizer NW courses, extending from the 5-mile radius zone to 7 miles NW of the airport, and within 2 miles each side of the Chicago O'Hare Runway 32R and 32L ILS localizer SE courses, extending from the 5-mile radius zone to 7 miles SE of the airport excluding the portion NE of a line between the INT's of the 5-mile radius zone and the 5-mile radius zone of Glenview, Ill., control zone.

Chicago, Ill. (Meigs Airport)
Within a 3-mile radius of Meigs Airport (latitude 41°51'30" N., longitude 87°36'30" W.) from 0600 to 2400 hours, local time, daily.

Chico, Calif.
Within a 5-mile radius of Chico Municipal Airport (latitude 39°47'45" N., longitude 121°51'25" W.) and within 2 miles each side of the Chico VOR 308° radial, extending from the 5-mile radius zone to 8 miles NW of the VOR, excluding the portion within a 1-mile radius of Ranchero Airport, Chico, Calif. (latitude 39°43'10" N., longitude 121°52'10" W.). The control zone shall be effective during the times established in advance by a Notice to Airmen and continuously published in the Airman's Information Manual.

Childress, Tex.
Within a 5-mile radius of the Childress Municipal Airport (latitude 34°25'55" N., longitude 100°17'45" W.) and within 2 miles each side of the Childress VOR 182° radial, extending from the 5-mile radius zone to 8 miles S of the VOR.

China Lake, Calif.
Within a 5-mile radius of NAF China Lake (latitude 35°41'15" N., longitude 117°41'35" W.) and within 2 miles each side of the NAF China Lake TACAN 350° and 148° radials extending from the 5-mile radius zone to 8 miles N and SE of the TACAN.

Chincoteague, Va.
Within a 5-mile radius of NASA Wallops Station Airport, Chincoteague, Va. (latitude 37°56'15" N., longitude 75°28'15" W.) and within 2 miles each side of the Snow Hill, Md., VOR 181° radial, extending from the 5-mile radius zone to 2.5 miles S of the VOR, excluding the portion within R-6604. This control zone is effective from 0800 to 1700 hours, local time, Monday through Friday, excluding Federal legal holidays.

Christiansted, St. Croix, V. I.
Within a 5-mile radius of the Alexander Hamilton Airport (latitude 17°42'15" N., longitude 64°47'55" W.); within 2 miles each side of the St. Croix VOR 250° radial, extending from the 5-mile radius zone to the VOR, and within 2 miles each side of the 208° bearing from the airport, extending from the 5-mile radius zone to 6 miles SW of the airport, effective from 0600 to 2200 hours, local time, daily.

Cincinnati, Ohio.
Within a 5-mile radius of the center, 39°06'14" N., 84°25'18" W., of Cincinnati Municipal (Lunken Field) Airport, Concinnati, Ohio; and within 2 miles each side of the Cincinnati Municipal localizer course extending from the 5-mile radius zone to the Madeira, Ohio, RBN.

AMENDMENTS 10/13/66 31 F.R. 11461 (Rewritten)

Clarksburg, W. Va.
With a 5-mile radius of the center of Benedum Airport, Clarksburg, W. Va., 39°17'40" N., 80°13'40" W. and within 2 miles each side of the centerline of Runway 3 extended northeasterly for 5 miles from the end of the runway effective 0530 to 2130 hours local time daily and 0800 to 2000 hours on Saturday.

Cleveland, Ohio (Burke-Lakefront Airport)
Within a 3-mile radius of the Burke-Lakefront Airport (latitude 41°31'00" N., longitude 81°41'00" W.), from 0700 to 2300 hours, local time, daily.

Cleveland, Ohio (Cleveland-Hopkins International Airport)
Within a 5-mile radius of the Cleveland-Hopkins International Airport (latitude 41°24'30" N., longitude 81°51'00" W.);
within 2 miles each side of the Runway 23-L-ILS localizer NE course, extending from the 5-mile radius zone to 6 miles NE of the NE end of the runway; within 2 miles each side of the Runway 27-R-ILS localizer E course, extending from the 5-mile radius zone to the Runway 27-R-ILS OM; within 2 miles each side of the Strongsville, Ohio, VOR 012° radial, extending from the 5-mile radius zone to the VOR; and within a 1-mile radius of the Strongsville Airpark (latitude 41°19'25" N., longitude 81°51'50" W.).

AMENDMENTS 2/3/66 30 F. R. 15321 (Changed)

Clinton, Okla.
Within a 5-mile radius of the Clinton-Sherman AFB (latitude 35° 20' 25" N., longitude 99° 12' 00" W.); within 2 miles each side of the Burns Flat VOR 003° radial, extending from the 5-mile radius zone to the VOR; within 2 miles each side of the Clinton-Sherman AFB TACAN 174° radial, extending from the 5-mile radius zone to 7 miles S of the TACAN; and within 2 miles each side of the Clinton-Sherman AFB TACAN 006° radial, extending from the 5-mile radius zone to 7 miles N of the TACAN.

AMENDMENTS 8/23/66 31 F.R. 11462 (Changed)

Clovis, N. Mex.
Within a 6-mile radius of Cannon AFB, Clovis, N. Mex. (latitude 34° 23' 01" N., longitude 103° 18' 58" W.); within 2 miles each side of the Cannon AFB TACAN 219° radial, extending from the 6-mile radius zone to 9 miles SW of the TACAN; within 2 miles each side of a 227° bearing from latitude 34°22'37" N., longitude 103° 18'59" W., extending from the 6-mile radius zone to 12 miles SW of latitude 34°22'37" N., longitude 103° 18'59" W.; within 2 miles each side of the Cannon TACAN 232° radial, extending from the 6-mile radius zone to 9 miles SW of the TACAN, and within 2 miles each side of a 242° bearing from latitude 34°22'37" N., longitude 103° 18'59" W., extending from the 6-mile radius zone to 8 miles SW of latitude 34°22'37" N., longitude 103°18'59" W.

AMENDMENTS 11/4/66 31 F. R. 14630 (Rewritten)

Cocoa (Patrick AFB), Fla.
Within a 5-mile radius of Patrick AFB (latitude 28°14'05" N., longitude 80°36'35" W.); within 2 miles each side of the Patrick AFB TACAN 025° radial, extending from the 5-mile radius zone to 8 miles northeast of the TACAN; and within 2 miles each side of the Melbourne, Fla., VOR 007° radial, extending from the 5-mile radius zone to 4 miles northeast of the VOR.

Cold Bay, Alaska
Within a 5-mile radius of Cold Bay Airport (Lat. 55°12'30" N, Long. 162°42'45" W); within 2 miles either side of the Cold Bay RR N course extending from the 5-mile radius zone to 8 miles N of the RR, and within 2 miles either side of the Cold Bay ILS localizer NW course extending from the 5-mile radius zone to the OM.
PENDING AMENDMENT
Cold Bay, Alaska
Within a 5-mile radius of Cold Bay Airport (latitude 55°12'N, longitude 162°43'W); within 2 miles each side of the Cold Bay VOR 335° radial and 2 miles each side of the Cold Bay ILS localizer N course, extending from the 5-mile radius zone to 12 miles N of the Cold Bay RR.

AMENDMENTS 1/5/67 31 F. R. 14260 (Rewritten); Eff. date changed (To be announced later) 31 F. R. 16127;

College Station, Tex.
Within a 5-mile radius of Easterwood Field, College Station, Tex. (latitude 30°35'00" N., longitude 96°22' 00" W.) and within 2 miles each side of the College Station VOR 287° radial, extending from the 5-mile radius zone to 8 miles W of the VOR.

Colorado Springs, Colo.
Within a 6-mile radius of Peterson Field, Colorado Springs, Colo. (latitude 38°48'35" N., longitude 104°42'20" W.); within a 1-mile radius of Pikes Peak Airport, Fountain, Colo. (latitude 38°43'40" N., longitude 104°42'05" W.); within 2 miles each side of the Colorado Springs ILS localizer north course, extending from the 6-mile radius zone to 7 miles north of the localizer, within 2 miles each side of the Colorado Springs VORTAC 205° radial extending from the 6-mile radius zone to the VORTAC and within 2 miles each side of the Peterson VOR 087° radial, extending from the 6-mile radius zone to 9 miles east of the VOR.

Columbia, Mo.
Within a 5-mile radius of the Columbia Municipal Airport (latitude 38°58'25" N., longitude 92°21'50" W.); and within 2 miles each side of the Columbia VOR 003° radial, extending from the 5-mile radius zone to 8 miles N of the VOR.

Columbia, S. C.
Within a 5-mile radius of the Columbia Airport (latitude 33°56'26" N., longitude 81°07'13" W.); within 2 miles each side of the Columbia VORTAC 327° radial extending from the 5-mile radius zone to one mile NW of the VORTAC and within 2 miles each side of the Columbia ILS localizer W course extending from the 5-mile radius zone to one-half mile east of the OM.

Columbus, Ga. (Lawson AAF)
Within a 5-mile radius of Lawson AAF (latitude 32°20'20" N., longitude 84°59'35" W.); within 2 miles each side of the Lawson AAF VOR 021° radial extending from the 5-mile radius zone to 5.5 miles N of the airport; within 2 miles each side of the Lawson AAF VOR 209° radial extending from the 5-mile radius zone to 5.5 miles SW of the Lawson RBN; within 2 miles each side of the Lawson AAF VOR 341° radial, extending from the 5-mile radius zone to 6 miles N of the airport; within 2 miles each side of the 214° bearing from the Lawson RBN, extending from the 5-mile radius zone to 5.5 miles SW of the RBN, excluding that portion within R-3002.

Columbus, Ga. (Muscogee County Airport)
Within a 5-mile radius of Muscogee County Airport (Lat. 32°30'55" N, Long. 84°56'25" W); within 2 miles either side of the Columbus VOR 149° radial extending from the 5-mile radius zone to the VOR, and within 2 miles either side of the 054° bearing from the Columbus LOM extending from the 5-mile radius zone to the LOM. excluding the portion within R-3002.

Columbus, Ind.
Within a 5-mile radius of Bakalar AFB, Columbus, Ind. (latitude 39°15'50" N., longitude 85°53'55" W.) and within 2 miles each side of the 044° bearing from the Bakalar AFB, extending from the 5-mile radius zone to 12 miles NE of the AFB, from 0730 to 2330 hours, local time, daily.

Columbus, Miss.
Within a 5-mile radius of Columbus AFB, Miss. (latitude 33°38'38" N., longitude 88°26'39" W.); within 2 miles each side of the Columbus AFB localizer NW course, extending from the 5-mile radius zone to 6 miles NW of the airport; within 2 miles each side of the Calendonia VOR 311° radial, extending from the 5-mile radius zone to 8.5 miles NW of the VOR; within 2 miles each side of the Caledonia TACAN 310° radial, extending from the 5-mile radius zone to 6.5 miles NW of the TACAN; and within 2 miles each side of the Caledonia TACAN 142° radial, extending from the 5-mile radius zone to 6 miles SE of the TACAN.

AMENDMENTS 9/15/66 31 F.R. 9447 (Rewritten)

Columbus, Nebr.
Within a 5-mile radius of the Columbus Municipal Airport (latitude 41°26'50" N., longitude 97°20'25" W.), and within 2 miles each side of the Columbus VOR 340° and 141° radials, extending from the 5-mile radius zone to 8 miles N and SE of the VOR, and within 2 miles each side of the 330° bearing from the Columbus RBN, extending from the 5-mile radius zone to 8 miles NW of the RBN. This control zone shall be effective during the times established by a Notice to Airmen and continuously published in the Airman's Information Manual.

Columbus, Ohio
Within a 5-mile radius of the center, 39°59'30" N., 82°53'20" W., of Columbus Municipal Airport, Columbus, Ohio; within a 5-mile radius of the center, 39°48'50" N., 82°55'40" W., of Lockbourne AFB, Columbus, Ohio; within 2 miles each side of the Columbus runway 10L ILS localizer extending from the 5-mile radius zone to the runway 10L OM; within 2 miles each side of the Columbus runway 10R ILS localizer course extending from the 5-mile radius zone to 6.5 miles W of the runway 10R localizer; within 2 miles each side of the Colubmus runway 28L ILS localizer course extending from the 5-mile radius zone to the runway 28L OM; within 2 miles either side of a direct line extending from the Columbus RBN to the Lockbourne AFB within 2 miles each side of the Lockbourne TACAN 229° radial extending from the Lockboune AFB 5-mile radius area to 8 miles southwest of the TACAN; within 2 miles each side of the Lockbourne AFB northeast localizer course extending from the Lockbourne AFB 5-mile radius area to the Lockbourne OM including that airspace within a 1-mile radius of the center, 39°53'10" N., 82°57'55" W., of South Columbus Airport, Columbus, Ohio and a 1/2-mile radius of the center, 39°54'20" N., 82°51'20" W., of Esselburne Airport.

AMENDMENTS 2/3/66 30 F. R. 15272 (Rewritten); Corr: 31 F. R. 249;

Concord, Calif.
Within a 3-mile radius of Buchanan Field, Concord, Calif. (latitude 37°59'20" N., longitude 122°03'20" W.), within 2 miles each side of the Concord VOR 188° radial extending from the 3-mile radius zone to the VOR, effective from 0700 to 2300 hours, local time daily.

Concord, N. H.
Within a 5-mile radius of the center, 43°12'10" N., 71°30'10" W. of Concord Municipal Airport, Concord, N. H.; within 2 miles each side of the Concord VOR 285° radial extending from the 5-mile radius zone to 7 miles W of the VOR; within 2 miles each side of the 136° bearing from the Pembroke RBN (43°10'57" N., 71°28'18" W.), extending from the 5-mile radius zone to 7 miles SE of the radio beacon; within 2 miles each side of the centerline of Runway 35 extended from the 5-mile radius zone to 6 miles N of the end of the runway.

Cordova, Alaska
Within a 5-mile radius of Cordova (Mile 13) Airport (Lat. 60°29'25" N, Long. 145°29'00" W); within 2 miles either side of the Cordova RR SE course extending from the 5-mile radius zone to the INT of the Cordova RR SE course and the Hinchinbrook, Alaska, RR E course, and within 2 miles either side of the Cordova RR SW course extending from the 5-mile radius zone to the INT of the Cordova RR SW course and the Hinchinbrook RR E course.

Corpus Christi, Tex.
Within a 5-mile radius of the Corpus Christi International Airport (latitude 27°46'20" N., longitude 97°30'20" W.); within 2 miles each side of the Corpus Christi VORTAC 200° radial, extending from the 5-mile radius zone to the VORTAC; and within 2 miles each side of the Corpus Christi ILS localizer NW course, extending from the 5-mile radius zone to the OM.

Corpus Christi NAS, Tex.
Within a 5-mile radius of NAS Corpus Christi (latitude 27°41'30" N., longitude 97°17'15" W.); within 2 miles each side of the Navy Corpus VOR 010° radial, extending from the 5-mile radius zone to the VOR; within 2 miles each side of the Navy Corpus RBN 315° bearing extending from the 5-mile radius zone to the RBN; within 2 miles each side of the Navy Corpus TACAN 139° radial, extending from the 5-mile radius zone to 6 miles SE of the TACAN; and within 2 miles each side of the Navy Corpus TACAN 313° radial, extending from the 5-mile radius zone to 6 miles NW of the TACAN.

AMENDMENTS 10/13/66 31 F.R. 11092 (Rewritten)

Cortez, Colo.
Within a 5-mile radius of Montezuma County Airport, Cortez, Colo. (latitude 37°18'15" N., longitude 108°37'35" W.). This control zone shall be effective during the times established in advance by a Notice to Airmen and continuously published in the Airman's Information Manual.

Corvallis, Oreg.
Within a 5-mile radius of Corvallis Municipal Airport (latitude 44°29'50" N., longitude 123°17'10" W.). This control zone shall be effective during the times established in advance by a Notice to Airmen and continuously published in the Airman's Information Manual.

Cotulla, Tex.
That airspace within a 3-mile radius of Cotulla Municipal Airport (latitude 28°27'15" N., longitude 99°13'05" W.) and within 2 miles each side of the Cotulla VOR 265° radial extending from the 3-mile radius zone to the VOR.

AMENDMENT 1/19/66 31 F. R. 1058 (Rewritten)

Covington, Ky.
Within a 5-mile radius of the center of Greater Cincinnati Airport 39°02'56" N., 84°39'53" W. and within 2 miles each side of the Cincinnati, Ohio, VORTAC 223° radial extending southwestward from the 5-mile radius zone for 5 miles.

Crescent City, Calif.
Within a 5-mile radius of Jack McNamara Field, Crescent City, Calif. (latitude 41° 46' 50" N., longitude 124° 14' 00" W.), and within 2 miles each side of the Crescent City VOR 325° radial, extending from the 5-mile radius zone to 8 miles NW of the VOR.

Crestview, Fla.
Within a 5-mile radius of Bob Sikes Airport, Crestview, Fla. (latitude 30°46'47" N., longitude 86°31'21" W.) and within 2 miles each side of the Crestview VORTAC 109° radial extending from the 5-mile radius zone to the VORTAC.

Crossville, Tenn.
Within a 5-mile radius of the Crossville Memorial Airport (latitude 35°57'05" N., longitude 85°05'05" W.) and within 2 miles each side of the Crossville VORTAC 334° radial extending from the 5-mile radius zone to the VORTAC.

Crows Landing, Calif.
Within a 5-mile radius of ALF Crows Landing (latitude 37°24'35" N., longitude 121°06'40" W.), excluding the portion within a 1-mile radius of Patterson Field, Patterson, Calif. (latitude 37°28'05" N., longitude 121°10'06" W.). This control zone will be effective from 0800 to 1630 hours, local time daily, Monday through Friday and times established in advnace by a notice to airmen and continuously published in the Airman's Information Manual.

AMENDMENT 3/29/66 31 F.R. 5057 (Changed)

Cut Bank, Mont.
Within a 5-mile radius of the Cut Bank Airport (latitude 48°36'41" N., longitude 112°23'45" W.); within 2 miles each side of the Cut Bank VOR 151° radial, extending from the 5-mile radius zone to 12 miles SE of the VOR.

AMENDMENT 3/31/66 31 F. R. 878 (Rewritten)

Dalhart, Tex.
That airspace within a 5-mile radius of Dalhart Municipal Airport latitude 36°01'10" N., longitude 102°33'10" W.).

Dallas, Tex. (Love Field)
That airspace bounded by a line beginning at latitude 32°53'15" N., longitude 96°59'35" W.; thence NE to latitude 32°56'30" N and the arc of a 5-mile radius circle centered at Addison Airport (latitude 32°58'05" N., longitude 96°50'05" W.), W of Addison Airport; thence clockwise along the arc of a 5-mile radius circle centered at Addison Airport to and clockwise along the arc of a 5-mile radius circle centered at Love Field (latitude 32°51'00" N., longitude 96°50'50" W.) to longitude 96°49'30" W.; thence S along longitude 96°49'30" W. to and clockwise along the arc of a 5-mile radius circle centered at Redbird Airport (latitude 32°40'50" N., longitude 96°52'00" W.) to the arc of an 8-mile radius circle centered at NAS Dallas (latitude 32°44'00" N., longitude 96°58'05" W.), SW of Redbird Airport; thence NE to latitude 32°39'35" N., longitude 96°54'15" W.; to longitude 96°53'30" W. and the arc of a 5-mile radius circle centered at Love Field, SW of Love Field; thence clockwise along the arc of a 5-mile radius circle centered at Love Field to latitude 32°49'40" N., W of Love Field; to point of beginning; within 2 miles each side of the Addison VOR 334° radial, extending from the arc of a 5-mile radius circle centered at Addison Airport to 6 miles NW of the VOR; and within 2 miles each side of the 159° bearing from the Duncanville RBN, extending from the arc of a 5-mile radius circle centered at Redbird Airport to 6 miles S of the RBN; excluding the portions within the Dallas, Tex., (Addison Airport) and Dallas, Tex., (Redbird Airport) control zones during the hours that the Addison and Redbird Airport control zones are effective; and excluding the portion within a 1-mile radius of Highland Park Airport (latitude 32°55'15" N., longitude 96°46'17" W.).

Dallas, Tex. (Addison Airport)
That airspace within a 5-mile radius of Addison Airport (latitude 32°58'05" N., longitude 96°50'05" W.); and within 2 miles each side of the Addison VOR 334° radial, extending from the 5-mile radius zone to 6 miles NW of the VOR; excluding the portion S of a line from latitude 32°59'30" N., longitude 96°55'30" W., through latitude 32°56'30" N., longitude 96°51'30" W., to latitude 32°54'00" N., longitude 96°46'30" W.; and excluding the portion within a 1-mile radius of Highland Park Airport (latitude 32°55'15" N., longitude 96°46'17" W.). This control zone is effective from 0600 to 2200 hours, local time, daily.

Dallas, Tex. (Redbird Airport)
That airspace within a 5-mile radius of Redbird Airport (latitude 32°40'50" N., longitude 96°52'00" W.); and within 2 miles each side of the 159° bearing from the Duncanville RBN, extending from the 5-mile radius zone to 6 miles S of the RBN; excluding the portion W of a line from the intersection of the Redbird Airport 5-mile radius zone and the arc of an 8-mile radius circle centered at NAS Dallas (latitude 32°44'00" N., longitude 96°58'05" W.), SW of Redbird Airport, through latitude 32°39'35" N., longitude 96°54'15" W., to longitude 96°53'30" W. and the arc of a 5-mile radius circle centered at Love Field (latitude 32°51'00" N., longitude 96°50'50" W.), SW of Love Field. This control zone is effective from 0600 to 2200 hours, local time, daily.

Dallas, Tex. (NAS Dallas)
That airspace bounded on the N by the Fort Worth, Tex. (Greater Southwest International Dallas-Fort Worth Field) control zone, on the E by the Dallas, Tex. (Love Field) and (Redbird Airport) control zones; within 2 miles each side of the Greater Southwest International Dallas-Fort Worth Field VORTAC 201° radial, extending from 6 to 9.5 miles of the VORTAC; thence E via latitude 32°41'20" N., extending from a line 2 miles E of and parallel to the Greater Southwest International Dallas-Fort Worth Field VORTAC 201° radial, to the arc of a 5-mile radius circle centered on Dallas NAS (latitude 32°44'00" N., longitude 96°58'05" W.), SW of Dallas NAS; thence counterclockwise along this arc to longitude 97°00'15" W., SW of Dallas NAS; thence S via longitude 97°00'15" W., to latitude 32°39'19" N.; thence E via latitude 32°39'19" N. to the intersection of a 5-mile radius circle centered on Redbird Airport (latitude 32°40'50" N., longitude 96°52'00" W.), SW of Redbird Airport, thence counterclockwise along the arc of the 5-mile radius circle centered on Redbird Airport to its intersection with the arc of an 8-mile radius circle centered at Dallas NAS, SW of Redbird Airport.

Danville, Va.
Within a 5-mile radius of the center 36°34'20" N., 79°20'05" W. of Danville Airport, Danville, Va.; and within 2 miles each side of the Danville VOR 044° and 208° radials extending from the 5-mile radius zone to 7 miles NE and 7 miles SW of the VOR.

Davenport, Iowa
Within a 5-mile radius of the Davenport Municipal Airport (latitude 41°36'40" N., longitude 90°35'20" W.), and within 2 miles each side of the 224° bearing from the Davenport RBN extending from the 5-mile radius zone to 8 miles southwest of the RBN. This control zone shall be effective during the specific dates and/or times established by a Notice to Airmen and continuously published in the Airman's Information Manual.
AMENDMENTS 10/13/66 31 F.R. 11594 (Added)

Dayton, Ohio (James M. Cox-Dayton Municipal)
Within a 5-mile radius of the center, 39°53'57" N., 84°12'45" W. of James M. Cox-Dayton Municipal Airport, Dayton, Ohio, excluding that airspace within a 1-mile radius of the center, 39°54'52" N., 84°18'45" W. of Studebaker Farms Airport, Union, Ohio.

AMENDMENTS 2/3/66 30 F. R. 14916 (Rewritten); Amend. Alt. 31 F. R. 1060;

Dayton, Ohio (Wright-Patterson AFB)
Within a 5-mile radius of the center, 39°49'25" N., 84°02'55" W. of Patterson AFB, Dayton, Ohio; within 2 miles each side of the Patterson VOR 039° radial extending from the 5-mile radius zone to 10 miles northeast of the VOR; within 2 miles each side of the Patterson TACAN 054° radial extending from the 5-mile radius zone to 8 miles northeast of the TACAN; within a 5-mile radius of the center, 39°46'35" N., 84°06'35" W. of Wright AFB, Dayton, Ohio; within a 5-mile radius of the center, 39°50'45" N., 83°50'15" W. of Springfield Municipal Airport, Springfield, Ohio; and within 2 miles each side of the Springfield RBN 054° bearing extending from the Springfield 5-mile radius zone to 6 miles northeast of the RBN.

AMENDMENTS 2/3/66 30 F. R. 14916 (Rewritten)

Daytona Beach, Fla.
Within a 5-mile radius of the Daytona Beach Airport (latitude 29°11'05" N., longitude 81°03'20" W.); within 2 miles each side of the Daytona Beach VOR 156° and 336° radials, extending from the 5-mile radius zone to 1 mile N of the VOR; and within 2 miles each side of the 065° bearing from the Daytona Beach OM, extending from the 5-mile radius zone to the OM.

Decatur, Ill.
Within a 5-mile radius of the Decatur Municipal Airport (latitude 39°50'03" N., longitude 88°52'10" W.) and within 2 miles each side of the Decatur VOR 351° radial extending from the 5-mile radius zone south to the VOR from 0700 to 2300 hours local time daily.

AMENDMENTS 2/3/66 31 F. R. 427 (Added)

Del Rio, Tex.
That airspace within a 5-mile radius of Laughlin AFB, Del Rio, Tex. (latitude 29°21'35" N., longitude 100° 46'35" W.); within 2 miles each side of the Laughlin VOR 300° radial extending from the 5-mile radius zone to 12 miles NW of the VOR within 2 miles each side of the Laughlin TACAN 305° radial extending from the 5-mile radius zone to 8.5 miles NW of the TACAN, within 2 miles each side of the Laughlin ILS NW course extending from the 5-mile radius zone to 8 miles NW of the airport, and within 2 miles each side of the Laughlin TACAN 144° radial extending from the 5-mile radius zone to 7 miles SE of the TACAN. This control zone is effective during the dates and times established in advance by the publication of Special Notices in the Airman's Information Manual.

Deming, N. Mex.
Within a 5-mile radius of Deming Municipal Airport (latitude 32°15'25" N., longitude 107°43'00" W.); within 2 miles either side of the Deming VOR 270° radial extending from the 5-mile radius zone to 5.5 miles W of the airport and within 2 miles either side of the Deming VOR 264° radial extending from the 5-mile radius zone to 5.5 miles E of the airport.

Denver, Colo.
Within a 9-mile radius of Stapleton Municipal Airport (latitude 39°46'30" N., longitude 104°52'40" W.), and within a 9-mile radius of Buckley ANG Airport (latitude 39°42'05" N., longitude 104°45'10" W.), excluding the portion within a 1-mile radius of Skyline Airport (latitude 39°46'37" N., longitude 104°36'57" W.).

AMENDMENTS 3/3/66 30 F. R. 15736 (Rewritten)

Des Moines, Iowa
Within a 5-mile radius of the Des Moines Municipal Airport, (latitude 41°32'10" N., longitude 93°39'28" W.); and within 2 miles each side of the Des Moines VORTAC 356° radial, extending from the 5-mile radius zone to the VORTAC; and within 2 miles each side of the Des Moines ILS localizer SE and NW courses extending from the 5-mile radius zone SE to the LOM and NW to 6 miles NW of the NW end of the Des Moines Municipal Airport Runway 12.

Detroit, Mich. (Metropolitan Wayne County Airport)
Within a 5-mile radius of Metropolitan Wayne County Airport (latitude 42°13'05" N., longitude 83°21'00" W.), within 2 miles each side of the Metropolitan Wayne County Airport ILS localizer SW course, extending from the 5-mile radius zone to the OM, and within 2 miles each side of the Metropolitan Wayne County Airport ILS localizer NE course, extending from the 5-mile radius zone to the OM, excluding the portion subtended by a chord drawn between the points of INT of the 5-mile radius zone with the Detroit, Mich. (Willow Run) control zone.

Detroit, Mich. (Willow Run Airport)
Within a 5-mile radius of Willow Run Airport (latitude 42°14'05" N., longitude 83°31'45" W.), within 2 miles each side of the Willow Run VOR 237° radial, extending from the 5-mile radius zone to 8 miles SW of the VOR, within 2 miles each side of the Willow Run Airport ILS localizer SW course, extending from the 5-mile radius zone to the OM, excluding the portion subtended by a chord drawn between the points of INT of the 5-mile radius zone with the Detroit, Mich. (Metropolitan Wayne County Airport) control zone.

Detroit, Mich.
Within a 5-mile radius of the Detroit City Airport (latitude 42°24'35" N., longitude 83°00'35" W.), within 2 miles each side of the Detroit City Airport ILS localizer NW course extending from the 5-mile radius zone to 6 miles NW of the approach end of the Detroit City Airport Runway 15; and within 2 miles each side of the Windsor, Ontario, Canada VOR 320° radial extending from the 5-mile radius zone to the United States/Canadian border.

AMENDMENTS 11/24/66 31 F. R. 14630 (Rewritten)

Devils Lake, N. Dak.
Within a 5-mile radius of Devils Lake Municipal Airport (latitude 48°06'47" N., longitude 98°54'26" W.); within 2 miles each side of the Devils Lake VOR 324° radial, extending from the 5-mile radius zone to 8 miles NW of the VOR; within 2 miles each side of the 026° bearing from Devils Lake Municipal Airport, extending from the 5-mile radius zone to 8 miles NE of the airport; and within 2 miles each side of the 121° bearing from Devils Lake Municipal Airport, extending from the 5-mile radius zone to 8 miles SE of the airport. This control zone shall be effective during the specific dates and/or times established in advance by a Notice to Airmen and continuously published in the Airman's Information Manual.

AMENDMENTS 3/3/66 30 F. R. 14707 (Added)

Dickinson, N. Dak.
Within a 5-mile radius of Dickinson Municipal Airport (latitude 46°47'51" N., longitude 102°47'49" W.)

AMENDMENT 4/28/66 31 F. R. 2650 (Rewritten)

PENDING AMENDMENT
Dillingham, Alaska
Within a 3-mile radius of the Dillingham Municipal Airport (latitude 59°03' N., longitude 158°31' W.), excluding that portion W of a line 2 miles W of and parallel to the Dillingham VOR 025° radial; within 2 miles each side of the Dillingham VOR 205° and 025° radials, extending from the 3-mile radius zone to 8 miles SW of the VOR, effective from 0700 to 1800 hours, local time, daily, April through September, and from 0800 to 1600 hours, local time, daily, October through March, annually.

AMENDMENTS 5/27/65 30 F. R. 4391 (Added); Eff. date changed 7/22/65 30 F. R. 7098; Eff. date changed (To be announced) 30 F. R. 9300

Dodge City, Kans.
Within a 5-mile radius of Dodge City Municipal Airport (Lat. 37°45'45" N, Long. 99°58'00" W), and within 2 miles either side of the Dodge City VOR 161° radial, extending from the 5-mile radius zone to the VOR.

Dothan, Ala.
Within a 5-mile radius of Napier Field (latitude 31°19'10" N., longitude 85°27'30" W.); within 2 miles each side of the Dothan VOR 156° radial, extending from the Napier Field 5-mile radius zone to 8 miles SE of the VOR.

Douglas, Ariz.
Within a 5-mile radius of Bisbee-Douglas International Airport (latitude 31°28'00" N., longitude 109°36'10" W.); within 2 miles each side of the Douglas VORTAC 332° radial, extending from the 5-mile radius zone to 8 miles northwest of the VORTAC, and within 2 miles each side of the Douglas VORTAC 347° radial, extending from the 5-mile radius zone to 6 miles north of the VORTAC.

Dover, Del.
Within a 5-mile radius of the center, 39°07'45" N., 75°28'04" W. of Dover AFB, Dover, Del., excluding a 1-mile radius of the center, 39°07'02" N., 75°35'06" W. of Jenkins Airport, Wyoming, Del., and within 2 miles each side of the Dover TACAN 176° radial extending from the 5-mile radius zone to 7 miles S of the TACAN; within 2 miles each side of the Dover TACAN 130° radial extending from the 5-mile radius zone to 7 miles SE of the TACAN; within 2 miles each side of the Dover TACAN 008° radial extending from the 5-mile radius zone to 7 miles N of the TACAN.

DuBois, Pa.
Within a 5-mile radius of the DuBois-Jefferson County Airport (latitude 41°10'45" N., longitude 78°53'45" W.), excluding the portion within a 1-mile radius of Bywater Airport, Falls Creek, Pa. (latitude 41°09'55" N., longitude 78°48'15" W.).

Dubuque, Iowa
Within a 5-mile radius of the Dubuque Municipal Airport (latitude 42°24'10" N., longitude 90°42'32" W.) from 0600 to 2100 hours, local time, daily.

PENDING AMENDMENTS

Dubuque, Iowa
Within a 5-mile radius of the Dubuque Municipal Airport (latitude 42°24'10" N., Longitude 90°42'32" W.); within 2 miles each side of the Dubuque VORTAC 126° and 321° radials, extending from the 5-mile radius zone to 8 miles SE and NW of the VORTAC, effective 0600 to 2100 hours, local time, daily.
AMENDMENT 2/2/67 31 F.R. 15236 (Rewritten)

Duluth, Minn.
Within a 5-mile radius of Duluth, Minn., International Airport (latitude 46°50'28" N., longitude 92°11'25" W.); within 2 miles each side of the Duluth ILS W course extending from the 5-mile radius zone to the OM; within 2 miles each side of the Duluth ILS E course extending from the 5-mile radius zone to 8 miles E of the intersection of the Duluth ILS E course and the Duluth VORTAC 062° radial; within 2 miles each side of the Duluth VORTAC 197° radial extending from the 5-mile radius zone to 8 miles S of the VORTAC; and within 2 miles each side of the Duluth VORTAC 023° radial extending from the 5-mile radius zone to 9 miles NE of the VOR.

Durango, Colo.
That airspace within a 5-mile radius of La Plata Field (latitude 37°09'12" N., longitude 107°45'04" W.), and within 2 miles each side of the Durango 225° radial extending from the 5-mile radius zone to 7 miles SW of the VOR, effective from 0600 to 2200 hours, l.t. daily.

AMENDMENT 6/23/66 31 F.R. 5823 (Rewritten)

Dyersburg, Tenn.
Within a 5-mile radius of the Dyersburg Municipal Airport (latitude 36°00'00" N., longitude 89°24'20" W.); within 2 miles each side of the Dyersburg VORTAC 258° radial, extending from the 5-mile radius zone to the VORTAC, effective from 0600 to 2200 hours local time daily.

East Hartford, Conn.
Within a 5-mile radius of the center 41°45'08" N., 72°37'21" W. of Rentschler Field, East Hartford, Conn.; within 2 miles each side of the Hartford VOR 334° radial extending from the 5-mile radius zone to the VOR; within 2 miles each side of a line bearing 191° from the Hartford RBN extending from the 5-mile radius zone to 7 miles S of the RBN. This control zone is effective from 0700 to 2300 hours local time daily.

Eastover, S. C.
Within a 5-mile radius of McEntire ANGB (latitude 33°55'26" N., longitude 80°48'14" W.) and within 2 miles each side of the McEntire VOR 138° radial extending from the 5-mile radius zone to 10.5 miles SE of the VOR.

AMENDMENTS 9/28/66 31 F. R. 12943 (Rewritten)

Eau Claire, Wis.
That airspace within a 5-mile radius of Eau Claire Municipal Airport (latitude 44°51'47" N., longitude 91°29'13" W.), and within 2 miles each side of the 274° bearing from Eau Claire Municipal Airport, extending from the 5-mile radius zone to 8 miles W. of the airport.

Edwards AFB, Calif.
Within an 8-mile radius of Edwards AFB (latitude 34°54'20" N., longitude 117°52'55" W.).

Eglin AFB, Fla.
Within a 5-mile radius of Eglin AFB (latitude 30°29'10" N., longitude 86°31'55" W.); within 2 miles either side of the 011° bearing from the Destin (Eglin AFB) RBN extending from the 5-mile radius zone to the RBN, and within 2 miles either side of the extended centerline of the Eglin AFB Runway 30, extending from the 5-mile radius zone to 6 miles southeast of the Eglin AFB ILS middle marker.

El Centro, Calif.
Within a 5-mile radius of NAF El Centro (latitude 32°49'20" N., longitude 115°40'15" W.); within a 5-mile radius of Imperial County Airport, El Centro, Calif. (latitude 32°50'10" N., longitude 115°34'30" W.); within 2 miles each side of the Imperial VORTAC 297° radial, extending from the NAF El Centro 5-mile radius zone to the VORTAC, and within 2 miles each side of the Imperial VORTAC 327° radial, extending from the Imperial County 5-mile radius zone to the VORTAC.

El Dorado, Ark.
That airspace within a 5-mile radius of Goodwin Airport, El Dorado, Ark. (latitude 33°13'05" N., longitude 92°48'45" W.).

Elizabeth City, N. C.
Within a 5-mile radius of CGAS Elizabeth City (latitude 36°15'50" N., longitude 76°10'40" W.); within 2 miles each side of the 194° radial of the Elizabeth City VOR, extending from the 5-mile radius zone to 8 miles S of the VOR; within 2 miles each side of the Elizabeth City VOR 350° and 357° radials, extending from the 5-mile radius zone to 8 miles N of the VOR; and within a 1.5-mile radius of the Elizabeth City Municipal Airport (latitude 36°14'50" N., longitude 76°15'40" W.)., within 2 miles each side of the Elizabeth City VOR 226° radial, extending from the 5-mile radius zone to 8 miles SW of the VOR and within 2 miles each side of the Elizabeth City VOR 068° radial, extending from the 5-mile radius zone to 8 miles NE of the VOR.

Elkins, W. Va.
Within a 5-mile radius of the center 38°53'25" N., 79°51'25" W. of Elkins-Randolph County Airport, Elkins, W. Va.; and within 2 miles each side of a line bearing 037° from the Elkins Radio Range extending from the 5-mile radius zone to 8 miles NE of the range, effective sunrise to sunset.

Elko, Nev.
Within a 5-mile radius of Elko Municipal Airport (Lat. 40°49'35" N, Long. 115°47'20" W).

Elmira, N.Y.
Within a 5-mile radius of the center of Chemung County Airport, Elmira, N.Y., 42°09'37" N., 76°53'35" W.; within 2 miles each side of the Elmira VOR 057° radial extending from the 5-mile radius zone to the VOR; within 2 miles each side of the airport ILS localizer NE course extending from the 5-mile radius zone to 2 miles NE of the OM; within 2 miles each side of the centerline of Runway 1 extended northerly from the 5-mile radius zone for 3 miles; within 2 miles each side of the centerline of Runway 10 extended easterly from the 5-mile radius zone for 1 mile; within 2 miles each side of the centerline of Runway 19 extended southerly from the 5-mile radius zone for 2 miles and within 2 miles each side of the centerline of Runway 28 extended westerly from the 5-mile radius zone for 4 miles.

El Paso, Tex.
That airspace bounded by a line beginning at latitude 31°45'15" N., longitude 106°26'30" W.; thence clockwise along the arc of a 5-mile radius circle centered at the El Paso International Airport (latitude 31°48'35" N., longitude 106°22'55" W.) to latitude 31°52'10" N., longitude 106°26'00" W.; to latitude 31°56'20" N., longitude 106°26'00" W.; thence clockwise along the arc of a 7-mile radius circle centered at latitude 31°50'55" N., longitude 106°22'45" W.; to latitude 31°47'30" N., longitude 106°16'45" W.; thence clockwise along the arc of a 6-mile radius circle centered at the El Paso International Airport; to latitude 31°43'15" N., longitude 106°22'20" W.; thence via the United States/Mexican Border to point of beginning.

AMENDMENTS 5/9/66 31 F. R. 7171 (Rewritten); 6/16/66 31 F. R. 8871 (Rewritten)

El Toro, Calif.
Within a 5-mile radius of MCAS El Toro (latitude 33°40'34" N., longitude 117°43'50" W.); within 2 miles W and 3 miles E of the El Toro VOR 175° radial extending from the 5-mile radius zone to 12 miles S of the VOR, and within 2 miles each side of the El Toro VOR 225° radial extending from the 5-mile radius zone to 8 miles SW of the VOR, excluding the portion within the Orange County, Calif., and Santa Ana, Calif., control zones.

Emporia, Kans.
Within a 5-mile radius of the Emporia Municipal Airport (latitude 38°20'00" N., longitude 96°11'15" W.).

Enid, Okla.
That airspace within a 5-mile radius of Vance AFB (latitude 36°20'20" N., longitude 97°55'00" W.); and within 3 miles W and 5 miles E of the Vance AFB ILS localizer S course extending from the 5-mile radius zone to the OM; and within 2 miles each side of the Vance AFB TACAN 185° radial, extending from the 5-mile radius zone to 8 miles S of the TACAN; and within 2 miles each side of the Vance VOR 134° radial, extending from the 5-mile radius zone NW to the VOR; and within 2 miles each side of the Vance AFB TACAN 348° radial, extending from the 5-mile radius zone to 7 miles N of the TACAN; and within 2 miles W and 3 miles E of the Vance AFB 17R-35L runway centerline, extending from the 5-mile radius zone to 6 miles N of Vance AFB; and within a 5-mile radius of Woodring Field (latitude 36°22'45" N., longitude 97°47'30" W.); and within 2 miles each side of the Woodring VOR 355° radial, extending from the 5-mile radius zone to 8 miles N of the VOR; and within 2 miles each side of the Woodring VOR 185° radial, extending from the 5-mile radius zone to 8 miles S of the VOR; and within 2 miles each side of the Woodring VOR 011° radial, extending from the 5-mile radius zone to 12 miles N of the VOR; and that airspace within 2 miles each side of the Woodring VOR 191° radial extending from the Woodring Field 5-mile radius zone to 12 miles S of the VOR. This control zone is effective during the dates and times published in the Airman's Information Manual.

AMENDMENTS 5/26/66 31 F.R. 4589 (Rewritten); Correction 31 F.R. 6264
AMENDMENTS 6/8/66 31 F.R. 8358 (Rewritten)

Ephrata, Wash.
Within a 5-mile radius of Ephrata Municipal Airport (latitude 47°18'20" N, longitude 119°30'40" W.). and within 2 miles either side of the Ephrata VOR 222° radial extending from the 5-mile radius zone to the VOR.

Erie, Pa.
Within a 5-mile radius of Port Erie Airport (Lat. 42°04'56" N, Long. 80°10'44" W), within 2 miles either side of the Erie VORTAC 054° radial extending from the 5-mile radius zone to the VORTAC.

Escanaba, Mich.
Within a 5-mile radius of Escanaba Municipal Airport (latitude 45°43'25" N., longitude 87°05'40" W.); within 2 miles each side of the Escanaba 007°, 101°, and 266° radials extending from the 5-mile radius zone to 8 miles north, east, and west of the VOR. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airmen's Information Manual.

AMENDMENTS 11/10/66 31 F.R. 12432 (Rewritten); 11/30/66 31 F. R. 15635 (Rewritten)

Eugene, Oreg.
Within a 5-mile radius of Mahlon-Sweet Field, Eugene, Oreg. (latitude 44° 07' 25" N., longitude 123° 13' 05" W.), and within 2 miles each side of the Eugene VORTAC 007° radial, extending from the 5-mile radius zone to 8 miles N of the VORTAC, excluding the portion within a 1-mile radius of T-Bird Airpark, Oreg., (latitude 44° 03' 15" N., longitude 123° 11' 00" W.).

Evansville, Ind.
Within a 5-mile radius of Dress Memorial Airport, Evansville, Ind., (38°02'13" N., 87°31'58" W.).

Everett, Wash.
Within a 5-mile radius of Paine Field, Everett, Wash. (latitude 47°54'40" N., longitude 122°16'50" W.); within 2 miles each side of the Paine VOR 356° radial, extending from the 5-mile radius zone to 8 miles N of the VOR and within 2 miles each side of the Paine TACAN 175° radial, extending from the 5-mile radius zone to 6.5 miles S of the TACAN.

AMENDMENTS 3/3/66 31 F. R. 129 (Rewritten)

Fairbanks, Alaska (Eielson AFB).
Within a 5-mile radius of Eielson AFB (latitude 64°39'55" N., longitude 147°05'55" W.); within 2 miles each side of the Eielson VOR 159° and 339° radials, extending from the 5-mile radius zone to 1 mile SE of the VOR, and within 2 miles each side of the Runway 31 extended centerline, extending from the 5-mile radius zone to 5 miles NW of the NW end of Runway 31.

Fairbanks, Alaska (Fairbanks International-Wainwright AAF).
Within a 5-mile radius of Fairbanks International Airport (latitude 64°49'09" N., longitude 147°51'14" W.); within a 5-mile radius of Wainwright AAF (latitude 64°50'15" N., longitude 147°38'05" W.); within 2 miles each side of the Fairbanks localizer NE course, extending from the Fairbanks 5-mile radius zone to 2 miles NE of the OM; within 2 miles each side of the Fairbanks localizer SW course, extending from the Fairbanks 5-mile radius zone to 8 miles SW of the airport; and within 2 miles each side of the Fairbanks RR E course, extending from the Wainwright 5-mile radius zone to 7 miles E of the RR.

Fairfield, Calif.
Within a 5-mile radius of Travis AFB, Fairfield, Calif. (latitude 38°15'45" N., longitude 121°55'35" W.), and within 2 miles each side of the Travis VOR 229° radial, extending from the 5-mile radius zone NE to the VOR and 18 miles SW of the VOR.

AMENDMENT 5/26/66 31 F. R. 4284 (Rewritten); Corr: 31 F. R. 6409;

Fairmont, Minn.
Within a 5-mile radius of Fairmont Municipal Airport (latitude 43°38'59" N., longitude 94°25'22" W.),within 2 miles NE and 3 miles SW of the 132° bearing from Fairmont Municipal Airport extending from the 5-mile radius zone to 8 miles SE of the airport, and within 2 miles each side of the 319° bearing from Fairmont Municipal Airport extending from the 5-mile radius zone to 8 miles NW of the airport. This control zone shall be effective during the specific dates and/or times established in advance by a Notice to Airmen and continuously published in the Airmen's Information Manual.

AMENDMENT 4/28/66 31 F. R. 3337 (Added)

Fallon, Nev.
Within a 5-mile radius of NAAS Fallon (latitude 39°25'10" N., longitude 118°42'00" W.); within 2 miles each side of the NAAS Fallon TACAN 139° radial, extending from the 5-mile radius zone to 8 miles SE of the TACAN, and within 2 miles NE and 2.5 miles SW of the Fallon TACAN 296° radial, extending from the 5-mile radius zone to 5.5 miles NW of the TACAN.

Falmouth, Mass.
Within a 5-mile radius of Otis AFB, Falmouth, Mass. (latitude 41°39'30" N., longitude 70°31'35" W.); within 2 miles each side of the extended centerline of Runway 5, extending from the 5-mile radius zone to 6 miles NE of the end of Runway 5; within 2 miles each side of the Otis TACAN 030° radial, extending from the 5-mile radius zone to 8 miles NE of the TACAN; within 2 miles each side of the extended centerline of Runway 14, extending from the 5-mile radius zone to 5 miles SE of the end of Runway 14; within 2 miles each side of the Otis TACAN 139° radial, extending from the 5-mile radius zone to 7 miles SE of the TACAN; within 2 miles each side of the extended centerline of Runway 23, extending from the 5-mile radius zone to 5 miles SW of the end of Runway 23; within 2 miles each side of the Otis TACAN 224° radial, extending from the 5-mile radius zone to 8 miles SW of the TACAN; within 2 miles each side of the extended centerline of Runway 32, extending from the 5-mile radius zone to 5 miles NW of the end of Runway 32; within 2 miles each side of the Otis TACAN 299° radial, extending from the 5-mile radius zone to 7 miles NW of the TACAN.

AMENDMENT 5/26/66 31 F.R. 5057 (Changed); 10/25/66 31 F.R. 13699 (Changed)

Farewell, Alaska
Within a 5-mile radius of Farewell Airport (Lat. 62°30'25" N, Long. 153°53'25" W), from 0545 to 2145 hours, local time, daily.

Fargo, N. Dak.
Within a 5-mile radius of Hector Field (latitude 46°55'04" N., longitude 96°48'58" W.), within 2 miles each side of the Fargo ILS localizer N and S courses, extending from the RBN to LOM, and within 2 miles on each side of the Fargo VORTAC 009° radial, extending from the 5-mile radius zone to the VORTAC.

AMENDMENTS 3/3/66 30 F. R. 15736 (Rewritten)

Farmington, N. Mex.
Within a 5-mile radius of Farmington Municipal Airport (latitude 36°44'35" N., longitude 108°13'46" W.); and within 2 miles each side of the Farmington VORTAC 268° radial, extending from the 5-mile radius zone to the VORTAC.

Fayetteville, Ark.
Within a 5-mile radius of Fayetteville Municipal Airport-Drake Field (latitude 36°00'15" N., longitude 94°10'05" W.); within 2 miles each side of the Drake VOR 328° radial extending from the 5-mile radius zone to 8 miles NW of the VOR.

Fayetteville, N. C.
Within a 5-mile radius of Grannis Field (latitude 34°59'25" N., longitude 78°52'50" W.); within 2 miles each side of the Fayetteville VOR 233° radial, extending from the 5-mile radius zone to 8 miles SW of the VOR; within 2 miles each side of the Fayetteville ILS localizer SW course, extending from the 5-mile radius zone to the LOM.

Findlay, Ohio
Within a 5-mile radius of the center, 41°00'55" N., 83°40'15" W. of Findlay Airport, Findlay, Ohio, excluding the portion within a 1-mile radius of the center, 40°57'40" N., 83°35'45" W. of Lutz Airport, Findlay, Ohio; within 2 miles each side of the Findlay VOR 046° radial extending from the 5-mile radius zone to the VOR; within 2 miles each side of the Findlay RBN 178° bearing extending from the 5-mile radius zone to 8 miles S of the RBN; and within 2 miles each side of the Findlay RBN 248° bearing extending from the 5-mile radius zone to 8 miles SW of the RBN.

Flagstaff, Airz. (Pulliam Airport)
That airspace within a 5-mile radius of Pulliam Airport (latitude 35°08'16" N., longitude 111°40'17" W.), within 2 miles each side of the Flagstaff VOR 084° radial, extending from the 5-mile radius zone to 11 5 miles E of the VOR, within 2 miles each side of the Flagstaff VOR 096° radial extending from the 5-mile radius zone to 7.5 miles E of the VOR, and within 2 miles each side of the Flagstaff VOR 189° radial extending from the 5-mile radius zone to 7.5 miles S of the VOR.

AMENDMENTS 8/18/66 31 F.R. 7560 (Added)

Flint, Mich.
Within a 5-mile radius of Bishop Airport, Flint, Mich. (latitude 42°57'55" N., longitude 83°44'30" W.), within 2 miles each side of the Flint VOR 280° radial, extending from the 5-mile radius zone to 8 miles west of the VOR, within 2 miles each side of the Flint VOR 351° radial, extending from the 5-mile radius zone to 8 miles north of the VOR, within 2 miles each side of the Flint VOR 219° radial, extending from the 5-mile radius zone to 8 miles southwest of the VOR, within 2 miles each side of the Flint VOR 075° radial, extending from the 5-mile radius zone to 8 miles east of the VOR, and within 2 miles each side of the Flint VOR 052° radial, extending from the 5-mile radius zone to 8 miles northeast of the VOR.

Florence, S. C.
Within a 5-mile radius of the Florence, S. C., Municipal Airport (latitude 34°11'17" N., longitude 79°43'28" W.); within 2 miles each side of the Florence VORTAC 052° and 232° radials extending from the 5-mile radius zone to 8 miles NE of the VORTAC.

Fort Belvoir, Va.
Within a 3-mile radius of the center, 38°42'55" N., 77°10'50" W., of the Davison AAF, Fort Belvoir, Va.; within 2 miles each side of the centerline of Runway 32 extended from the 3-mile radius zone to 5 miles northwest of the end of the runway; within 2 miles each side of the centerline of Runway 14 extended from the 3-mile radius zone to 5 miles southeast of the end of the runway.

AMENDMENTS 7/21/66 31 F.R. 7456 (Rewritten)

Fort Bragg, N. C.
Within a 5-mile radius of Pope AFB (latitude 35°10'15" N., longitude 79°00'55" W.), excluding the portion within R-5311 and that area SE of a line extending from latitude 35°11'15" N., longitude 78°56'05" W. to latitude 35°05'55" N., longitude 79°00'50" W.; within 2 miles each side of the 042° bearing from the Pope RBN, extending from the 5-mile radius zone to 6 miles NE of the RBN; within 2 miles each side of the Pope VOR 227° radial, extending from the 5-mile radius zone to 1 mile SW of the VOR; within 2 miles each side of the Pope TACAN 037° radial, extending from the 5-mile radius zone to 7 miles NE of the TACAN.

Fort Dodge, Iowa
Within a 5-mile radius of the Fort Dodge Municipal Airport (latitude 42°33'05" N., longitude 94°11'21" W.). This control zone shall be effective during the times established by a Notice to Airmen and continuously published in the Airman's Information Manual.

Fort Eustis, Va.
Within a 3-mile radius of Felker AAF, Fort Eustis, Va., (latitude 37°07'55" N., longitude 76°36'30" W.), within 2 miles each side of the 320° bearing from the Felker AAF RBN (latitude 37°08'28" N., longitude 76°37'07" W.), extending from the 3-mile radius zone to 5 miles NW of the RBN, and within 2 miles each side of the Felker AAF Runway 13 extended centerline, extending from the 3-mile radius zone to 4 miles NW of the NW end of the Runway 13, excluding the portion within the Newport News, Va., control zone.

Fort Huachuca, Ariz.
Within a 5-mile radius of Libby AAF, Fort Huachuca, Ariz. (latitude 31°35'00" N., longitude 110°20'30" W.), within 2 miles each side of the 114° bearing from the Libby AAF RBN, extending from the 5-mile radius zone to 15 miles SE of the RBN, and within 2 miles each side of the Libby AAF VOR 121° radial, extending from the 5-mile radius zone to 15 miles SE of the VOR. This control zone shall be effective from 0600 to 2000 hours, local time, Monday through Friday, and from 0600 to 1800 hours, local time, Saturday and Sunday, excluding Federal legal holidays.

AMENDMENT 5/26/66 31 F. R. 4200 (Rewritten)

Fort Knox, Ky.
Within a 5-mile radius of the center, 37°54'25" N., 85°58'15" W. of Godman AAF, Fort Knox, Ky., within 2 miles each side of the 354° bearing from the Fort Knox RBN extending from the 5-mile radius zone to 7 miles N of the RBN; within 2 miles each side of the Fort Knox VOR 326° radial extending from the 5-mile radius zone to 7 miles NW of the VOR; within 2 miles each side of the Fort Knox VOR 005° radial extending from the 5-mile radius zone to 7 miles N of the VOR; within 2 miles each side of the Fort Knox VOR 167° radial extending from the 5-mile radius zone to 7 miles S of the VOR.

AMENDMENTS 2/3/66 30 F. R. 14968 (Rewritten)

Fort Lauderdale, Fla.
Within a 5-mile radius of Fort Lauderdale-Hollywood International Airport (latitude 26°04'25" N., longitude 80°09'10" W.); within 2 miles each side of the Fort Lauderdale VOR 079° radial, extending from the 5-mile radius zone to 10 miles E of the VOR; within 2 miles each side of the Fort Lauderdale VOR 278° radial, extending from the 5-mile radius zone to 8 miles W of the VOR; within 2 miles each side of the Fort Lauderdale VOR 306° radial, extending from the 5-mile radius zone to the INT of the Fort Lauderdale VOR 306° radial and the Miami, Fla. VORTAC 043° radial; within 2 miles each side of the 135° bearing from the Fort Lauderdale RBN, extending from the 5-mile radius zone to the RBN; excluding that portion within a 1.5-mile radius of Bradley Field Airport, Fort Lauderdale, Fla. (latitude 26°09'15" N., longitude 80°09'50" W.).

Fort Leonard Wood, Mo.
Within a 4-mile radius of the Forney AAF (latitude 37°44'00" N., longitude 92°09'00" W.), and within 2 miles each side of the Forney AAF VOR 323° radial, extending from the 4-mile radius zone to 8 miles NW of the VOR and within 2 miles each side of the 148° bearing from the Forney AAF RBN, extending from the 4-mile radius zone to 8 miles SE of the RBN.

Fort Lewis, Wash.
Within a 5-mile radius of Gray AAF, Fort Lewis, Wash. (latitude 47°04'55" N., longitude 122°34'55" W.), excluding the portions within the Tacoma, Wash. (McChord AFB), control zone and the portion E of a line 2 miles W of and parallel to the McChord AFB VOR 182° radial.

AMENDMENTS 3/3/66 31 F. R. 129 (Rewritten)

Fort Myers, Fla.
Within a 5-mile radius of Page Field, Fort Myers, Fla. (latitude 26°35'10" N., longitude 81°51'50" W.); within 2 miles each side of the Fort Myers VORTAC 215° radial, extending from the 5-mile radius zone to 4.4 nautical miles SW of the VORTAC; and within 2 miles each side of the 042° bearing from the Fort Myers RBN, extending from the 5-mile radius zone to the RBN.

AMENDMENTS 11/10/66 31 F. R. 12517 (Rewritten)

Fort Ord, Calif.
Within a 5-mile radius of the Fritzsche AAF (latitude 36°40'55" N., longitude 121°45'40" W.), excluding the portion SW of a chord drawn between the points of INT of 5-mile radius circles centered on the Monterey Peninsula Airport and Fritzsche AAF, and the portion E of a chord drawn between the points of INT of 5-mile radius circles centered on the Salinas Municipal Airport and Fritzsche AAF. This control zone is effective from 0600 to 2400 hours, local time, daily.

AMENDMENTS 11/10/66 31 F.R. 11715 (Rewritten)

Fort Polk, La.
That airspace within a 5-mile radius of Polk AAF (latitude 31°02'40" N., longitude 93°11'25" W.); within 2 miles each side of the 160° bearing from the Polk AAF RBN, extending from the 5-mile radius zone to 9 miles SE of the south fan marker; and within 2 miles each side of the 340° bearing from the Polk AAF RBN, extending from the 5-mile radius zone to 7 miles NW of the north fan marker. This control zone is effective during the dates and times established in advance by publication of Special Notices in the Airman's Information Manual.

Fort Riley, Kans.
Within a 5-mile radius of Marshall AAF, Fort Riley, Kans. (latitude 39°03'15" N., longitude 96°45'50" W.); within 2 miles each side of the Fort Riley VOR 042° radial extending from the 5-mile radius zone to the VOR; and within 2 miles each side of the 216° bearing from the Fort Riley RBN extending from the 5-mile radius zone to 8 miles SW of the RBN, excluding the portion within R-3602 and the portion bounded on the NE by the 318° bearing from the Fort Riley RBN and on the SE by a line 2 miles NW of and parallel to the Fort Riley VOR 042° radial.

Fort Rucker, Ala.
Within a 9-mile radius of latitude 31°18'30" N., longitude 85°42'20" W.; within 2 miles each side of the Cairns, Ala., VOR 233° radial, extending from the 9-mile radius zone to 8 miles SW of the VOR; within 2 miles each side of the Lowe, Ala., RBN 242° bearing, extending from the 9-mile radius zone to 8 miles W of the RBN; within 2 miles each side of the Hanchey, Ala., VOR 358° radial, extending from the 9-mile radius zone to 8 miles N of the VOR; within a 3-mile radius of Shell AAF, Enterprise, Ala., (latitude 31°21'54" N., longitude 85° 51'03" W.); and within a 2 mile radius of Blackwell Field, Ozark, Ala., (latitude 31°25'50" N., longitude 85°37'10" W.), excluding the portion within R-2103.

Fort Smith, Ark.
That airspace within a 5-mile radius of Fort Smith Municipal Airport (latitude 35°20'10" N., longitude 94°22'05" W.); within 2 miles each side of the Fort Smith VORTAC 233° radial, extending from the 5-mile radius zone to 0.5 mile SW of the VORTAC, and within 2 miles each side of the Fort Smith ILS localizer E course extending from the 5-mile radius zone to 1 mile W of the OM.

Fort Stewart, Ga.
Within a 5-mile radius of Liberty AAF (latitude 31°53'20" N., longitude 81°33'45" W.); within a 1.5-mile radius of the Liberty County Airport (latitude 31°47'23" N, longitude 81°38'13" W.); within 2 miles each side of the 048° bearing from the Stewart RBN, extending from the 5-mile radius zone to the RBN.

AMENDMENTS 10/13/66 31 F.R. 11015 (Added); Correction 31 F.R. 11716

Fort Wayne, Ind.
Within a 5-mile radius of Baer Field (latitude 40°58'50" N., longitude 85°11'25" W.) within 2 miles each side of the Fort Wayne VORTAC 038° radial extending from the 5-mile radius zone to 7 miles NE of the VORTAC; within 2 miles each side of the Fort Wayne VORTAC 228° radial extending from the 5-mile radius zone to 12 miles SW of the VORTAC, within 2 miles each side of the Fort Wayne VORTAC 265° radial extending from the 5-mile radius zone to 8 miles W of the VORTAC; within 2 miles each side of the Fort Wayne VORTAC 320° radial extending from the 5-mile radius zone to 8 miles NW of the VORTAC.

Fort Worth, Tex. (Carswell AFB)
That airspace within a 5-mile radius of Carswell AFB (latitude 32°46'20" N., longitude 97°26'30" W.); within a 5-mile radius of Meacham Field (latitude 32°49'00" N., longitude 97°21'35" W.); within 2 miles each side of the Eagle Mountain Lake VOR 180° radial, extending from Carswell AFB to 1-mile S of the VOR; within 2 miles each side of the Carswell AFB TACAN 191° radial, extending from the TACAN to 9.5 miles S; within 2 miles each side of the Carswell AFB TACAN 357° radial, extending from the TACAN to 9.5 miles N; and within 2 miles each side of the Benbrook VOR 360° radial, extending from Carswell AFB to 1.5 miles N of the VOR; excluding the portion E of longitude 97°24'00" W.

Fort Worth, Tex. (Greater Southwest International Dallas-Fort Worth Field)
That airspace within an area bounded by a line beginning at latitude 32°48'00" N., longitude 96°59'00" W.; thence E along latitude 32°48'00" N. to and clockwise along the arc of a 5-mile radius circle centered at Love Field (latitude 32°51'00" N., longitude 96°50'50" W.) to latitude 32°49'40" N., W of Love Field; thence NW to latitude 32°53'15" N., longitude 96°59'35" W.; thence W along latitude 32°53'15" N. to and counterclockwise along the arc of a 5-mile radius circle centered on Greater Southwest International Dallas-Fort Worth Field (latitude 32°49'35" N., longitude 97°02'45" W.); to longitude 96°59'00" W., SE of Greater Southwest International Dallas-Fort Worth Field; thence N along longitude 96°59'00" W. to point of beginning; within 2 miles each side of the Greater Southwest International Dallas-Fort Worth Field ILS localizer NW course, extending from the arc of a 5-mile radius circle centered on Greater Southwest International Dallas-Fort Worth Field to 1-mile NW of the OM, within 2 miles each side of the Greater Southwest International Dallas-Fort Worth Field VORTAC 201° radial, extending from the arc of a 5-mile radius circle centered on Greater Southwest International Dallas-Fort Worth Field to 6 miles S of the VORTAC, and within 2 miles each side of Greater Southwest International Dallas-Fort Worth Field VORTAC 322° radial, extending from the arc of a 5-mile radius circle centered on Greater Southwest International Dallas-Fort Worth Field to 7 miles NW of the VORTAC.

Fort Worth, Tex. (Meacham Field)
That airspace within a 5-mile radius of Meacham Field (latitude 32°49'00" N., longitude 97°21'35" W.); within a 5-mile radius of Carswell AFB (latitude 32°46'20" N., longitude 97°26'30" W.); and within 2 miles each side of the Meacham Field ILS localizer S course, extending from Meacham Field to 6 miles S; excluding the portion W of longitude 97°24'00" W.

Fort Yukon, Alaska
Within a 5-mile radius of Fort Yukon Municipal Airport (latitude 66°34'15" N. longitude 145°15'10" W.) and within 2 miles either side of the 062° bearing from the Fort Yukon RBN extending from the 5-mile radius zone to 8 miles NE of the RBN, from 0745 to 1645 hours local time, daily.

Fresno, Calif. (Chandler Municipal Airport)
Within a 5-mile radius of Chandler Municipal Airport (latitude 36°43'55" N., longitude 119°49'05" W.); within 2 miles each side of the 232° bearing from the Fresno RBN extending from the 5-mile radius zone to 8 miles SW of the RBN and within 2 miles each side of the Fresno VORTAC 185° radial, extending from the 5-mile radius zone to 1.5 miles S of the VORTAC, excluding the portion within the Fresno (Fresno Air Terminal) control zone. This control zone will be effective from 0700 to 2300 hours, local time daily.

Fresno, Calif. (Fresno Air Terminal).
Within a 5-mile radius of Fresno Air Terminal (latitude 36° 46' 25" N., longitude 119° 42' 35" W.), within 2 miles each side of the Fresno VORTAC 143° radial, extending from the 5-mile radius zone to 15 miles SE of the VORTAC, and within 2 miles each side of the Fresno VORTAC 150° radial, extending from the 5-mile radius zone to the VORTAC.

Fullerton, Calif.
Within a 3-mile radius of Fullerton Municipal Airport (latitude 33°52'20" N., longitude 117°58'45" W.) excluding the portion within the Long Beach, Calif., control zone. This control zone is effective from 0600 to 2200 hours, local time, daily.

Gage, Okla.
Within a 5-mile radius of the Gage Municipal Airport (latitude 36°17'45" N., longitude 99°46'30" W.), and within 2 miles each side of the Gage VORTAC 118° radial, extending from the 5-mile radius zone to the VORTAC.

Gainesville, Fla.
Within a 5-mile radius of Gainesville Airport (latitude 29° 41' 20" N., longitude 82° 16' 30" W.), and within 2 miles each side of the Gainesville VOR 033° radial, extending from the 5-mile radius zone to the VOR.

Galena, Alaska
Within a 5-mile radius of the Galena Airport (latitude 64°44'10" N., longitude 156°56'00" W.); within 2 miles each side of the Galena VORTAC 089° radial extending from the 5-mile radius zone to 8 miles E of the VORTAC; and within 2 miles each side of the Galena VORTAC 269° radial extending from the 5-mile radius zone to 14 miles W of the VORTAC.

AMENDMENTS 11/10/66 31 F.R. 11594 (Rewritten)

Galesburg, Ill.
Within a 5-mile radius of Galesburg, Ill., Municipal Airport (latitude 40°56'24" N., longitude 90°25'46" W.); within 2 miles each side of the Galesburg VOR 019° radial extending from the 5-mile radius zone to 8 miles N of the VOR; and within 2 miles each side of the Galesburg VOR 214° radial extending from the 5-mile radius zone to 8 miles SW of the VOR. This control zone shall be effective during the times established by a Notice to Airmen and published continuously in the Airman's Information Manual.

Gallup, N. Mex.
That airspace within a 5-mile radius of the Senator Clarke Field (latitude 35°30'35" N., longitude 108°47'00" W.), within 2 miles each side of the Gallup VORTAC 232° and 062° radials, extending from the 5-mile radius zone to 6.5 miles SW of the VORTAC. This control zone is effective during the dates and times published in the Airman's Information Manual.

AMENDMENTS 3/31/66 31 F. R. 250 (Added); Correction 31 F. R. 3388; 6/10/66 31 F.R. 8575 (Rewritten)

Galveston, Tex.
Within a 5-mile radius of Scholes Field, Galveston, Tex., (Lat. 29°15'55" N. Long. 94°51'35" W); within 2 miles either side of the 131° bearing from the Galveston RBN extending from the 5-mile radius zone to the RBN and within 2 miles either side of the Galveston VOR 119° radial extending from the 5-mile radius zone to the VOR.

Garden City, Kans.
Within a 5-mile radius of the Garden City Airport (latitude 37°56'09" N., longitude 100°43'47" W.), and within 2 miles each side of the 144° bearing from the Garden City RBN, extending from the 5-mile radius zone NW to the RBN, and within 2 miles each side of the Garden City VORTAC 004° and 171° radials, extending from the 5-mile radius zone to 8 miles N and S of the VORTAC.

Glasgow, Mont.
Within a 5-mile radius of Glasgow AFB (latitude 48°25'00" N., longitude 106°31'40" W.); within 2 miles each side of the Glasgow AFB VOR 117° radial extending from the 5-mile radius zone to 8 miles SE of the VOR; within 2 miles each side of the Glasgow AFB TACAN 125° radial extending from the 5-mile radius zone to 8 miles SE of the TACAN; within 2 miles each side of the Glasgow AFB TACAN 292° radial extending from the 5-mile radius zone to 8 miles W of the TACAN; and within 2 miles each side of the Glasgow AFB VOR 302° radial extending from the 5-mile radius zone to 8 miles NW of the VOR.

Glens Falls, N. Y.
Within a 5-mile radius of the center, 43°20'32" N., 78°36'35" W., of Warren County Airport, Glens Falls, N. Y.; within 2 miles each side of the centerline of Runway 30 extended from the 5-mile radius zone to 11 miles west of the end of the runway; within 2 miles each side of the centerline of Runway 1 extended from the 5-mile radius zone to 12 miles north of the end of the runway; and within 2 miles each side of the Glens Falls VOR 005° radial extending from the 5-mile radius zone to 12 miles north of the VOR.

AMENDMENTS 2/3/66 30 F. R. 15273 (Rewritten)

Glenview, Ill.
Within a 5-mile radius of NAS Glenview (latitude 42°05'21" N., longitude 87°49'07" W.); and within 2 miles each side of the Northbrook, Ill., VORTAC 128° and 159° radials extending from the Glenview 5-mile and the Chicago-O'Hare, Ill., 5-mile radius zones to 1 mile SE and SW of the VORTAC; and within 2 miles either side of the Northbrook VORTAC 071° radial extending from 1 mile E of the VORTAC to 6 miles E of the VORTAC; and within 2 miles each side of the 002° bearing from the Glenview RBN extending from the 5-mile radius zone to 12 miles N of the RBN.

Goldsboro, N.C.
Within a 5-mile radius of the Seymour Johnson AFB (latitude 35°20'20" N., longitude 77°57'50" W.); within 2 miles each side of the ILS localizer W course, extending from the 5-mile radius zone to the LOM; within 2 miles each side of the 256° radial of the Seymour Johnson VOR, extending from the 5-mile radius zone to 8 miles W of the VOR.

AMENDMENTS 11/10/66 31 F.R. 11461 (Rewritten)

Goodland, Kans.
Within a 5-mile radius of Renner Field (latitude 39°21'45" N., longitude 101°42'00" W.), and within 2 miles each side of the Goodland VORTAC 352° radial, extending from the 5-mile radius zone to 8 miles N of the VORTAC.

AMENDMENTS 8/4/66 31 F.R. 11015 (Changed)

Grand Forks, N. Dak. (International Airport)
Within a 5-mile radius of Grand Forks International Airport (latitude 47°57'06" N., longitude 97°11'08" W.), and within 2 miles each side of the Grand Forks VOR 006° and 173° radials extending from the 5-mile radius zone to 8 miles N and S of the VOR.

AMENDMENTS 3/3/66 31 F. R. 428 (Rewritten)

Grand Forks, N. Dak. (Grand Forks Air Force Base)
Within a 5-mile radius of Grand Forks AFB (latitude 47°57'40" N., longitude 97°24'00" W.), and within 2 miles either side of the Red River VOR 359° radial, extending from the 5-mile radius zone to 1 mile north of the Red River
VOR, and within 2 miles either side of the Red River TACAN 359° radial, extending from the 5-mile radius zone to 7 miles N of the TACAN.

AMENDMENTS 3/3/66 31 F. R. 428 (Rewritten); Corr: 31 F. R. 3284;

Grand Island, Nebr.
Within a 5-mile radius of the Grand Island Municipal Airport (latitude 40°58'04" N., longitude 98°18'51" W.), and within 2 miles each side of the Grand Island VORTAC 360° radial extending from the 5-mile radius zone to a point 8 miles N of the VORTAC and within 2 miles each side of the Grand Island VORTAC 306° radial extending from the 5-mile radius zone to a point 8 miles NW of the VORTAC, and within 2 miles each side of the Grand Island VORTAC 180° radial extending from the 5-mile radius zone to a point 7 miles S of the VORTAC.

Grand Junction, Colo.
Within a 5-mile radius of Walker Field, Grand Junction, Colo., (Lat. 39°07'05" N, Long. 108°31'10" W), and within 2 miles either side of the Grand Junction ILS localizer NW course extending from the 5-mile radius zone to 10 miles NW of the localizer.

Grand Rapids, Mich.
Within a 5-mile radius of Kent County Airport, Grand Rapids, Mich. (latitude 42°53'00" N., longitude 85° 31'35" W.), and within 2 miles each side of the Grand Rapids ILS localizer E course, extending from the 5-mile radius zone to the OM.

Grandview, Mo.
Within a 5-mile radius of Richards-Gebaur AFB, Grandview, Mo. (latitude 38°50'50" N., longitude 94°33'20" W.), and within 2 miles each side of the 356° radial of the Richards-Gebaur VOR extending from the 5-mile radius zone to the VOR, and within 2 miles each side of the 195° radial of the Richards-Gebaur TACAN extending from the 5-mile radius zone to a point 8 miles S of the TACAN, excluding that portion of N of latitude 38°52'30" N., and W of longitude 94°35'50" W.

Grant County, Wash.
Within a 5-mile radius of Grant County Airport, Moses Lake, Wash. (latitude 47°12'35" N., longitude 119°18'50" W.); within 2 miles each side of the Ephrata VOR 156° radial, extending from the 5-mile radius zone to 4 miles SE of the VOR, and within 2 miles W and 2.5 miles E of the Moses Lake ILS localizer S course, extending from the 5-mile radius zone to the Moses Lake RBN (latitude 47°06'57" N., longitude 119°16'23" W.), excluding the portion within the Ephrata Wash., control zone. This control zone shall be effective during the times established in advance by a Notice to Airmen and continuously published in the Airman's Information Manual.

AMENDMENT 9/15/66 31 F.R. 10024 (Added);11/7/66 31 F.R. 14630 (Changed)

Great Falls, Montana (International Airport)
Within a 5-mile radius of Great Falls International Airport (latitude 47°29'00" N., longitude 111°22'00" W.); within 2 miles each side of the Great Falls ILS localizer S course, extending from the 5-mile radius zone to the OM; within 2 miles each side of the Great Falls VOR 222° radial; extending from the 5-mile radius zone to 8 miles SW of the VOR; and within 2 miles each side of the Malmstrom AFB VOR 222° radial, extending from the arc of a 5-mile radius from Malmstrom AFB (latitude 47°30'35" N., longitude 111°11'35" W.) to 10 miles SW of the Malmstrom AFB VOR, excluding the portion within the Great Falls (Malmstrom AFB) control zone.

Great Falls, Montana (Malmstrom Air Force Base)
Within a 5-mile radius of Malmstrom AFB (latitude 47°30'35" N., longitude 111°11'35" W.); within 2 miles each side of the Malmstrom AFB VOR 036° radial extending from the 5-mile radius zone to 8 miles NE of the VOR; within 2 miles each side of the Malmstrom AFB VOR 042° radial, extending from the 5-mile radius zone to 10 miles NE of the VOR; within 2 miles each side of the Malmstrom AFB VOR 038° radial, extending from the 5-mile radius zone to 10 miles NE of the VOR; and within 2 miles each side of the 225° bearing from the Malmstrom AFB RBN, extending from the 5-mile radius zone to the RBN, excluding the portion SW of a line between the INT's of the 5-mile radius zone and the 5-mile radius of the Great Falls (International Airport) control zone.

Green Bay, Wis.
Within a 5-mile radius of Austin-Straubel Airport, Green Bay, Wis. (latitude 44°29'15" N., longitude 88°07'45" W.); within 2 miles each side of the Green Bay VORTAC 146° radial extending from the 5-mile radius zone to the VORTAC; and within 2 miles each side of the Green Bay ILS localizer SW course extending from the 5-mile radius zone to the OM.

Greensboro, N. C.
Within a 5-mile radius of Greensboro-High Point Airport (latitude 36°05'36" N., longitude 79°56'34" W.); within 2 miles each side of the Greensboro ILS localizer NW course, extending from the 5-mile radius zone to the LOM.

Greenville, Miss.
Within a 5-mile radius of the Greenville Municipal Airport (latitude 33°29'05" N., longitude 90°59'06" W.); within 2 miles each side of the Greenville VOR 358° radial extending from the 5-mile radius zone to 8.5 miles N of the VOR, effective from 0700 to 2000 hours, local time, daily.

AMENDMENTS 8/18/66 31 F.R. 8871 (Added)

Greenville, S. C.
Within a 5-mile radius of Greenville-Spartanburg Airport (latitude 34°53'48" N., longitude 82°13'04" W.); within a 5-mile radius of the Greenville Downtown Airport (latitude 34°50'53" N., longitude 82°21'04" W.); within a 5-mile radius of Donaldson Center Airport (latitude 34°45'30" N., longitude 82°22'35" W.); within 2 miles each side of the Greenville-Spartanburg ILS localizer south course extending from the Greenville-Spartanburg 5-mile radius zone to 5.5 miles southwest of the airport; within 2 miles each side of the Greenville-Spartanburg ILS localizer north course extending from the Greenville-Spartanburg 5-mile radius zone to 6.5 miles north of the airport; within 2 miles each side of the runway 4 extended centerline extending from the Donaldson Center Airport 5-mile radius zone to 5.5 miles northeast of the airport.

Greenwood, Miss.
Within a 5-mile radius of the Greenwood Municipal Airport (latitude 33°29'56" N., longitude 90°11'48" W.).

Grosse Ile, Mich.
Within a 5-mile radius of NAS Grosse Ile (Lat. 42°05'55" N, Long. 83°09'40" W), excluding the portion outside the United States.

Groton, Conn.
Within a 4-mile radius of the center 41°19'50" N., 72°02'50" W. of Trumbull Airport, Groton, Conn.; within 2 miles each side of the Groton VOR 047° radial extending from the 4-mile radius zone to 7 miles NE of the VOR; within 2 miles each side of the Groton VOR 202° radial extending from the 4-mile radius zone to 6.5 miles S of the VOR and within 2 miles each side of the 216° and 244° bearings from the Groton RBN extending from the 4-mile radius zone to 6.5 miles SW of the RBN. This control zone is effective from 0530 to 2200 hours Monday through Saturday and 0900 to 2200 hours Sunday, local time, and during specific dates and times established in advance by a Notice to Airmen.

AMENDMENT 4/28/66 31 F.R. 4838 (Changed)

Guam Island (Anderson AFB)
Within a 5-mile radius of Anderson AFB (latitude 13°35'00" N., longitude 144°55'00" E.); within 2 miles each side of the Anderson TACAN 066° radial, extending from the 5-mile radius zone to 9 miles NE of the TACAN, and within 2 miles NW and 4 miles SE of the Anderson VOR 064° radial, extending from the 5-mile radius zone to the Guam Island (NAS Agana) 5-mile radius zone.

Guam Island (NAS Agana)
Within a 5-mile radius of NAS Agana (latitude 13°29'00" N., longitude 144°47'00" E.); within 4 miles NW and 2 miles SE of the Agana VOR 244° radial, extending from the 5-mile radius zone to 8 miles SW of the VOR, and within 2 miles each side of the Guam RBN 026° bearing, extending from the 5-mile radius zone to 3 miles NE of the RBN.

Gulfport, Miss.
Within a 5-mile radius of Gulfport Municipal Airport (latitude 30°24'27.5" N., longitude 89°04'05" W.) and within 2 miles each side of the Gulfport VOR 325° radial extending from the 5-mile radius zone to 8 miles NW of the VOR excluding that portion E of longitude 89°00'00" W.

Gulkana, Alaska
Within a 5-mile radius of the Gulkana Airport (latitude 62°09'20" N., longitude 145°27'15" W.) and within 2 miles each side of the 357° bearing from the Gulkana RR extending from the 5-mile radius zone to 8 miles north of the RR; and within 2 miles each side of the Gulkana TACAN 350° radial extending from the 5-mile radius zone to 12 miles north of the TACAN.
AMENDMENT 5/26/66 31 F. R. 4396 (Rewritten)

Gustavus, Alaska
Within a 5-mile radius of Gustavus Airport (latitude 58°25'35" N., longitude 135°42'50" W.), and within 2 miles each side of the Gustavus RR NW course, extending from the 5-mile radius zone to 8 miles NW of the RR, from 0545 to 2145 hours, local time, daily.

Hagerstown, Md.
Within a 5-mile radius of the center, 39°42'30" N., 77°43'45" W., of Hagerstown Airport, Hagerstown, Md.; and within 2 miles each side of the Hagerstown VOR 084° and 239° radials extending from the 5-mile radius zone to 5.5 miles SW of the VOR. This control zone is effective from 1000 to 1800 hours local time, daily.

Hampton Roads, Va.
Within a 5-mile radius of Langley AFB, Hampton Roads, Va., (latitude 37°05'05" N., longitude 76°21'25" W.), within 2.5 miles NW and 2 miles SE of the 066° bearing from the Morrison RBN, extending from the 5-mile radius zone to the RBN, within 2 miles each side of the Langley AFB TACAN 078° radial, extending from the 5-mile radius zone to 6 miles E of the TACAN.

AMENDMENT 4/28/66 31 FR 5056 (Changed)

Harrisburg, Pa.
Within a 5-mile radius of the center, 40°12'59" N., 76°51'03" W. of Harrisburg-York State Airport, Harrisburg, Pa., and within a 5-mile radius of the center, 40°11'39" N., 76°45'39" W. of Olmsted AFB, Middletown, Pa.; within 2 miles each side of the Harrisburg VOR 100° radial extending from the 5-mile radius zone to the VOR; within 2 miles each side of the Harrisburg-York State Airport ILS localizer west course extending from the 5-mile radius zone to 2 miles east of the OM; and within 2 miles each side of the Olmsted TACAN 118° radial extending from the Olmsted 5-mile radius zone to 8 miles SE of the TACAN.

Harrison, Ark.
Within a 3-mile radius of the Boone County Airport (latitude 36°15'55" N., longitude 93°09'20" W.) and within 2 miles each side of the Harrison VOR 136° radial, extending from the 3-mile radius zone to the VOR.

AMENDMENTS 12/21/66 31 F. R. 16764 (Rewritten)

Hastings, Nebr.
Within a 5-mile radius of Hastings, Nebr., Municipal Airport (latitude 40°36'20" N., longitude 98°25'30" W.), within 2 miles each side of the 338° bearing from Hastings Municipal Airport extending from the 5-mile radius zone to 9.5 miles N of the airport, and within 2 miles each side of the 143° bearing from Hastings Municipal Airport extending from the 5-mile radius zone to 8 miles SE of the airport. The control zone shall be effective during the time established by a Notice to Airmen and continuously published in the Airman's Information Manual.

AMENDMENTS 10/13/66 31 F.R. 10770 (Rewritten)

Hayward, Calif.
Within a 5-mile radius of Hayward Air Terminal (latitude 37°39'30" N., longitude 122°06'45" W.), excluding the portion within the Oakland, Calif., control zone. This control zone is effective from 0600 to 0000 hours, local time, daily.

Hazleton, Pa.
Within a 5-mile radius of the center, 40°59'11" N., 75°59'38" W. of Hazleton Airport, Hazleton, Pa.; within 2 miles each side of the Hazleton VOR 263° and 083° radials extending from the 5-mile radius zone to 6 miles W of the VOR and within 2 miles each side of the 076° and 276° bearings from the Hazleton RBN extending from the 5-mile radius zone to 6 miles E of the RBN. This control zone is effective from 0700-2000 hours Monday thru Friday, 0700-1700 hours Saturday and 0900-2000 hours Sunday, local time.

Helena, Mont.
Within a 5-mile radius of Helena County - City Airport (Lat. 46°36'24" N, Long. 111°59'19" W).

Hibbing, Minn.
Within a 5-mile radius of Chisholm-Hibbing Airport (latitude 47°23'20" N., longitude 92°50'25" W.); within 2 miles each side of the Hibbing VOR 313° radial, extending from the 5-mile radius zone to the VOR; and within 2 miles each side of the 210° bearing from Chisholm-Hibbing Airport, extending from the 5-mile radius zone to 8 miles SW of the airport.

Hickory, N. C.
Within a 5-mile radius of the Hickory Municipal Airport (latitude 35°44'24" N., longitude 81°23'30" W.) and within 2 miles each side of the Hickory VOR 223° radial, extending from the 5-mile radius zone to the VOR.

Hillsboro, Oreg.
Within a 5-mile radius of Hillsboro Airport (latitude 45°32'15" N., longitude 122°56'30" W.), and within 2 miles each side of the Newberg, Oreg., VORTAC 007° radial, extending from the 5-mile radius zone to 8 miles S of the airport. This control zone will be effective during the time established in advance by a Notice to Airmen and continuously published in the Airman's Information Manual.

AMENDMENTS 8/18/66 31 F.R. 8620 (Added)

Hilo, Hawaii
Within a 5-mile radius of General Lyman Field, Hilo, Hawaii (latitude 19° 43' 20" N., longitude 155° 03' 20" W.) and within 3 miles N and 2 miles S of the Hilo VOR 091° radial, extending from the 5-mile radius zone to 12 miles E of the VOR.

Hobart, Okla.
Within a 5-mile radius of the Hobart Municipal Airport (latitude 34° 59' 20" N., longitude 99° 02' 55" W.) and within 2 miles each side of the Hobart VOR 003° radial, extending from the 5-mile radius zone to the VOR.

Hobbs, N. Mex.
That airspace within a 5-mile radius of Lea County Airport (latitude 32°41'19" N., longitude 103°13'01" W.); and within 2 miles each side of the Hobbs VOR 222° radial, extending from the 5-mile radius zone to 7 miles SW of the VOR; excluding the portion within a 1.5 mile radius of Hobbs Municipal Airport (latitude 32°46'05" N., longitude 103°12'50" W.).

Homer, Alaska
Within a 5-mile radius of Homer Airport (Lat. 59°38'35" N, Long. 151°28'55" W).

Homestead, Fla.
Within a 5-mile radius of the Homestead AFB (latitude 25°29'15" N., longitude 80°23'10" W.); within 2 miles each side of the Homestead VOR 046° radial, extending from the 5-mile radius zone to the VOR; within 2 miles each side of the Homestead ILS localizer SW course, extending from the 5-mile radius zone to the LOM; within 2 miles each side of the Homestead TACAN 232° radial, extending from the 5-mile radius zone to 7.5 miles SW of the TACAN; and within 2 miles each side of the Homestead ILS localizer NE course, extending from the 5-mile radius zone to 6 miles NE of Homestead AFB.

Honolulu, Hawaii.
Within a 5-mile radius of Honolulu International Airport (latitude 21°19'35" N., longitude 157°55'40" W.); within a 5-mile radius of NAS Barber's Point (latitude 21°18'35" N., longitude 158°04'30" W.); within a 3-mile radius of ALF Ford Island (latitude 21°21'55" N., longitude 157°57'55" W.); within 2 miles each side of the Honolulu VORTAC 089° radial, extending from the VORTAC to the Honolulu International Airport, and within 2 miles NW and 4 miles SE of the Honolulu VORTAC 242° radial, extending from NAS Barber's Point 5-mile radius zone to 13 miles SW of the Honolulu VORTAC.

Honolulu, Hawaii (Wheeler AFB)
Within a 3-mile radius of Wheeler AFB (latitude 21°29'00" N., longitude 158°02'30" W.), excluding the portion within R-3109. This control zone is effective from 0600 to 2200 hours, local time, daily.

Hopkinsville, Ky.
Within a 5-mile radius of the center, 36°40'11" N., 87°29'13" W. of Campbell Army Airfield, excluding the area within a 1.5-mile radius of the center of Outlaw Field, Clarksville, Tenn.; within 2 miles each side of the Campbell VOR 225° radial extending from the 5-mile radius zone to the VOR and within 2 miles each side of the Campbell TACAN 049° radial extending from the 5-mile radius zone to 8 miles NE of the TACAN.

Hoquiam, Wash.
Within a 5-mile radius of Bowerman Field, Hoquiam, Wash. (latitude 46°58'15" N., longitude 123°56'05" W.), and within 2 miles each side of the Hoquiam VORTAC 081° radial, extending from the 5-mile radius zone to the VORTAC.

AMENDMENTS 6/23/66 31 F. R. 6685 (Rewritten)

Hot Springs, Ark.
That airspace within a 5-mile radius of Memorial Field (latitude 34°28'40" N., longitude 93°05'45" W.); and within 2 miles each side of the Hot Springs VOR 247° radial, extending from the 5-mile radius zone to 8 miles SW of the VOR.

Houghton, Mich.
Within a 5-mile radius of the Houghton County Memorial Airport (latitude 47°10'00" N., longitude 88°29'20" W.); within 2 miles each side of the Houghton VOR 308° radial, extending from the 5-mile radius zone to 8 miles NW of the VOR; within 2 miles each side of the Houghton VOR 060° radial, extending from the 5-mile radius zone to 8 miles NE of the VOR; within 2 miles each side of the Houghton VOR 135° radial, extending from the 5-mile radius zone to 8 miles SE of the VOR, and within 2 miles each side of the 020° bearing from the Houghton RBN, extending from the 5-mile radius zone to 8 miles NE of the RBN; excluding that airspace within a 1-mile radius of Houghton Sands Airport (latitude 47°06'40" N., longitude 88°31'20" W.).

Houlton, Maine
Within a 4-mile radius of the center, 46°07'25" N., 67°47'40" W., of Houlton International Airport, Houlton, Maine, and within 2 miles each side of the Houlton VOR 018° radial extending from the 4-mile radius zone to the VOR, excluding the airspace within Canada.

AMENDMENTS 2/3/66 30 F. R. 14917 (Rewritten)

Houston, Tex. (William P. Hobby)
That airspace within a 5-mile radius of William P. Hobby Airport (latitude 29°38'40" N., longitude 95°16'30" W.); within 2 miles each side of the Houston ILS localizer SW course extending from the 5-mile radius zone to the OM, within 2 miles each side of the Houston ILS localizer NE course extending from the 5-mile radius zone to the Pasadena RBN, within 2 miles each side of the Houston VORTAC 306° radial extending from the 5-mile radius zone to 6 miles NW of the VORTAC, within 2 miles each side of the Houston VORTAC 025° radial extending from the 5-mile radius zone to 6 miles NE of the VORTAC, within 2 miles each side of the Houston VORTAC 239° radial extending from the 5-mile radius zone to 6 miles SW of the VORTAC, within 2 miles each side of the Houston VORTAC 142° radial extending from the 5-mile radius zone to 11.5 miles SE of the VORTAC, and within 2 miles each side of a 223° bearing from the Houston DF station (latitude 29°38'48" N., longitude 95°16'42" W.) extending from the 5-mile radius zone to 8 miles SW of the DF station, excluding the portion E of a line from the intersecting point of 5-mile radius circles centered on William P. Hobby Airport and Ellington AFB (latitude 29°36'25" N., longitude 95°09'20" W.) NE of William P. Hobby Airport, through the intersecting point of such 5-mile radius circles SE of William P. Hobby Airport, to latitude 29°32'00" N., longitude 95°15'00" W.

AMENDMENTS 11/10/66 31 F.R. 12083 (Rewritten)

Houston, Tex. (Ellington AFB)
That airspace within a 5-mile radius of Ellington AFB (latitude 29°36'25" N., longitude 95°09'20" W.); within 2 miles each side of the Ellington VOR 209° radial extending from the 5-mile radius zone to 7 miles SW of the VOR, within 2 miles each side of the Ellington TACAN 213° radial extending from the 5-mile radius zone to 7 miles SW of the TACAN, within 2 miles each side of the Houston VORTAC 142° radial extending from the William P. Hobby Airport (latitude 29°38'40" N., longitude 95°16'30" W.) 5-mile radius zone to 11.5 miles SE of the VORTAC, excluding the portion within the William P. Hobby control zone.

AMENDMENTS 11/10/66 31 F.R. 12083 (Rewritten)

Huntington, W. Va.
Within a 5-mile radius of the center, 38°22'00" N., 82°33'00" W., of Tri-State Airport, Huntington, W. Va.; within a 5-mile radius of the center, 38°25'14" N., 82°29'35" W., of Huntington-Downtown Airport, Chesapeake, Ohio; within 2 miles each side of the 017° bearing from the Huntington, W. Va., RBN extending from the Huntington-Downtown Airport 5-mile radius zone to 7 miles N of the RBN; within 2 miles each side of the Tri-State Airport ILS localizer NW course extending from the Tri-State Airport 5-mile radius zone to the OM; within 2 miles each side of the 251° bearing from the Huntington, W. Va., RBN extending from the Tri-State Airport 5-mile radius zone to 7 miles W of the RBN; within 2 miles each side of the Tri-State Airport ILS localizer SE course extending from the Tri-State Airport 5-mile radius zone to 9 miles SE of the localizer.

Huntsville, Ala.
Within a 5-mile radius of the Huntsville-Madison County Airport (latitude 34°41'18" N., longitude 86°35'20" W.), within a 5-mile radius of Redstone AAF (latitude 34°40'29" N., longitude 86°40'54" W.), within 2 miles each side of the Huntsville VOR 160° radial extending from the Huntsville-Madison County Airport 5-mile radius zone to the VOR, within 2 miles each side of the Huntsville ILS localizer N course extending from the Huntsville-Madison County Airport 5-mile radius zone to 6 miles N of the airport, within 3 miles N and 2 miles S of the extended centerline of Runway 5 extending from the Huntsville-Madison County Airport 5-mile radius zone to a point 8.5 miles NE of the airport, and within 2 miles each side of a 351° bearing from the Whitesburg RBN extending from the Redstone AAF 5-mile radius zone to the RBN.

Huron, S. Dak.
Within a 5-mile radius of Howes Airport, Huron, S. Dak. (latitude 44°23'03" N., longitude 98°13'39" W.); and within 2 miles each side of the Huron VOR 134° radial, extending from the 5-mile radius zone to the VOR.

Hutchinson, Kans.
Within a 5-mile radius of the Hutchinson Municipal Airport (latitude 38°03'56" N., longitude 97°51'38" W.); within 2 miles each side of the 042° radial of the Hutchinson VORTAC extending from the 5-mile radius zone SW to the VORTAC; within a 5-mile radius of the Hutchinson ANG Base (latitude 37°55'35" N., longitude 97°54'20" W.); and within 2 miles each side of the 166° bearing from the Hutchinson ANG Base extending from the 5-mile radius zone to a point 7 miles S of the Air Base.

AMENDMENTS 10/13/66 31 F.R. 10414 (Rewritten)

Hyannis, Mass.
Within a 4-mile radius of Barnstable Airport, Hyannis, Mass. (latitude 41°40'10" N., longitude 79°16'45" W.); within 2 miles each side of the Hyannis ILS localizer NE course, extending from the 4-mile radius zone to the OM; and within 2 miles each side of the Hyannis VOR 046° and 226° radials, extending from the 4-mile radius zone to 8 miles NE of the VOR, excluding that portion of the extension based on the Hyannis VOR 046° radial which extends beyond the shoreline.
PENDING AMENDMENT
In the description of the Hyannis, Mass. control zone, add the sentence, "This control zone is effective from 0700 to 2300 hours, local time, daily."
AMENDMENTS 2/10/67 31 F. R. 16407 (Changed)

Idaho Falls, Idaho
Within a 5-mile radius of the Fanning Field, Idaho Falls, Idaho, (latitude 43°31'05" N., longitude 112°04'05" W.); within a 1-mile radius of Rigby, Idaho, Airport (latitude 43°38'45" N., longitude 111°55'45" W.); within 2 miles each side of the Idaho Falls-VOR 223° radial, extending from the 5-mile radius zone to 8 miles SW of the VOR; within 2 miles each side of the Idaho Falls VOR 030° radial, extending from the 5-mile radius zone to 11 miles NE of the VOR; and within 2 miles each side of the 036° bearing from the Idaho Falls RBN, extending from the 5-mile radius zone to 8 miles NE of the RBN.

Iliamna, Alaska
Within a 5-mile radius of the Iliamna Airport (latitude 59°45'08" N., longitude 154°54'38" W.) and within 2 miles each side of a bearing 196° from the Iliamna RBN, extending from the 5-mile radius zone to a point 12 miles S of the RBN, from 0545 to 2145 hours, local time, daily.

AMENDMENTS 8/18/66 31 F.R. 8747 (Rewritten)

Imperial, Nebr.
Within a 5-mile radius of Imperial Municipal Airport, Imperial, Nebr. (latitude 40°30'38" N ., longitude 101°37'25" W.) and within 2 miles each side of the 137° bearing from Imperial Municipal Airport, extending from the 5-mile radius zone to 8 miles SE of the airport.

Imperial Beach, Calif.
Within a 3-mile radius of NAAS Ream Field (latitude 32°34'00" N., longitude 117°06'50" W.); that airspace W of Ream Field within the arc of a 6-mile radius circle centered on Ream TACAN, extending counterclockwise from a line 2 miles N of and parallel to the Ream TACAN 288° radial to the United States/Mexican Flight Information Region boundary, excluding the portion under the jurisdiction of Mexico; and that airspace E of Ream Field within the arc of a 6-mile radius circle centered on Ream TACAN, extending clockwise from a line 2 miles N of and parallel to the Ream TACAN 065° radial to the United States/Mexican Border.

Indianapolis, Ind.
Within a 5-mile radius of the Weir-Cook Municipal Airport (latitude 39°43'35" N., longitude 86°17'05" W.); within 2 miles each side of the Runway 4 ILS localizer NE and SW courses, extending from the 5-mile radius zone to 7 miles NE and 6 miles SW of the airport; and within 2 miles each side of the Runway 31 ILS localizer SE course, extending from the 5-mile radius zone to 6-miles SE of the airport; and within 2 miles each side of the Indianapolis VORTAC 143° radial, extending from the 5-mile radius zone to the VORTAC.

AMENDMENTS 6/23/66 31 F.R. 5950 (Rewritten)

International Falls, Minn.
Within a 5-mile radius of Falls International Airport, International Falls, Minn., (latitude 48°33'58" N., longitude 93°24'07" W.); and within 2 miles each side of the International Falls VOR 129° radial extending from the 5-mile radius zone to 8 miles SE of the VOR; and within 2 miles each side of the International Falls VOR 320° radial extending from the 5-mile radius zone to 8 miles NW of the VOR; and within 2 miles each side of the 335° bearing from radio station CFOB extending from the 5-mile radius zone to 8 miles NW of the radio station excluding the portion outside of the United States.

Iron Mountain, Mich.
Within a 5-mile radius of Ford Airport, Iron Mountain, Mich. (latitude 45°49'00" N., longitude 88°07'00" W.); and within 2 miles each side of the Iron Mountain VOR 142° radial extending from the 5-mile radius zone to 8 miles SE of the VOR; and within 2 miles each side of the 182° bearing from Ford Airport, extending from the 5-mile radius zone to 8 miles S of the airport; and within 2 miles each side of the 276° bearing from Ford Airport, extending from the 5-mile radius zone to 8 miles W of the airport. This control zone shall be effective during the specific dates and times established in advance by a notice to airmen and continuously published in the Airman's Information Manual.

AMENDMENTS 7/21/66 31 F.R. 8357 (Added)

Ironwood, Mich.
Within a 5-mile radius of Gogebic County Airport, Ironwood, Mich. (latitude 46°31'30" N., longitude 90°08'00" W.); within 2 miles each side of the Ironwood VOR 077° radial, extending from the 5-mile radius zone to 8 miles east of the VOR; and within 2 miles each side of the Ironwood VOR 257° radial, extending from the 5-mile radius zone to 12 miles west of the VOR. This control zone shall be effective during the specific dates and times established in advance by a Notice to Airmen and continuously published in the Airman's Information Manual.

AMENDMENTS 3/3/66 30 F. R. 12385 (Added)

Islip, N. Y.
Within a 5-mile radius of the center, 40°47'50" N., 73°06'00" W., of Long Island-MacArthur Airport, Islip, N. Y.; within 2 miles each side of the Long Island-MacArthur Airport ILS localizer SW course extending from the 5-mile radius area to 1 mile NE of the OM; and within 2 miles each side of Long Island-MacArthur Airport ILS localizer NE course extending from the 5-mile radius zone to 6 miles NE of the localizer.

AMENDMENTS 6/23/66 31 F.R. 7507 (Changed) ; 6/23/66 31 F. R. 7507 (Rewritten)

Ithaca, N.Y.
Within a 4-mile radius of the center 42°29'25" N., 76°27'30" W., of Tompkins County Airport, Ithaca, N. Y., within 2 miles each side of the Ithaca VOR 305° radial extending from the 4-mile radius zone to 9 miles NW of the VOR; within 2 miles each side of the Ithaca VOR 144° radial extending from the 4-mile radius zone to 7.5 miles SE of the VOR; within 2 miles each side of the Ithaca VOR 117° radial extending from the 4-mile radius zone to 7.5 miles SE of the VOR and within 2 miles each side of the Ithaca VOR 058° radial extending NE from the 4-mile radius zone to 7.5 miles NE of the VOR. This control zone is effective Monday through Friday, 0600-2300; Saturday 0600-2100; Sunday, 0900-2300 local time.

Jackson, Mich.
Within a 5-mile radius of Reynolds Airport, Jackson, Mich. (latitude 42°15'30" N., longitude 84°27'40" W.), within 2 miles each side of the Jackson VOR 044° radial, extending from the 5-mile radius zone to 8 miles northeast of the VOR, within 2 miles each side of the Jackson VOR 238° radial, extending from the 5-mile radius zone to 8 miles southwest of the VOR, within 2 miles each side of the Jackson VOR 306° radial, extending from the 5-mile radius zone to 8 miles northwest of the VOR, and within 2 miles each side of the Jackson VOR 141° radial, extending from the 5-mile radius zone to 8 miles southeast of the VOR.

Jackson, Miss.
Within a 5-mile radius of Allen C. Thompson Field (latitude 32°18'40" N., longitude 90°04'35" W.); within a 5-mile radius of Hawkins Field (latitude 32°20'10" N., longitude 90°13'15" W.); within a 3-mile radius of of Bruce Campbell Field, Madison, Miss. (latitude 32°26'15" N., longitude 90°06'05" W.); within 2 miles each side of the Jackson VORTAC 195° radial extending from the Hawkins Field 5-mile radius zone to 1 mile S of the VORTAC; within 2 miles each side of the Jackson VORTAC 157° and 160° radials extending from 1 mile SE to 20 miles SE of the VORTAC; within 2 miles each side of the Jackson VORTAC 142° radial extending from the Bruce Campbell Field 3-mile radius zone to 1.5 miles SE of the VORTAC and to 10 miles SE of the VORTAC.

AMENDMENT 4/28/66 31 FR 3285 (Rewritten); 6/10/66 31 F.R. 8575 (Changed)

Jackson, Tenn.
Within a 5-mile radius of McKellar Field (latitude 35°35'55" N., longitude 88°54'55" W.); within 2 miles each side of the McKellar VOR (latitude 35°36'12.5" N., longitude 88°54'37.4" W.) 208° radial extending from the 5-mile radius zone to 8.5 miles SW of the VOR.

AMENDMENTS 10/13/66 31 F.R. 11016 (Rewritten)

Jacksonville, Fla. (Thomas Cole Imeson Airport)
Within a 5-mile radius of Thomas Cole Imeson Airport (latitude 30°25'15" N., longitude 81°38'15" W.); within 2 miles each side of the Jacksonville VORTAC 070° radial, extending from the 5-mile radius zone to 8 miles E of the VORTAC; within 2 miles each side of the 090° bearing from the Jacksonville RBN, extending from the 5-mile radius zone to 8 miles E of the RBN; and within 2 miles each side of the Jacksonville ILS localizer SW course, extending from the 5-mile radius zone to the OM. The portion within a 5-mile radius of NS Mayport, Mayport, Fla. (latitude 30°23'30" N., longitude 81°25'25" W.), is excluded.

Jacksonville, Fla. (NAS Jacksonville)
Within a 5-mile radius of NAS Jacksonville (latitude 30°14'10" N., longitude 81°40'40" W.); within 2 miles each side of the 086° bearing from the Navy Cecil RBN (latitude 30°13'15" N., longitude 81°52'12" W.), extending from the 5-mile radius zone to the RBN; within 2 miles each side of the Navy Cecil VOR 085° radial, extending from the 5-mile radius zone to the VOR; and within 2 miles each side of the NAS Jacksonville TACAN 096° radial, extending from the 5-mile radius zone to 6 miles E of the TACAN. The portion within a 5-mile radius of NAS Cecil Field (latitude 30°13'00" N., longitude 81°52'45" W.) is excluded.

Jacksonville, Fla. (NAS Cecil Field)
Within a 5-mile radius of NAS Cecil Field (latitude 30°13'00" N., longitude 81°52'45" W.); within 2 miles each side of the Navy Cecil VOR 181° radial, extending from the 5-mile radius zone to 12 miles S of the VOR; within 2 miles each side of the 181° bearing from the Navy Cecil RBN (latitude 30°13'15" N., longitude 81°-52'12" W.), extending from the 5-mile radius zone to 12 miles S of the RBN; and within 2 miles each side of the Navy Cecil TACAN 356° radial, extending from the 5-mile radius zone to 7 miles N of the TACAN.

Jacksonville, N. C.
Within a 5-mile radius of the New River MCAF (latitude 34°42'25" N., longitude 77°26'35" W.); within 2 miles each side of a 046° bearing from the New River radio beacon, extending from the 5-mile radius zone to 8 miles NE of the radio beacon; within 2 miles each side of a 226° bearing from the New River radio beacon, extending from the 5-mile radius zone to 8 miles SW of the radio beacon; excluding that portion which coincides with R-5306C.

Jamestown, N. Dak.
Within a 5-mile radius of Jamestown, N. Dak. Municipal Airport (latitude 46°55'48" N., longitude 98°40'42" W.).

AMENDMENTS 3/3/66 30 F. R. 13948 (Rewritten)
PENDING AMENDMENT
Jamestown, N. Dak.
Within a 5-mile radius of Jamestown Municipal Airport (latitude 46°55'55" N., longitude 98°40'40" W.); within 2 miles each side of the Jamestown VORTAC 308° radial, extending from the 5-mile radius zone to 8 miles NW of the VORTAC; and within 2 miles each side of the Jamestown VORTAC 140° radial, extending from the 5-mile radius zone to 8 miles SE of the VORTAC.

AMENDMENTS 2/2/67 31 F. R. 16127 (Rewritten)

Jamestown, N. Y.
Within a 5-mile radius of the center, 42°09'10"N., 79°15'30" W., of Jamestown Municipal Airport, Jamestown, N. Y.; within 2 miles each side of the Jamestown, N. Y., VOR 071° and 251° radials extending from the 5-mile radius zone to the VOR and within 2 miles each side of a 053° bearing from the Jamestown, N. Y., RBN (42°11'02" N., 79°11'15" W.) extending from the 5-mile radius zone to 7 miles northeast of the RBN. This control zone shall be in effect 0700 to 2200 hours Monday through Friday, 0700 to 1700 hours Saturdays and 0900 to 2200 hours Sundays, local time.

AMENDMENTS 7/21/66 31 F.R. 8358 (Added)

Janesville, Wis.
Within a 5-mile radius of Rock County Airport, Janesville, Wis. (latitude 42°37'12" N., longitude 89°02'25" W.), and within 2 miles each side of the Janesville VOR 038° radial, extending from the VOR to a point 11.5 miles NE of the VOR, see Airman's Information Manual for hours of designation.

Jefferson City, Mo.
Within a 5-mile radius of Jefferson City Memorial Airport (latitude 38°35'33" N., longitude 92°09'39" W.), within 2 miles each side of the Jefferson City VOR 308° radial, extending from the 5-mile radius zone to 8 miles NW of the VOR, and within 2 miles each side of the Jefferson City VOR 119° radial, extending from the 5-mile radius zone to 8 miles SE of the VOR. This control zone shall be effective during the times established by a Notice to Airmen and continuously published in the Airman's Information Manual.

Johnston Island, Johnston Atoll
Within a 5-mile radius of the Johnston Island AFB, Johnston Atoll (latitude 16°44'19" N., longitude 169°31'12" W.); within 2 miles each side of the extended centerline of runway 05, extending from the 5-mile radius zone to 6.5 miles NE of the Johnston Island RBN, and within 2 miles each side of the 241° bearing from the Johnston Island RBN, extending from the 5-mile radius zone to 12 miles SW of the RBN.

AMENDMENTS 11/10/66 31 F.R. 12432 (Added)

Johnstown, Pa.
Within a 5-mile radius of the center, 40°18'55" N., 78°50'00" W., of Johnstown-Cambria County Airport, Johnstown, Pa.; within 2 miles each side of the Johnstown VOR 044° radial extending from the 5-mile radius zone to 7 miles NE of the Johnstown VOR; within 2 miles each side of the Johnstown VOR 215° radial extending from the 5-mile radius zone to 7 miles SW of the Johnstown VOR; within 2 miles each side of the Johnstown VOR 320° radial extending from the 5-mile radius zone to 6 miles NW of the Johnstown VOR effective from 0800 to 2200 hours Sunday through Friday and 0800 to 1700 hours Saturday, all times local and during specific dates and times established in advance by a Notice to Airmen.

Joliet, Ill.
Within a 5-mile radius of Joliet Municipal Airport (latitude 41°31'05" N., longitude 88°10'30" W.) and within 2 miles each side of the Joliet VORTAC 104° radial, extending from the 5-mile radius zone to the Joliet VORTAC.

Joplin, Mo.
Within a 5-mile radius of the Joplin Municipal Airport (latitude 37°09'00" N., longitude 94°29'50" W.) and within 2 miles each side of the Joplin ILS localizer SE course, extending from the 5-mile radius zone to 7 miles SE of the airport.

Junction, Tex.
Within a 3-mile radius of the Kimble County Airport, Junction, Tex. (latitude 30°30'35" N., longitude 99° 45'45" W.); within 2 miles each side of the Junction VOR 150° radial, extending from 4 miles SE of the airport to the VOR; and within 2 miles each side of the extended centerline of the Kimble County Airport Runway 17, extending from the 3-mile radius zone to 4 miles S of the S end of Runway 17. This control zone is effective from 0600 to 1800 fours, local time, daily.

Juneau, Alaska
Within a 5-mile radius of Juneau Municipal Airport (latitude 58°21'30" N., longitude 134°35'00" W.), and within 2 miles each side of the Juneau localizer W course, extending from the 5-mile radius zone to 2 miles W of the Coghlan Island, Alaska, RBN.

Kahului, Hawaii
Within a 5-mile radius of Kahului Airport (latitude 20°54'00" N., longitude 156°26'00" W.); within 2 miles each side of the Maui VOR 038° radial, extending from the 5-mile radius zone to 12 miles NE of the VOR; within 2 miles each side of the Maui VOR 201° radial, extending from the 5-mile radius zone to 9 miles S of the VOR; and within 2 miles each side of the extended centerline of Runway 2, extending from the 5-mile radius zone to 10 miles SW of the SW end of Runway 2.

Kailua, Kona, Hawaii
Within a 5-mile radius of the Kona Airport (latitude 19°38'49" N., longitude 156°00'45" W.), and within 2 miles each side of the Kona VORTAC 323° radial, extending from the 5-mile radius zone to the INT of the Kona VORTAC 323° and Upolu Point VOR 207° radials. This control zone is effective from 0730 to 2215 hours, local time daily, June 15 through September 6, and 0730 to 1830 hours, local time daily, September 7 through June 14, annually.

AMENDMENTS 11/10/66 31 F.R. 12433 (Added)

Kalamazoo, Mich.
Within a 5-mile radius of Kalamazoo Municipal Airport (latitude 42° 14' 07" N., longitude 85° 33' 10" W.), within 2 miles each side of the Kalamazoo VOR 001°, 167° and 229° radials, extending from the 5-mile radius zone to 7 miles N, S and SW of the VOR, and within 2 miles each side of the Kalamazoo ILS localizer S course, extending from the 5-mile radius zone to the OM. This control zone is effective from 0700 to 2300 hours, local time, daily.

Kalispell, Mont.
Within a 5-mile radius of Flathead County Airport, Kalispell, Mont. (latitude 48°18'49" N., longitude 114°15'16" W.).

AMENDMENTS 2/3/66 30 F. R. 14489 (Added)

Kaneohe, Hawaii
Within a 5-mile radius of MCAS Kaneohe (latitude 21°27'30" N., longitude 157°46'30" W.).

AMENDMENTS 3/3/66 31 F. R. 131 (Rewritten)

Kansas City, Mo.
Within a 7.5-mile radius of Kansas City Municipal Airport (latitude 39°07'20" N., longitude 94°35'30" W.) and within 2 miles each side of the Kansas City VORTAC 185° and 179° radials, extending from the 7.5-mile radius zone to the VORTAC.

Kansas City, Mo. (Mid Continent International Airport)
Within a 5-mile radius of Mid Continent Airport (latitude 39°18'05" N., longitude 94°43'36" W.).

Kearney, Nebr.
Within a 5-mile radius of the Kearney Municipal Airport (latitude 40°43'36" N., longitude 99°00'31" W.), and within 2 miles each side of the Kearney VOR 192° radial extending from the 5-mile radius zone to a point 8 miles S of the VOR, and within 2 miles each side of the Kearney VOR 343° radial extending from the 5-mile radius zone to a point 8 miles NW of the VOR, and within 2 miles each side of the Kearney VOR 360° radial extending from the 5-mile radius zone to a point 14 miles N of the VOR. The control zone shall be effective during the times established by a Notice to Airmen and continuously published in the Airman's Information Manual.

Kenai, Alaska
Within a 5-mile radius of the Kenai Municipal Airport (latitude 60°34'11" N., longitude 151°14'56" W.); and within 2 miles NW and 3 miles SE of the Kenai VOR 031° radial extending from the 5-mile radius zone to 8 miles NE of the VOR.

AMENDMENTS 8/18/66 31 F.R. 8358 (Rewritten)

Key West, Fla.
Within a 5-mile radius of the Key West International Airport (latitude 24°33'20" N., longitude 81°45'35" W.); within a 5-mile radius of the NAS, Key West (Boca Chica) (latitude 24°34'26" N., longitude 81°41'18" W.); within 2 miles each side of the 268° bearing from the Key West RBN, extending from the International Airport 5-mile radius zone to 8 miles west of the RBN; and within 2 miles each side of the Key West VORTAC 309° radial, extending from the International Airport 5-mile radius zone to 8 miles northwest of the VORTAC.

Killeen, Tex. (Fort Hood AAF)
Within a 5-mile radius of Fort Hood AAF (latitude 31°08'15" N., longitude 97°42'50" W.), within 2 miles each side of the Hood VOR 352° radial extending from the 5-mile radius zone to the VOR, within a 3-mile radius of Killeen Municipal Airport (latitude 31°05'10" N., longitude 97°41'05" W.), and within 2 miles each side of the Hood VOR 219° radial extending from the 3-mile radius zone to 8 miles SW of the VOR.

AMENDMENTS 10/13/66 31 F.R. 11014 (Added)

Killeen, Tex. (Robert Gray AAF)
Within a 5-mile radius of Robert Gray AAF (latitude 31°04'20" N., longitude 97°49'45" W.), within 2 miles each side of the 341° bearing from the Gray RBN extending from the 5-mile radius zone to 8 miles N of the RBN, and within 2 miles each side of the Hood VOR 271° radial extending from the 5-mile radius zone to the VOR, excluding the portion within the Killeen, Tex. (Fort Hood AAF) control zone. This control zone is effective during the dates and times published in the Airman's Information Manual.

AMENDMENTS 10/13/66 31 F.R. 11014 (Added)

King Salmon, Alaska
Within a 5-mile radius of the King Salmon Airport (latitude 58°41'N., longitude 156°39'W.); within 2 miles each side of the King Salmon VOR 312° radial extending from the 5-mile radius zone to 7 miles NW of the VOR; and within 2 miles each side of the King Salmon TACAN 301° and 141° radials extending from the 5-mile radius zone to 9 miles NW and 7 miles SE of the TACAN.

Kingsville, Tex.
Within a 5-mile radius of NAAS Kingsville (North) (latitude 27°30'10" N., longitude 97°48'25" W.); within 2 miles each side of the Kingsville TACAN 321° radial, extending from the 5-mile radius zone to 8 miles NW of the TACAN; within 2 miles each side of the Kingsville UHF RBN 321° bearing, extending from the 5-mile radius zone to 8 miles NW of the UHF RBN; within 2 miles each side of the Kingsville TACAN 187° radial, extending from the 5-mile radius zone to 7 miles S of the TACAN; within 2 miles each side of the Kingsville UHF RBN 187° bearing, extending from the 5-mile radius zone to 7 miles S of the UHF RBN; and within 2 miles each side of the Kingsville VOR 315° radial, extending from the 5-mile radius zone to the VOR.

KINSTON, N.C.
Within a 5-mile radius of Stallings Field, Kinston, N. C. (latitude 35°19'40" N., longitude 77°37'05" W.). effective from 0700 to 2330 hours, local time, daily.

Kirksville, Mo.
Within a 3-mile radius of Kirksville Municipal Airport (latitude 40°05'45" N., longitude 92°32'50" W.).

Klamath Falls, Oreg.
Within a 5-mile radius of Kingsley Field (latitude 42°09'29" N., longitude 121°43'57" W.), within 3 miles east and 2 miles west of the Klamath Falls VORTAC 170° radial, extending from the 5-mile radus zone to 8 miles south of the VORTAC, and within 2 miles each side of the Klamath Falls VORTAC 332° radial, extending from the 5-mile radius zone to 11 miles northwest of the VORTAC.

AMENDMENTS 12/8/66 31 F. R. 12597 (Rewritten)

Knoxville, Tenn.
Within a 5-mile radius of the McGhee-Tyson Airport, Knoxville, Tenn. (latitude 35°48'40" N., longitude 83°59'35" W.), within 2 miles each side of the Knoxville ILS localizer SW course, extending from the 5-mile radius zone to 6 miles SW of the airport, within 2 miles each side of the Knoxville VORTAC 220° radial, extending from the 5-mile radius zone to the VORTAC, and within 2 miles each side of the 045° bearing from the Knoxville RBN, extending from the 5-mile radius zone to 6 miles NE of the RBN.

Kodiak, Alaska
Within a 5-mile radius of NAS Kodiak and within 2 miles either side of the Kodiak RR SW course extending from the 5-mile radius zone to the RR.

Kotzebue, Alaska
Within a 5-mile radius of Wien Memorial Airport, Kotzebue, Alaska, (Lat. 66°53'02" N, Long. 162°37'33" W), and within 2 miles either side of the 048° bearing from the Kotzebue RBN, extending from the 5-mile radius zone to 12 miles NE of the RBN.

Kwajalein Island, Marshall Islands
Within a 5-mile radius of the Kwajalein Island AAF (latitude 08°43' N., longitude 167°44' E.); within 2 miles each side of the Kwajalein TACAN 248° radial, extending from the 5-mile radius zone to 6 miles W of the TACAN; within 2 miles each side of the 008° bearing from the Kwajalein RBN, extending from the 5-mile radius zone to 12 miles N of the RBN; and within 2 miles each side of the 078° bearing from the Kwajalein RBN, extending from the 5-mile radius zone to 8 miles E of the RBN.

AMENDMENTS 8/18/66 31 F.R. 8620 (Rewritten)

La Crosse, Wis.
Within a 5-mile radius of La Crosse Municipal Airport (latitude 43°52'38" N., longitude 91°15'21" W.), and within 2 miles each side of the 305° and 142° bearings from the La Crosse RBN, extending from the 5-mile radius zone to 8 miles NW of the RBN.

AMENDMET 3/31/66 31 F. R. 2474 (Rewritten)

Lafayette, Ind.
Within a 5-mile radius of Purdue University Airport, Lafayette, Ind. (latitude 40°24'45" N., longitude 86°56'10" W.); within 2 miles each side of the Westpoint, Ind., VOR 038° radial, extending from the 5-mile radius zone to the VOR; within 2 miles each side of the Lafayette, Ind., VOR 144° radial, extending from the 5-mile radius zone to the VOR; and within 2 miles each side of the Purdue University ILS W course, extending from the 5-mile radius zone to the OM.

Lafayette, La.
That airspace within a 5-mile radius of Lafayette, La., Airport (latitude 30°12'00" N., longitude 91°59'40" W.); within 2 miles each side of the Lafayette ILS localizer N course extending from the 5-mile radius zone to 1 mile S of the OM, and within 2 miles each side of the Lafayette VOR 172° radial extending from the 5-mile radius zone to 7 miles S of the VOR.

Lake Charles, La.
That airspace within a 5-mile radius of Lake Charles Municipal Airport (latitude 30°07'30" N., longitude 93°13'20" W.), within 2 miles each side of the Lake Charles VORTAC 259° radial extending from the VORTAC to 13 miles W of the VORTAC, within 2 miles each side of the Lake Charles ILS localizer NW course extending from the 5-mile radius zone to the OM, and within 2 miles each side of the Lake Charles ILS localizer SE course extending from the 5-mile radius zone to 7.5 miles SE of the airport.

AMENDMENTS 9/15/66 31 F.R. 9602 (Rewritten)

Lakehurst, N. J.
Within a 5-mile radius of the center, 40°02'05" N., 74°21'05" W., of NAS Lakehurst (West Field), Lakehurst, N.J.; within 2 miles each side of the Navy Lakehurst UHF RBN 050° bearing extending from the 5-mile radius zone to 6.5 miles northeast of the RBN; and within 2 miles each side of the Navy Lakehurst TACAN 058° radial extending from the 5-mile radius zone to 6 miles northeast of the TACAN.

Lake Tahoe, Calif.
Within a 5-mile radius of Lake Tahoe Airport (latitude 38°53'30" N., longitude 119°59'50" W.), effective from 0700 to 2300 hours, local time, daily.

Lanai, Hawaii
Within a 5-mile radius of Lanai Airport (Lat. 20°47'30" N, Long. 156°57'00" W), from 1430 to 1815 hours local standard time, daily.

Lancaster, Pa.
Within a 5-mile radius of the center, 40°07'16" N., 76°17'47" W. of Lancaster Airport, Lancaster, Pa., and within 2 miles each side of the Lancaster VOR 128° radial extending from the 5-mile radius zone to 7 miles SE of the VOR and within 2 miles each side of the Lancaster VOR 260° radial extending from the 5-mile radius zone to 8 miles W of the VOR from 0700 to 2300 hours, local time, daily.

Lansing, Mich.
Within a 5-mile radius of Capital City Airport, Lansing, Mich. (latitude 42°46'40" N., longitude 84°35'20" W.).

Laramie, Wyo.
Within a 5-mile radius of General Brees Field, Laramie, Wyo. (latitude 41°18'50" N., longitude 105°40'25" W.): within 2 miles each side of the Laramie VOR 332° radial, extending from the 5-mile radius zone to 8 miles NW of the VOR.

Laredo, Tex.
That airspace within a 5-mile radius of Laredo AFB (latitude 27°32'35" N., longitude 99°27'40" W.); within 2 miles each side of the 327° bearing from latitude 27°35'22" N., longitude 99°29'54" W., extending from the 5-mile radius zone to 7 miles
NW of the RBN; excluding that portion outside the United States.

AMENDMENTS 4/11/66 31 F.R. 5951 (Changed)

Las Vegas, N. Mex.
Within a 5-mile radius of the Las Vegas Municipal Airport (latitude 35°39'25" N., longitude 105°08'35" W.) and within 2 miles each side of the Las Vegas VORTAC 215° radial, extending from the 5-mile radius zone to 8 miles SW of the VORTAC.

Las Vegas, Nev. (McCarran Field)
Within a 5-mile radius of McCarran Field (latitude 36°05'05" N., longitude 115°09'00" W.); within 2 miles southeast and 3 miles northwest of the Las Vegas VORTAC 032° radial extending from the 5-mile radius zone to 6.5 miles northeast of the VORTAC; within 2 miles northwest and 3 miles southeast of the Las Vegas VORTAC 214° radial extending from the 5-mile radius zone to 6 miles southwest of the VORTAC; and within 2 miles each side of the Las Vegas VORTAC 268° radial extending from the 5-mile radius zone to 6.5 miles west of the VORTAC.

Las Vegas, Nev. (Nellis AFB)
Within a 5-mile radius of Nellis AFB (Lat. 36°14'10" N, Long. 115°02'00" W), and within 2 miles SE and 3 miles NW of the Las Vegas VORTAC 032° radial, extending from the 5-mile radius zone to 6.4 miles SW of the airport.

LaVerne, Calif.
Within a 3-mile radius of Brackett Field (latitude 34°05'30" N., longitude 117°47'00" W.); within 2 miles each side of the Pomona VOR 250° radial extending from the 3-mile radius zone to 8 miles SW of the VOR, effective from 0700 to 2300 hours, local time, daily.

Lawton, Okla.
Within a 5-mile radius of Lawton Municipal Airport (latitude 34° 34'15" N., longitude 98°24'55" W.) and within a 3-mile radius of latitude 34°38'18" N., longitude 98°24'06" W.; excluding the portion within R-5601A. This control zone is effective from 0630 to 2230 hours, local time, daily.

Leavenworth, Kans.
Within a 5-mile radius of Sherman AAF, Leavenworth, Kans. (latitude 39°22'05" N., longitude 94°54'45" W.).

Lebanon, N. H.
Within a 5-mile radius of the center, 43°37'35" N., 72°18'10" W., of Lebanon Regional Airport, Lebanon, N.H.; within 2 miles each side of the Lebanon VOR 231° and 051° radials extending from the 5-mile radius zone to 2 miles northeast of the VOR; within 2 miles each side of the Lebanon VOR 104° radial extending from the VOR to 3.5 miles east of the VOR and within 2 miles each side of the Lebanon VOR 134° radial extending from the VOR to 4 miles southeast of the VOR; within 2 miles either side of the centerline of runway 18 extended 5.5 miles from the end of the runway.

AMENDMENTS 2/3/66 30 F. R. 15015 (Rewritten)

Lemoore, Calif.
Within a 6-mile radius of NAS Lemoore (latitude 36° 20' 00" N., longitude 119° 57' 04" W.); within 2 miles each side of the Lemoore TACAN 336° and 356° radials, extending from the 6-mile radius zone to 8 miles NW and N of the TACAN, and within 2 miles each side of the Lemoore TACAN 156° radial, extending from the 6-mile radius zone to 8 miles SE of the TACAN.

Lewiston, Idaho
Within a 5-mile radius of Lewiston-Nez Perce County Airport (latitude 46°22'34" N., longitude 117°00'53" W.) and within 2 miles either side of the Lewiston VOR 266° radial extending from the 5-mile radius zone to the VOR, from 0330 to 2230 hours local time, daily.

PENDING AMENDMENT

Lewiston, Idaho
Within a 5-mile radius of Lewiston Nez-Perce Airport (latitude 46°22'34" N., longitude 117°00'53" W.), and within 2 miles each side of the Lewiston VOR 266° radial, extending from the 5-mile radius zone to the VOR.
This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airman's Information Manual.

AMENDMENTS 3/2/67 31 F. R. 16607 (Rewritten)

Lewistown, Mont.
Within a 5-mile radius of the Lewistown Municipal Airport (latitude 47°02'39" N., longitude 109°28'15" W.) and within 2 miles either side of the Lewistown VOR 090° radial, extending from the 5-mile radius zone to the VOR.

Lexington, Ky.
Within a 5-mile radius of the center, 38°02'10" N., 84°36'15" W. of Blue Grass Field, Lexington, Ky., and within 2 miles each side of the Lexington VORTAC 304° radial extending from the 5-mile radius zone to 1 mile NW of the VORTAC and within 2 miles each side of the Lexington Blue Grass ILS localizer NE course extending from the 5-mile radius zone to 5 miles NE of the localizer.

Liberal, Kans.
Within a 5-mile radius of Liberal Municipal Airport (latitude 37°02'30" N., longitude 100°57'30" W.), and within 2 miles each side of the 328°, 025° and 153° radials of the Liberal VOR, extending from the 5-mile radius zone to 8 miles NW, N, and SE of the VOR. This control zone shall be effective during the times established by a Notice to Airmen and continuously published in the Airman's Information Manual.

Lihue, Hawaii
Within a 5-mile radius of Lihue Airport (latitude 21° 59' 00" N., longitude 159° 21' 00" W.); within 2 miles each side of the Lihue VOR 041° radial, extending from the 5-mile radius zone to 8 miles NE of the VOR, and within 2 miles each side of the Lihue VOR 130° radial, extending from the 5-mile radius zone to 9 miles SE of the VOR.

Limestone, Maine
Within a 5-mile radius of the center, 46°57'05" N., 67°53'10" W., of Loring AFB, Limestone, Maine, excluding the portion outside of the United States; within 2 miles each side of the Loring TACAN 168° radial extending from the 5-mile radius zone to 6.5 miles south of the TACAN; and within 2 miles each side of the Loring TACAN 348° radial extending from the 5-mile radius zone to 7 miles north of the TACAN.

AMENDMENTS 2/3/66 30 F. R. 14917 (Rewritten)

Lincoln, Nebr.
Within a 6-mile radius of Lincoln Airport (latitude 40°50'45" N., longitude 96°45'20" W.); and within 2 miles each side of the Lincoln ILS localizer N course extending from the 6-mile radius to 14 miles N of the Lincoln Airport and within 2 miles either side of the Lincoln VORTAC 015° radial extending from the 6-mile radius to 8 miles N of the Lincoln VORTAC; and within 2 miles each side of the Lincoln VORTAC 187° radial extending from the 6-mile radius to 13 miles S of the Lincoln VORTAC, excluding the airspace within a 1-mile radius of Arrow airport (latitude 40°52'00" N., longitude 96°39'15" W.).

AMENDMENTS 8/18/66 31 F.R. 10025 (Rewritten)

Little Rock, Ark. (Adams Field)
That airspace within a 5-mile radius of Adams Field (latitude 34°43'45" N., longitude 92°13'45" W.); within 3 miles each side of the Adams Field ILS localizer SW course, extending from the 5-mile radius zone to 0.5 of a mile NE of the OM, and within 2 miles each side of the Adams Field ILS localizer NE course, extending from the 5-mile radius zone to 10.5 miles NE of the airport, excluding the portion within the Little Rock AFB control zone.

Little Rock, Ark. (Little Rock AFB)
That airspace within a 5-mile radius of Little Rock AFB (latitude 34°55'05" N., longitude 92°08'45" W.); within 2 miles each side of the Cabot VOR 251° radial, extending from the 5-mile radius zone to 1 mile SW of the VOR, within 2 miles each side of the Little Rock AFB ILS localizer NE course, extending from the 5-mile radius zone to 1 mile SW of the OM, within 2 miles each side of the Jacksonville TACAN 077° radial, extending from the 5-mile radius zone to 7 miles E of the TACAN, and within 2 miles each side of the Jacksonville TACAN 242° radial, extending from the 5-mile radius zone to 7.5 miles SW of the TACAN.

Lompoc, Calif.
Within a 5-mile radius of Vandenberg AFB, Lompoc, Calif. (latitude 34°43'50" N., longitude 120°34'30" W.), and within 2 miles SW and 3 miles NE of the Vandenberg VOR 136° radial extending from the 5-mile radius zone to 9.5 miles SE of the VOR, excluding that portion within R-2516.

AMENDMENT 3/31/66 31 F. R. 4284 (Rewritten)

London, Ky.
Within a 5-mile radius of the center 37°05'20" N., 84°04'27" W. of Corbin-London Memorial Airport, London, Ky., and within 2 miles each side of the London VOR 205° radial extending SW from the 5-mile radius zone for 5 miles.

Long Beach, Calif.
Within a 5-mile radius of Long Beach Municipal Airport (latitude 33°49'07" N., longitude 118°09'04" W.) within a 5-mile radius of NAS Los Alamitos, Calif. (latitude 33°47'30" N., longitude 118°02'50" W.); within 2 miles each side of the Long Beach ILS localizer NW course, extending from the Long Beach 5-mile radius zone to 5 miles NW of the localizer, excluding the portion within a 1-mile radius of Sunset Beach, Calif. Airport (latitude 33°43'08" N., longitude 118°02'13" W.).

Longview, Tex.
That airspace within a 5-mile radius of Gregg County Airport, Longview, Tex. (latitude 32°23'05" N., longitude 94°42'45" W.); wthin 2 miles each side of the Gregg County VOR 313° radial extending from the 5-mile radius zone to 7 miles NW of the VOR, within 2 miles each side of the Gregg County ILS localizer NW course extending from the 5-mile radius zone to 0.5 mile SE of the OM, and within 2 miles each side of the Gregg County ILS localizer SE course extending from the 5-mile radius zone to 6 miles SE of the airport.

Los Angeles, Calif. (Hawthorne Municipal Airport)
Within a 3-mile radius of the Hawthorne Municipal Airport (latitude 33°55'20" N., longitude 118°20'05" W.), and within 2 miles on each side of the Los Angeles VOR 096° radial extending from the 3-mile radius zone to 4 miles E. of the lift-off end of Runway 7, excluding the portion N. of latitude 33°55'30" N. and W. of longitude 118°21'40" W., effective from 0700 to 2300 hours, local time, daily.

Los Angeles, Calif. (Los Angeles International Airport)
Within a 5-mile radius of the Los Angeles International Airport (latitude 33°56'25" N., longitude 118°24'10" W.); within a 3-mile radius of the Hawthorne Municipal Airport, Los Angeles, Calif. (latitude 33°55'20" N., longitude 118°20'05" W.); within 2 miles each side of the Los Angeles ILS localizer E course, extending from the Los Angeles 5-mile radius zone to the OM; within 2 miles each side of the Los Angeles VOR 096° radial, extending from the Hawthorne 3-mile radius zone to 4 miles E of the lift-off end of Hawthorne Municipal Airport Runway 7, excluding the portion N of a line extending from latitude 34°00'43" N., longitude 118°23'30" W., to latitude 33°58'03" N., longitude 118°28'58" W., and excluding the portion within the Hawthorne Municipal Airport control zone.

Louisville, Ky.
Within a 5-mile radius of Standiford Field, Louisville, Ky., (Lat. 38°10'33" N, Long. 85°44'12" W); within a 5-mile radius of Bowman Field, Louisville, Ky., (Lat. 38°13'40" N, Long. 85°39'45" W); within 2 miles either side of the Standiford Field ILS localizer NE course, extending from the Standiford 5-mile radius zone to the INT of the localizer NE course and the Louisville VORTAC 328° radial; within 2 miles either side of the Standiford Field ILS localizer SW course, extending from the Standiford 5-mile radius zone to the OM; within 2 miles either side of the Louisville VORTAC 301° radial, extending from the Standiford 5-mile radius zone to the VORTAC, and within 2 miles either side of the Louisville VORTAC 331° radial, extending from the Bowman Field 5-mile radius zone to the VORTAC.

Lubbock, Texas (Municipal Airport)

That airspace within a 5-mile radius of Lubbock, Tex., Municipal Airport (latitude 33°39'33" N., longitude 101°49'41" W.); within 2 miles each side of the Lubbock VORTAC 123° radial, extending from the Lubbock 5-mile radius zone to the VORTAC; within 2 miles each side of the Lubbock VORTAC 124° and 116° radials, extending from the Lubbock 5-mile radius zone to 11.5 miles southeast of the VORTAC; and within 2 miles each side of the Lubbock ILS localizer north course, extending from the 5-mile radius zone to the OM.

Lubbock, Tex. (Reese AFB)

That airspace within a 5-mile radius of Reese AFB, Tex. (latitude 33°35'56" N., longitude 102°02'36" W.); within 2 miles each side of the Lubbock VORTAC 227° radial extending from the Reese AFB 5-mile radius zone to the VORTAC, within 2 miles each side of the Reese AFB TACAN 013° radial extending from the Reese AFB 5-mile radius zone to 6.5 miles N of the TACAN, within 2 miles each side of the Reese AFB ILS localizer N course extending from the Reese AFB 5-mile radius zone to 6.5 miles N of the TACAN, and within 2 miles each side of the Reese AFB TACAN 168° radial extending from the 5-mile radius zone to 5.5 miles S of Reese AFB, excluding that portion which lies within the Lubbock Municipal Airport control zone. This control zone is effective during the dates and times published in the Airman's Information Manual.

Lufkin, Tex.

That airspace within a 5-mile radius of Angelina County Airport (latitude 31°14'05" N., longitude 94°45'00" W.), within 2 miles each side of the Lufkin VOR 337° radial extending from the 5-mile radius zone to the VOR, and within 2 miles each side of the 153° bearing from the Lufkin DF station (latitude 31°13'57" N., longitude 94°45'15" W.) extending from the 5-mile radius zone to 8 miles SE of the DF station.

AMENDMENTS 9/15/66 31 F.R. 10115 (Rewritten)

Lynchburg, Va.

Within a 5-mile radius of the center 37°19'40" N., 79°12'05" W., of Lynchburg-Preston Glenn Airport, Lynchburg, Va., excluding the airspace within 1-mile radius of the center 37°22'00" N., 79°07'00" W., of Falwell Airport, Lynchburg, Va., and within 2 miles each side of the ILS localizer SW course extending SW from the 5-mile radius zone for 1 mile.

MacDill AFB, Fla.

Within a 5-mile radius of the MacDill AFB (latitude 27°51'05" N., longitude 82°31'15" W.); within a 3-mile radius of the Peter O. Knight Airport (latitude 27°54'55" N., longitude 82°27'05" W.); within 2 miles each side of the MacDill TACAN 226° radial, extending from the 5-mile radius zone to 7 miles SW of the TACAN; and within 2 miles each side of the MacDill AFB runway 22 extended centerline, extending from the 5-mile radius zone to 4.5 miles SW of the liftoff end of the runway; excluding the portion within the Tampa (International Airport) control zone, and the St. Petersburg (Albert-Whitted Airport) control zone.

AMENDMENT 3/31/66 31 F. R. 1059 (Added)

Macon, Ga.

Within a 5-mile radius of Macon Municipal Airport, Macon, Ga.(latitude 32°41'35" N.,longitude 83°38'50" W.); within a 5-mile radius of the Robins AFB, Macon, Ga. (latitude 32°38'30" N., longitude 83°35'35" W.): within 2 miles each side of the Macon VORTAC 316° radial extending from the Macon Municipal Airport 5-mile radius zone to 11.5 miles NW of the VORTAC; within 2 miles each side of the Macon VORTAC 325° radial extending from the Macon Municipal Airport 5-mile radius zone to 8 miles NW of the VORTAC; within 2 miles each side of the Macon VORTAC 138° radial, extending from the Robins AFB 5-mile radius zone to 13 miles SE of the VORTAC; and within 2 miles each side of the Robins AFB ILS localizer SE course, extending from the Robins AFB 5-mile radius zone to 7 miles SE of the airport.

Madison, Wis.

Within a 5-mile radius of Truax Field, Madison, Wis. (latitude 43°08'20" N., longitude 89°20'15" W.); within 2 miles each side of the Madison ILS localizer S course, extending from the 5-mile radius zone to the OM; within 2 miles each side of the Truax VOR 134° radial, extending from the 5-mile radius zone to 7 miles SE of the VOR; within 2 miles each side of the Truax VOR 320° radial, extending from the 5-mile radius zone to 7 miles NW of the VOR; and within 2 miles each side of the Truax VOR 359° radial, extending from the 5-mile radius zone to 7 miles N of the VOR.

Manchester, N. H.

Within a 5-mile radius of the center, 42°55'55" N., 71°26'20" W. of Grenier Field, Manchester, N. H.; within 2 miles each side of the 157° bearing from the Manchester RBN extending from the 5-mile radius zone to 8 miles south of the RBN; within 2 miles each side of the Manchester VOR 141° and 321° radials extending from the 5 mile radius zone to 8 miles SE of the VOR; within 2 miles each side of the Manchester VOR 325° radial extending from the 5-mile radius zone to 13 miles NW of the VOR. On and after 0001 e.s.t., February 1, 1967, the zone will be effective from 0600 to 2300 hours, local time, daily.

AMENDMENTS 8/23/66 31 F. R. 6864 (Changed)
AMENDMENTS 7/1/66 31 F.R. 8910 (Changed)

Manhattan, Kans.
Within a 5-mile radius of the Manhattan, Kans., Municipal Airport (latitude 39°08'35" N., longitude 96°40' 05" W.), and within 2 miles each side of the Manhattan VOR 046° radial, extending from the 5-mile radius zone to 8 miles NE of the VOR, and within 2 miles each side of the Manhattan VOR 147° radial, extending from the 5-mile radius zone to 11 miles SE of the VOR, and within 2 miles NE and 3 miles SW of the 127° bearing from the Manhattan RBN, extending from the 5-mile radius zone to 10 miles SE of the RBN, excluding the Fort Riley, Kans., control zone and the portion within R-3602. The control zone shall be effective during the times established by a Notice to Airmen and published continuously in the Airman's Information Manual.

Manitowoc, Wis.
Within a 5-mile radius of Manitowoc, Wis., Municipal Airport (latitude 44°07'30" N., longitude 87°40'45" W.), within 2 miles each side of the Manitowoc VOR 343° radial extending from the 5-mile radius zone to 8 miles north of the VOR, and within 2 miles each side of the Manitowoc VOR 176° radial extending from the 5-mile radius zone to 8 miles south of the VOR. This control zone shall be effective during the times established by Notice to Airmen and continuously published in the Airman's Information Manual.

Mankato, Minn.
Within a 5-mile radius of the Mankato Municipal Airport (latitude 44°08'44" N., longitude 93°59'04" W.) and within 2 miles each side of the Mankato VOR 149° radial extending from the 5-mile radius zone to 8 miles southeast of the VOR. This control zone shall be effective during the specific dates and/or times established in advance by a notice to airmen and continuously published in the Airman's Information Manual.

Mansfield, Ohio
Within a 5-mile radius of the Mansfield Municipal Airport (latitude 40°49'15" N., longitude 82°30'45" W.).

Marion, Ill.
Within a 5-mile radius of the Williamson County Airport (latitude 37°45'15" N., longitude 89°00'40" W.), within 2 miles each side of the Marion VOR 014° radial extending from the 5-mile radius zone to 8 miles N of the VOR, and within 2 miles each side of the Marion VOR 209° radial extending from the 5-mile radius zone to 8 miles SW of the VOR. This control zone shall be effective during the times established by a Notice to Airmen and continuously published in the Airman's Information Manual.

Marion, Ind.
Within a 5-mile radius of Marion Municipal Airport (latitude 40°29'25" N., longitude 85°40'40" W.), and within 2 miles each side of the Marion VOR 042° and 211° radials extending from the 5-mile radius zone to 8 miles NE and SW of the VOR. This control zone shall be effective during the times established by a Notice to Airmen and published continually in the Airman's Information Manual.

Marquette, Mich. (K. I. Sawyer AFB)
Within a 5-mile radius of K. I. Sawyer AFB (latitude 46°21'15" N., longitude 87°23'40" W.); within 2 miles each side of the K. I. Sawyer AFB ILS localizer S course extending from the 5-mile radius zone to the LOM; within 2 miles each side of the K. I. Sawyer AFB TACAN 183° radial extending from the 5-mile radius zone to 8 miles S of the TACAN; and within 2 miles each side of the K. I. Sawyer TACAN 015° radial extending from the 5-mile radius zone to 8 miles N of the TACAN.

AMENDMENTS 3/3/66 30 F. R. 15464 (Rewritten)

Marquette, Mich. (Marquette County Airport)
Within a 5-mile radius of Marquette County Airport (latitude 46°32'03" N., longitude 87°33'35" W.); within 2 miles each side of the Marquette VOR 084° and 250° radials, extending from the 5-mile radius zone to 8 miles E and W of the VOR.

AMENDMENTS 3/3/66 30 F. R. 15464 (Rewritten)

Martha's Vineyard, Mass.
Within a 4-mile radius of Martha's Vineyard Airport (latitude 41°23'35" N., longitude 70°36'50" W.); within 2 miles each side of the Martha's Vineyard VOR 055° radial, extending from the 4-mile radius zone to 8 miles NE of the VOR; within 2 miles each side of the 040° bearing from the Martha's Vineyard RBN, extending from the 4-mile radius zone to 8 miles NE of the RBN. This control zone is effective from 0900 to 1700 hours, local time, daily, September 5, through June 22, and 0900 to 1900 hours, local time, daily, June 23, through September 4, annually.

AMENDMENTS 11/10/66 31 F.R. 11716 (Changed)

Martinsburg, Pa.
Within a 5-mile radius of the center, 40°17'50" N., 78°19'10" W., of Blair County Airport, Martinsburg, Pa.

Martinsburg, W. Va.
Within a 5-mile radius of the center, 39°24'05" N., 77°59'00" W., of Martinsburg Airport, Martinsburg, W. Va.

Marysville, Calif. (Beale AFB)
Within a 5-mile radius of Beale AFB (latitude 39°08'10" N., longitude 121°26'05" W.), within 2 miles each side of the Beale VOR 162° radial, extending from the 5-mile radius zone to 4 miles south of the VOR, and within 2 miles each side of the Beale TACAN 347° radial, extending from the 5-mile radius zone to 8 miles north of the TACAN.

Marysville, Calif. (Yuba County Airport)
Within a 5-mile radius of Yuba County Airport (latitude 39°05'50" N., longitude 121°34'00" W.); within 2 miles each side of the Marysville VOR 153° radial, extending from the 5-mile radius zone to 8 miles SE of the VOR and within 2 miles each side of the Marysville VOR 343° radial, extending from the 5-mile radius zone to 8 miles NW of the VOR, excluding the portion within the Beale AFB control zone.

Mason City, Iowa
Within a 5-mile radius of Mason City, Iowa, Municipal Airport (latitude 43°09'31" N., longitude 93°19'39" W.); and within 2 miles each side of the Mason City VOR 002° radial extending from the 5-mile radius zone to 10 miles N of the VOR.

Massena, N. Y.
Within a 5-mile radius of the center, 44°56'10" N., 74°50'50" W., of Richards Field, Massena, N. Y.; within 2 miles each side of the Massena VOR 284° radial extending from the 5-mile radius zone to the VOR excluding the airspace within Canada.

AMENDMENTS 2/3/66 30 F. R. 14918 (Rewritten)

Mattoon, Ill.
Within a 5-mile radius of the Coles County Memorial Airport (latitude 39°28'46" N., longitude 88°17'05" W.), within 2 miles each side of the 060° radial of the Mattoon VOR, extending from the 5-mile radius zone to 8 miles northeast, and within 2 miles northwest and 3 miles southeast of the 231° radial of the Mattoon VOR, extending from the 5-mile radius zone to 8 miles southwest. This control zone shall be effective during the times established by a Notice to Airmen and continuously published in the Airman's Information Manual.

Mayport, Fla. (NS Mayport)
Within a 5-mile radius of NS Mayport (latitude 30°23'30" N., longitude 81°25'25" W.); within 2 miles each side of the Navy Mayport TACAN 038° radial, extending from the 5-mile radius zone to 6 miles NE of the TACAN; and within 2 miles each side of the 050° bearing from the Navy Mayport RBN (latitude 30°23'36" N., longitude 81°25'34" W.), extending from the 5-mile radius zone to 8 miles NE of the RBN.

McAlester, Okla.
Within a 5-mile radius of McAlester Municipal Airport (Lat. 34°53'05" N, Long. 95°46'55" W).

McAllen, Tex.
That airspace within a 5-mile radius of Miller International Airport (latitude 26°10'40" N., longitude 98°14'25" W.), within 2 miles each side of the McAllen VOR 095° radial extending from the 5-mile radius zone to 8 miles E of the VOR, within 2 miles each side of the McAllen VOR 322° and 324° radials extending from the 5-mile radius zone to 8 miles NW of the VOR, within 2 miles each side of the 320° bearing from latitude 26°12'20" N., longitude 98°16'05" W., extending from the 5-mile radius zone to 8 miles NW of latitude 26°12'20" N., longitude 98°16'05" W., and within 2 miles each side of the 319° bearing from latitude 26°10'41" N., longitude 98°14'05" W., extending from the 5-mile radius zone to 8 miles NW of latitude 26°10'41" N., longitude 98°14'05" W., excluding the portion outside of the United States.

AMENDMENTS 11/10/66 31 F.R. 12084 (Rewritten)

McComb, Miss.
Within a 3-mile radius of the McComb-Pike County Airport (latitude 31°15'15" N., longitude 90°28'15" W.) and within 2 miles each side of the McComb VOR 254° radial, extending from the 3-mile radius zone to the VOR.

McCook, Nebr.
Within a 5-mile radius of McCook, Nebr., Municipal Airport (latitude40°12'26" N., longitude 100°35'20" W.); and within 2 miles each side of the 120° and 319° bearings from McCook Municipal Airport, extending from the 5-mile radius zone to 8 miles SE and NW of the airport. This control zone shall be effective during the specific dates and/or time established in advance by a Notice to Airmen and continuously published in the Airman's Information Manual.

AMENDMENT 4/28/66 31 F. R. 4108 (Rewritten)

McGrath, Alaska
Within a 5-mile radius of McGrath Airport (latitude 62°57'05" N., longitude 115°36'10" W.); within 2 miles W of the McGrath VORTAC 003° radial to within 2 miles E of the McGrath VORTAC 008° radial extending from the 5-mile radius zone along the McGrath VORTAC 005° radial to 13 miles N of the VORTAC; and within 3 miles SW and 2 miles NE of the McGrath RR SE course extending from the 5-mile radius zone to 8 miles SE of the RR.

AMENDMENTS 9/15/66 31 F.R. 9863 (Rewritten)

Medford, Oreg.
That airspace within a 5-mile radius of the Medford-Jackson County Airport (latitude 42°22'15" N., longitude 122°52'20" W.), and within 2 miles W and 3 miles E of the Medford ILS localizer N course, extending from the 5-mile radius zone to 3 miles N of the OM.

AMENDMENT 11/10/66 31 F.R. 11862 (Rewritten)

Melbourne, Fla.
Within a 5-mile radius of John F. Kennedy Memorial Airport (latitude 28°06'05" N., longitude 80°38'10" W.); within 2 miles each side of the 267° bearing from the Melbourne RBN, extending from the 5-mile radius zone to 8 miles west of the RBN; within 2 miles each side of the Melbourne VOR 100° radial, extending from the 5-mile radius zone to 8 miles east of the VOR; within 2 miles each side of the Melbourne VOR 262° radial, extending from the 5-mile radius zone to 8 miles west of the VOR; excluding that portion which coincides with the Cocoa, Fla. (Patrick AFB), control zone.

Memphis, Tenn. (Metropolitan Airport)
Within a 5-mile radius of the Memphis Metropolitan Airport (latitude 35°03'00" N., longitude 89°58'15" W.); within 2 miles each side of the Memphis Runway 35 ILS localizer south course, extending from the 5-mile radius zone to the OM; within 2 miles each side of the extended centerline of Runway 3, extending from the 5-mile radius zone to 5.5 miles northeast of the airport; within 2 miles each side of the Runway 9 ILS localizer east course, extending from the 5-mile radius zone to 6 miles east of the airport; within 2 miles each side of the Memphis VORTAC 351° radial, extending from the 5-mile radius zone to the VORTAC; excluding the portion within a 1-mile radius of the Desoto Air Park, Horn Lake, Miss. (latitude 34°59'15" N., longitude 90°01'55" W.).

Memphis, Tenn. (NAS Memphis)
Within a 5-mile radius of NAS Memphis (latitude 35°21'15" N., longitude 89°52'10" W.); within 2 miles each side of the NAS Memphis TACAN 225° radial, extending from the 5-mile radius zone to 6 miles SW of the NAS; and within 2 miles each side of the NAS Memphis TACAN 035° radial, extending from the 5-mile radius zone to 7 miles NE of the NAS.

Menominee, Mich.
Within a 5-mile radius of Menominee County Airport (latitude 45°07'25" N., longitude 87°38'20" W.) within 2 miles each side of the Menominee VOR 351° radial, extending from the 5-mile radius zone to 8 miles N of the VOR and within 2 miles each side of the 320° bearing from the Menominee County Airport extending from the 5-mile radius zone to 8 miles NW of the airport. This control zone shall be effective during the times established by a Notice to Airmen and published continuously in the Airman's Information Manual.

Merced, Calif.
Within a 5-mile radius of Castle Air Force Base, Merced, Calif. (latitude 37°22'45" N., longitude 120°34'00" W.); within a 5-mile radius of Merced Municipal Airport (latitude 37°17'10" N., longitude 120°30'55" W.); within 2 miles each side of the 017° bearing from the Castle AFB ILS OM, extending from the Merced 5-mile radius circle to 6 miles N of the OM, and within 2 miles each side of the Castle TACAN 310° radial, extending from the Castle 5-mile radius circle to 6 miles NW of the TACAN.
PENDING AMENDMENT
In the Merced, Calif. control zone delete "within 2 miles each side of the 017° bearing from the Castle AFB ILS OM, extending from the Merced 5-mile radius circle to 6 miles N of the OM,".
AMENDMENTS 2/2/67 31 F. R 15560 (Changed)

Meridian, Miss. (Key Field)
Within a 5-mile radius of Key Field (latitude 32°19'58" N., longitude 88°45'05" W.); within 2 miles each side of the Meridian ILS localizer S course extending from the 5-mile radius zone to the Meridian RBN; within 2 miles each side of the Meridian VORTAC 155° radial extending from the 5-mile radius zone to 13.5 miles SE of the VORTAC; within 2 miles each side of the Meridian VORTAC 310° radial extending from the 5-mile radius zone to 6 miles NW of the airport.

AMENDMENTS 9/15/66 31 F.R. 9863 (Rewritten)

Meridian, Miss. (NAAS Meridian)
Within a 5-mile radius of NAAS Meridian (latitude 32°33'27" N., longitude 88°33'33" W.); within 2 miles each side of Navy McCain TACAN 360° radial extending from the 5-mile radius zone to 7 miles N of the TACAN; within 2 miles each side of the Navy McCain TACAN 069° radial extending from the 5-mile radius zone to 7 miles E of the TACAN; within 2 miles each side of Runway 18L centerline extending from the 5-mile radius zone to 6 miles N of the airport; within 2 miles each side of Runway 27 centerline extending from the 5-mile radius zone to 6 miles E of the airport; within 2 miles E and 1 mile W of Runway 36L centerline extending from the 5-mile radius zone to 6 miles S of the airport.

Miami, Fla. (International Airport)
Within a 5-mile radius of the Miami International Airport (latitude 25°47'35" N., longitude 80°17'10" W.); within a 3-mile radius of the Tamiami Airport (latitude 25°45'15" N., longitude 80°22'35" W.); within a 5-mile radius of the Opa Locka Airport (latitude 25°54'25" N., longitude 80°16'40" W.); within 2 miles each side of the Miami VORTAC 108° radial extending from the Opa Locka 5-mile radius zone to 5.5 miles E of the VORTAC; within 2 miles each side of the Miami VORTAC 139° radial extending from the Miami 5-mile radius zone to 10 miles SE of the VORTAC; within 2 miles each side of the Miami Runway 9L ILS localizer W course extending from the Miami 5-mile radius zone to the Runway 9L LOM; and within 2 miles each side of the Miami Runway 27L ILS localizer W course extending from the Miami 5-mile radius zone to the intersection of the Runway 27L ILS localizer W course and the Miami VORTAC 161° radial.

Midland, Tex.
Within a 5-mile radius of Midland Air Terminal (latitude 31°56'25" N., longitude 102°12'10" W.), and within 2 miles each side of the Midland ILS localizer NW course, extending from the 5-mile radius zone to 7 miles NW of the airport.

Midway Island
Within a 5-mile radius of NAS Midway (latitude 28° 12' 00" N., longitude 177° 23' 00" W.); within 2 miles each side of the Midway RBN 244° bearing, extending from the 5-mile radius zone to 11 miles SW of the RBN; within 2 miles each side of the Midway TACAN 232° radial, extending from the 5-mile radius zone to 8 miles SW of the TACAN, and within 2 miles each side of the Midway TACAN 168° radial, extending from the 5-mile radius zone to 8 miles S of the TACAN.

Miles City, Mont.
Within a 5-mile radius of Miles City Airport (latitude 46°25'40" N., longitude 105°53'10" W.); and within 2 miles each side of the 252° bearing from the Miles City RBN extending from the 5-mile radius zone to 8 miles SW of the RBN; and within 2 miles each side of the Miles City VORTAC 226° radial extending from the 5-mile radius zone to 8 miles SW of the VORTAC.

Millinocket, Maine.
Within a 5-mile radius of the center 45°38'50" N., 68°41'10" W. of Millinocket Airport; within 2 miles each side of a 094° bearing from the Millinocket Radio Beacon extending from the 5-mile radius zone to 7 miles E. of the radio beacon; and within 2 miles each side of the Millinocket VOR 298° radial extending from the 5-mile radius zone to the VOR.

Millville, N. J.
Within a 5-mile radius of the center, 39°22'00" N., 75°04'45" W. of Millville Municipal Airport, Millville, N. J., excluding the portion within a 1-mile radius of the center, 39°25'45" N., 75°02'45" W. of Vineland Airport, Vineland, N. J.

Milton, Fla.
Within a 5-mile radius of NAAS Whiting (North), Milton, Fla. (latitude 30°43'15" N., longitude 87°01'45" W.); within 2 miles each side of the Whiting VOR 140° radial extending from the 5-mile radius zone to the VOR; and within 2 miles each side of the Whiting TACAN 309° radial, extending from the 5-mile radius zone to 7 miles NW of the TACAN.

AMENDMENTS 2/3/66 30 F. R. 14312 (Rewritten)

Milwaukee, Wis. (Timmerman Airport)
Within a 3-mile radius of Timmerman Airport (latitude 43°06'40" N., longitude 88°02'05" W.) and within 2 miles each side of the Timmerman VOR 337° radial, extending from the 3-mile radius zone to 7 miles NW of the VOR; and within 2 miles each side of the Timmerman VOR 214° radial, extending from the 3-mile radius zone to 6 miles SW of the VOR, effective from 0600 to 2200 hours, local time, daily.

AMENDMENTS 3/31/66 31 F. R. 342 (Rewritten); Eff. date changed 10/13/66 31 F.R. 4589

Milwaukee, Wis. (General Mitchell Field)
Within a 5-mile radius of General Mitchell Field (latitude 42°56'51" N., longitude 87°53'58" W.) and within 2 miles each side of the Milwaukee ILS localizer S course, extending from the 5-mile radius to the OM; and within 2 miles each side of the Milwaukee No. 2 ILS localizer W course, extending from the 5-mile radius zone to the OM.

AMENDMENTS 3/31/66 31 F. R. 342 (Rewritten); Eff. date changed 10/13/66 31 F.R. 4589

Minchumina, Alaska
Within a 5-mile radius of the Minchumina Airport (Lat. 63°52'55" N, Long. 152°18'39" W) and within 2 miles either side of the Minchumina RR SE course, extending from the 5-mile radius zone to 12 miles SE of the RR, from 0545 to 2145 hours, local time, daily.

Mineral Wells, Tex.
That airspace within a 5-mile radius of Mineral Wells Airport (latitude 32°46'55" N., longitude 98°03'35" W.) S of latitude 32°48'00" N.; within a 3-mile radius of Mineral Wells Airport N of latitude 32°48'00" N.; within 2 miles each side of the 140° bearing from the Mineral Wells RBN, extending from the 5-mile radius zone to 7 miles SE of the RBN; within 2 miles each side of the Mineral Wells VORTAC 137° and 317° radials, extending from the 5-mile radius zone to 7 miles SE of the VORTAC, and within 2 miles each side of the extended centerline of Runways 13-31 extending from the airport to 3.5 miles NW.

Minneapolis, Minn.
Within a 5-mile radius of Minneapolis-St. Paul International Airport (latitude 44°53'08" N., longitude 93°13'11" W.); within 2 miles each side of the Minneapolis MSP-ILS front and back courses from the 5-mile radius zone to the MS-LOM and to 16 miles NW of the MS-LOM; and within 2 miles each side of the front and back courses of the Minneapolis APL-ILS, extending from the 5-mile radius zone to the AP-LOM and to 12 miles NE of the AP-LOM.

AMENDMENTS 4/28/66 31 F.R. 6408 (changed)

Minneapolis, Minn., (Crystal Airport)
Within a 3-mile radius of Crystal Airport (latitude 45°03'45" N., longitude 93°21'20" W.), and within 2 miles each side of the Minneapolis VORTAC 169° radial extending from the 3-mile radius zone to 5 miles N. of the airport, from 0600 to 2200 hours, local time, daily.

Minneapolis, Minn., (Flying Cloud Airport)
Within a 3-mile radius of Flying Cloud Airport (latitude 44°49'30" N., longitude 93°27'25" W.), and within 2 miles each side of the Flying Cloud VOR 292° radial extending from the 3-mile radius zone to 7 miles W. of the VOR, from 0600 to 2200 hours, local time, daily.

Minot, N. Dak. (International Airport)
Within a 5-mile radius of Minot International Airport (latitude 48° 15' 45" N., longitude 101° 16' 50" W.), within 2 miles each side of the Minot VORTAC 097° radial, extending from the 5-mile radius zone to 8 miles E of the VORTAC, within 2 miles each side of the Minot VORTAC 129° radial extending from the 5-mile radius zone to 12 miles SE of the VORTAC, and within 2 miles each side of the Minot VORTAC 260° radial extending from the 5-mile radius zone to 8 miles W of the VORTAC.

AMENDMENT 12/8/66 31 F.R. 13038 (Rewritten)

Minot, N. Dak. (Minot AFB)
Within a 5-mile radius of Minot AFB (latitude 48° 24' 56" N., longitude 101° 21' 26" W.), within 2 miles each side of the Minot AFB ILS localizer SE course extending from the 5-mile radius zone to the LOM, within 2 miles each side of the Minot AFB TACAN 119° radial extending from the 5-mile radius zone to 8 miles SE of the TACAN, and within 2 miles each side of the Minot AFB TACAN 307° radial extending from the 5-mile radius zone to 8 miles NW of the TACAN.

AMENDMENTS 8/27/65 30 F. R. 11348 (Changed); 12/8/66 31 F. R. 13038 (Rewritten)

Miramar, Calif.
Within a 5-mile radius of NAS Miramar (Lat. 32°52'30" N, Long. 117°08'15" W) and within 2 miles either side of the NAS Miramar TACAN 078° radial extending from the 5-mile radius zone to 12 miles E of the TACAN, excluding the area S of Lat. 32°49'30" N.

Missoula, Mont.
Within a 5-mile radius of Missoula County Airport (Lat. 46°55'00" N, Long. 114°05'15" W).

Mobile, Ala. (Bates Field)
Within a 5-mile radius of Bates Field (latitude 30° 41' 17.7" N., longitude 88° 14' 26.6" W.); within 2 miles each side of the Mobile VORTAC 113° radial extending from the 5-mile radius zone to 2 miles SE of the VORTAC.

AMENDMENT 12/8/66 31 F.R. 13115 (Rewritten)

Mobile, Ala. (Brookley AFB)
Within a 5-mile radius of Brookley AFB (latitude 30°37'39" N., longitude 88°04'10" W.); within 2 miles each side of the Brookley VORTAC 150° radial extending from the 5-mile radius zone to 12 miles SE of the VORTAC; within 2 miles each side of the Brookley VORTAC 140° radial extending from the 5-mile radius zone to 4.5 miles SE of the VORTAC; within 2 miles each side of a 140° bearing from the Brookley RBN extending from the 5-mile radius zone to 12 miles SE of the RBN.

Modesto, Calif.
Within a 5-mile radius of the Modesto City-County Airport, Modesto, Calif., (latitude 37°37'35" N., longitude 120°57'15" W.); within 2 miles each side of the Modesto VOR 291° radial, extending from the 5-mile radius zone to 8 miles W of the VOR; within 2 miles each side of the Modesto VOR 119° radial, extending from the 5-mile radius zone to 8 miles E of the VOR from 0600 to 2200 hours, local time, daily, excluding the portion within R-2514.

Moline, Ill.
Within a 5-mile radius of the Quad City Airport (latitude 41° 26' 55" N., longitude 90° 30' 30" W.), within 2 miles each side of the Quad City ILS localizer W course, extending from the 5-mile radius zone to the OM; and within 2 miles each side of the Quad City ILS localizer E course, extending from the 5-mile radius zone to the INT of the Quad City ILS localizer E course and the Cordova, Ill., 199° radial.

Molokai, Hawaii
Within a 5-mile radius of the Molokai Airport (latitude 21°09'25" N., longitude 157°05'55" W.), and within 2 miles each side of the Molokai VORTAC 268° radial, extending from the 5-mile radius zone to 3½ miles west of the VORTAC, from 0700 to 1200 hours and from 1400 to 1800 hours local time daily.

AMENDMENT 11/25/66 31 F.R. 13390 (Added)

Monroe, La.
That airspace within a 5-mile radius of Selman Field, Monroe, La. (latitude 32°30'30" N., longitude 92°02'20" W.).

Montague, Calif.
Within a 5-mile radius of Siskiyou County Airport, Montague, Calif. (latitude 41°46'55" N., longitude 122°28'00" W.), and within 2 miles each side of the Siskiyou TACAN 194° radial, extending from the 5-mile radius zone to 7 miles SW of the TACAN, excluding the airspace within a 1-mile radius of Montague-Yreka Airport (latitude 41°43'50" N., longitude 122°32'45" W.).

Monterey, Calif.
Within a 5-mile radius of the Monterey Peninsula Airport (latitude 36°35'20" N., longitude 121°51'00" W.), and within 2 miles each side of the 317° bearing from the Monterey ILS LMM, extending from the 5-mile radius zone to 7 miles NW of the LMM, excluding the portion within the Fort Ord, Calif., control zone.

AMENDMENTS 11/10/66 31 F.R. 11715 (Rewritten)

Montgomery, Ala.
Within a 5-mile radius of Dannelly Field (latitude 32°18'00" N., longitude 86°23'36" W.); within a 5-mile radius of Maxwell AFB (latitude 32°22'48" N., longitude 86°21'55" W.); within 2 miles each side of the Dannelly Field ILS localizer W course extending from the Dannelly Field 5-mile radius zone to 1 mile E of the OM; within 2 miles each side of the Montgomery VORTAC 321° radial extending from the Dannelly Field 5-mile radius zone to 1 mile NW of the VORTAC; within 2 miles each side of the Montgomery VORTAC 321° radial extending from the Dannelly Field 5-mile radius zone to 6 miles NW of Dannelly Field; within 2 miles each side of the Maxwell AFB VOR 148° radial extending from the Maxwell AFB 5-mile radius zone to 7 miles NW of Maxwell AFB; within 2 miles each side of the Maxwell AFB TACAN 333° radial extending from the Maxwell AFB 5-mile radius zone to 6.5 miles NW of the TACAN; within 2 miles each side of the Montgomery VORTAC 345° radial extending from the Maxwell AFB 5-mile radius zone to 10 miles S of Maxwell AFB.

AMENDMENTS 5/2/66 31 F.R. 6265 (Changed)

Montpelier, Vt.
Within a 5-mile radius of the center, 44°12'15" N., 72°33'45" W., of Barre-Montpelier Airport, Montpelier, Vt.; within 2 miles each side of the Montpelier VOR 160° radial extending from the 5-mile radius zone to 8 miles south of the VOR within 2 miles each side of the centerline of Runway 23 extended from the 5-mile radius zone to 8 miles southwest of the end of Runway 23.

AMENDMENTS 2/3/66 30 F. R. 14918 (Rewritten)

Morgantown, W. Va.
Within a 5-mile radius of the center of Morgantown Airport, Morgantown, W. Va.; 39°38'28" N., 79°54'59" W. and within 2 miles each side of the Morgantown VOR 332° radial extending southerly from the 5-mile radius to the VOR; within 2 miles each side of the 168° bearing from the Morgantown RBN extending northerly from the 5-mile radius zone to the RBN; within 2 miles each side of the centerline of Runway 18 extended south for 8.5 miles from the end of the runway.

Morristown, N. J.
Within a 5-mile radius of Morristown Airport (latitude 40°47'50" N., longitude 74°25'05" W.) excluding that portion within a 1-mile radius of Hanover Airport, Hanover, N. J. (latitude 40°50'20" N., longitude 74°20'45" W.); and within 2 miles each side of the 204° bearing from the Chatham, N. J. RBN, extending from the 5-mile radius zone to 7 miles SW of the RBN. This control zone is effective from 0700 to 2300 hours, local time, daily.

Moses Point, Alaska
Within a 5-mile radius of Moses Point Airport (latitude 64°42' N., longitude 162°03' W.); within 2 miles each side of the Moses Point VOR 088° radial, extending from the 5-mile radius zone to 8 miles E. of the VOR; and within 2 miles each side of the Moses Point RR E. course, extending from the 5-mile radius zone to 14 miles E of the RR. This control zone is effective from 0545 to 2145 hours, local time, daily.

Mountain Home, Idaho
Within a 5-mile radius of Mountain Home AFB (latitude 43°02'35" N., longitude 115°52'05" W.); within 2 miles each side of the extended centerline of Runway 12, extending from the 5-mile radius zone to 7.5 miles SE of the SE end of Runway 12; within 2 miles each side of the extended centerline of Runway 30, extending from the 5-mile radius zone to 7.5 miles NW of the NW end of Runway 30; within 2 miles each side of the Mountain Home TACAN 129° radial, extending from the 5-mile radius zone to 7 miles SE of the TACAN, and within 2 miles each side of the Mountain Home TACAN 321° radial, extending from the 5-mile radius zone to 7 miles NW of the TACAN.

Mountain View, Calif., (Moffett Field NAS)
Within a 5-mile radius of Moffett Field NAS (latitude 37°24'55" N., longitude 122°02'50" W.), within a 1-mile radius of San Mateo County Airport of Palo Alto, Calif. (latitude 37°27'40" N., longitude 122°06'50" W.), within 2.5 miles SW and 2 miles NE of the Moffett TACAN 157° radial, extending from the 5-mile radius zone to 8 miles SE of the TACAN, and within 2 miles each side of the San Jose VOR 325° radial, extending from the VOR to 8 miles NW of the VOR excluding the portion SE of a line from latitude 37°25'45" N., longitude 121°56'35" W. to latitude 37°19'30" N., longitude 122°00'10" W.

AMENDMENT 4/28/66 31 F. R. 2650 (Rewritten)

Mt. Clemens, Mich.
Within a 5-mile radius of Selfridge AFB, Mt. Clemens, Mich.) (latitude 42° 36' 50" N., longitude 82° 50' 05" W.), within 2 miles each side of the Selfridge AFB ILS localizer N and S courses, extending from the 5-mile radius zone to 8 miles N and 8 miles S of Selfridge AFB, and within 2 miles each side of the Selfridge AFB TACAN 353° radial, extending from the 5-mile radius zone to 8 miles N of the TACAN.

Muncie, Ind.
Within a 5-mile radius of Delaware County Airport, Muncie, Ind. (latitude 40°14'26" N., longitude 85°23'43" W.); and within 2 miles each side of the Muncie VOR 125° and 320° radials extending from the 5-mile radius zone to 8 miles SE and NW of the VOR from 0700 to 2300 hours local time daily.

AMENDMENTS 3/3/66 30 F. R. 15464 (Rewritten)

Muscle Shoals, Ala.
Within a 5-mile radius of Muscle Shoals Airport (latitude 34°44'41" N., longitude 87°36'39" W.).

AMENDMENT 1/5/67 31 F.R. 14261 (Changed)

Muskegon, Mich.
Within a 5-mile radius of Muskegon County Airport (latitude 43°10'16" N., longitude 86°14'09" W.); within 2 miles each side of the Muskegon ILS localizer northwest course, extending from the 5-mile radius zone to 11 miles northwest of the OM; and within 2 miles each side of the Muskegon VORTAC 271° radial extending from the 5-mile radius zone to the VORTAC.
AMENDMENT 4/28/66 31 F. R. 3337 (Rewritten)

Myrtle Beach, S. C.
Within a 5-mile radius of Myrtle Beach Airport (latitude 33°48'40" N., longitude 78°43'30" W.); within 2 miles each side of the Myrtle Beach VORTAC 054° radial, extending from the 5-mile radius zone to 8 miles NE of the VORTAC; within 2 miles each side of the Myrtle Beach VORTAC 220° radial, extending from the 5-mile radius zone to 8 miles SW of the VORTAC. This control zone is effective during specific dates and/or times established in advance by a Notice to Airmen and continuously published in the Airman's Information Manual.

AMENDMENTS 8/18/66 31 F.R. 8909 (Added)
AMENDMENTS 11/10/66 31 F.R. 11595 (Rewritten); Corr. 31 F.R. 13315

Myrtle Beach AFB, S. C.
Within a 5-mile radius of Myrtle Beach AFB (latitude 33°40'45" N., longitude 78°55'45" W.); within 2 miles each side of the Myrtle Beach TACAN 160° and 355° radials, extending from the 5-mile radius zone to 8 miles S and 8 miles N of the TACAN; within 2 miles each side of the 167° bearing from the Conway RBN, extending from the 5-mile radius zone to the RBN.

AMENDMENTS 8/18/66 31 F.R. 8909 (Rewritten)

Nantucket, Mass.
Within a 4-mile radius of Nantucket Memorial Airport, Nantucket, Mass. (latitude 41°15'15" N., longitude 70°03'40" W.), and within 2 miles each side of the Nantucket VORTAC 045° radial, extending from the 4-mile radius zone to 8 miles NE of the VOR.

Napa, Calif.
Within a 3-mile radius of Napa County Airport (latitude 38°12'55" N., longitude 122°16'45" W.), from 0700 to 2300 hours, local time, daily.

Nashville, Tenn.
Within a 5-mile radius of the Nashville Metropolitan Airport (latitude 36°07'36" N., longitude 86°40'58" W.); within 2 miles each side of the Nashville ILS localizer S course extending from the 5-mile radius zone to the LOM; within 2 miles each side of the Nashville VORTAC 315° radial extending from the 5-mile radius zone to the VORTAC; within 2 miles each side of the Nashville ILS localizer N course, extending from the 5-mile radius zone to 8 miles N of the Nashville VORTAC 333° radial; excluding that airspace W of a line 2 miles W of and parallel to the Nashville ILS localizer N course within a 1-mile radius of the Cornelia Fort Airport (latitude 36°11'28" N., longitude 86°41'53" W.).

Needles, Calif.
Within a 5-mile radius of Needles Airport (latitude 34°46'05" N., longitude 114°37'30" W.), and within 2 miles each side of the Needles VORTAC 272° radial, extending from the 5-mile radius zone to 2 miles W of the VORTAC.

Nenana, Alaska
Within a 5-mile radius of the Nenana Airport (latitude 64°32'50" N., longitude 149°04'35" W.); and within 2 miles each side of the Nenana RR SE course extending from the 5-mile radius zone to 8 miles SE of the RR.

AMENDMENT 5/26/66 31 F.R. 4838 (Rewritten)

Newark, N. J.
Within a 5-mile radius of Newark Airport (latitude 40°41'35" N., longitude 74°10'15" W.); within 2.5 miles W and 2 miles E of the Newark localizer SW course, extending from the 5-mile radius zone to 1.5 miles SW of the OM; within 2 miles each side of the Newark localizer NE course, extending from the 5-mile radius zone to the Teterboro Airport (latitude 40°51'05" N., longtiude 74°03'40" W.) 5-mile radius zone; and within 2 miles each side of the 254° bearing from the lift-off end of Runway 29, extending from the 5-mile radius zone to 5 miles SW of the runway.

New Bedford, Mass.
Within a 5-mile radius of the New Bedford Municipal Airport (latitude 41°40'37" N., longitude 70°57'34" W.).
PENDING AMENDMENT
In the New Bedford, Mass. control zone add the sentence, "This control zone is effective from 0700 to 2300 hours, local time, daily."
AMENDMENTS 2/10/67 31 F. R. 16407 (Changed)

New Bern, N. C.
Within a 5-mile radius of the Simmons-Nott Airport (latitude 35°04'20" N., longitude 77°02'35" W.); within 2 miles each side of the New Bern VOR 221° radial, extending from the 5-mile radius zone to 8 miles SW of the VOR.

Newburgh, N. Y.
Within a 5-mile radius of the center, 41°30'34" N., 74°05'44" W. of Stewart AFB, Newburgh, N. Y., and within 2 miles south of the Stewart TACAN 253° radial clockwise to 2 miles N of the Stewart TACAN 283° radial extending from the 5-mile radius zone to 7 miles W of the TACAN and within 2 miles each side of the Stewart TACAN 088° radial extending from the 5-mile radius zone to 9 miles E of the TACAN.

AMENDMENTS 10/14/65 30 F. R. 10880 (Rewritten)

New Haven, Conn.
Within a 4-mile radius of the center, 41°15'51" N., 72°53'11" W., of Tweed-New Haven Airport, New Haven, Conn.; within 2 miles each side of the centerline of Runway 1 extended from the 4-mile radius zone to 4 miles north of the end of the runway; and within 2 miles each side of the New Haven VOR 192° radial extending from the 4-mile radius zone to 7 miles south of the VOR. This control zone is effective from 0700 to 1700 hours, local time, daily and during specific dates and times established in advance by a Notice to Airmen.

AMENDMENTS 2/3/66 30 F. R. 14917 (Added)

New Orleans, La. (New Orleans Airport)
Within a 5-mile radius of New Orleans Airport (latitude 30°02'20" N., longitude 90°01'25" W.), excluding the portion W of longitude 90°04'03" W.

New Orleans, La. (New Orleans International Airport-Moisant Field).
Within a 5-mile radius of New Orleans International Airport (latitude 29°59'25" N., longitude 90°15'15" W.); within 2 miles each side of the New Orleans ILS localizer W course extending from the 5-mile radius zone to 2 miles E of the LOM; within 2 miles each side of the New Orleans VORTAC 085° radial extending from the VORTAC to 7 miles E; within 2 miles each side of the New Orleans VORTAC 243° and 063° radials extending from the 5-mile radius zone to 1 mile NE of the VORTAC, excluding that portion E of longitude 90°04'03" W.

New Orleans, La. (NAS New Orleans-Alvin Callender Field)
That airspace within a 5-mile radius of NAS New Orleans-Alvin Callender Field (latitude 29°49'40" N., longitude 90°01'25" W.); within 2 miles each side of the 241° bearing from the Navy New Orleans RBN, extending from the 5-mile radius zone to 12 miles SW of the RBN, within 2 miles each side of the 131° bearing from the Navy New Orleans RBN, extending from the 5-mile radius zone to 12 miles SE of the RBN, within 2 miles each side of the Navy New Orleans TACAN 040° radial extending from the 5-mile radius zone to 7 miles NE of the TACAN, and within 2 miles each side of the Harvey VOR 053° radial extending from the 5-mile radius zone to 6 miles NE of the VOR.

Newport News, Va.
Within a 5-mile radius of Patrick Henry Airport, Newport News, Va., (latitude 37°07'47" N., longitude 76°29'46" W.), and within 2 miles each side of the Patrick Henry Airport ILS localizer SW course, extending from the 5-mile radius zone to 7 miles SW of the OM, excluding the portion within the Hampton Roads, Va., control zone.

New York, N. Y. (La Guardia Airport)
Within a 5-mile radius of La Guardia Airport (latitude 40°46'30" N., longitude 73°52'20" W.); and within 2 miles each side of the La Guardia VOR 034° radial, extending from the 5-mile radius zone to 5.5 miles NE of the VOR, excluding the portion within the John F. Kennedy International Airport control zone.

New York, N. Y. (John F. Kennedy International Airport)
Within a 5.5-mile radius of the John F. Kennedy International Airport (latitude 40°38'30" N., longitude 73°47'10" W.); within a 5-mile radius of NAS New York, N. Y. (latitude 40°35'40" N., longitude 73°53'30" W.); within 2 miles each side of the John F. Kennedy International Airport NE localizer course, extending from the 5.5-mile radius zone to the NE OM; within 2 miles each side of the Kennedy VORTAC 053° radial, extending from the 5.5-mile radius zone to 7 miles E of the VORTAC; within 2 miles each side of the Kennedy VORTAC 129° radial, extending from the 5.5-mile radius zone to 6 miles SE of the VORTAC; within a 9-mile radius of the John F. Kennedy International Airport, extending clockwise from a line 2 miles E of and parallel to the Kennedy VORTAC 141° radial to a line 2 miles W of and parallel to the Kennedy VORTAC 242° radial; within 2 miles each side of the John F. Kennedy International Airport SW localizer course, extending from the 5.5-mile radius zone to 8 miles SW of the OM-RBN; and within 2 miles each side of the 182° bearing from the Navy N. Y. RBN, extending from the NAS N. Y. 5-mile radius zone to 8 miles S of the RBN.

AMENDMENT 3/29/66 31 F.R. 5056 (Changed)

Niagara Falls, N. Y.
Within a 5-mile radius of Niagara Falls Municipal Airport (latitude 43° 06' 20" N., longitude 78° 56' 55" W.), and within 2 miles each side of Niagara Falls ILS localizer E course, extending from the 5-mile radius zone to the OM, excluding the portion outside the United States.

Nome, Alaska
Within a 5-mile radius of Nome FAA Airport (latitude 64°31' N., longitude 165°27' W.); within 2 miles each side of the Nome RR E course, extending from the 5-mile radius zone to 10 miles E of the RR; within 2 miles each side of the Nome VOR 107° and 287° radials, extending from the 5-mile radius zone to 8 miles E of the VOR.

Norfolk, Nebr.
Within a 5-mile radius of the Karl Stefan Airport (latitude 41°59'10" N., longitude 97°26'00" W.), within 2 miles each side of the Norfolk VOR 147°, 195°, 318°, and 025° radials, extending from the 5-mile radius zone to 8 miles SE, S, NW, and NE of the VOR. This control zone shall be effective during specific times established in advance by a Notice to Airmen and continuously published in the Airman's Information Manual.

Norfolk, Va. (Norfolk Municipal)
Within a 5-mile radius of Norfolk Municipal Airport (latitude 36°53'45" N., longitude 76°12' 15" W.), and within 2 miles each side of the Navy Norfolk RR E course, extending from the RR to 4.5 miles E of the RR, excluding the portion subtended by a chord drawn between the points of intersection of the 5-mile radius zone with the Norfolk, Va., (NAS Norfolk) control zone.

Norfolk, Va. (NAS Norfolk)
Within a 5-mile radius of NAS Norfolk (latitude 36°56'15" N., longitude 76°17'15" W.), and within 2 miles each side of the NAS Norfolk RR W course, extending from the 5-mile radius zone to 8 miles W of the RR, excluding the portion subtended by a chord drawn between the points of intersection of the 5-mile radius zone with the Norfolk, Va., (Norfolk Municipal), control zone.

AMENDMENT 4/28/66 31 F.R. 5056 (Changed)

North, S. C.
Within a 5-mile radius of North AFAF (latitude 33°36'30" N., longitude 81°05'00" W.) and within 2 miles each side of the North AFAF TACAN 234° radial extending from the 5-mile radius zone to 8 miles SW of the TACAN. This control zone shall be effective only during specific dates and times established 30 days in advance by a Notice to Airmen and continuously published in the Airman's Guide.

North Bend, Oreg.
Within a 5-mile radius of North Bend Municipal Airport (latitude 43°25'00" N, longitude 124°14'45" W.); within 2 miles each side of the North Bend VOR 044° radial, extending from the 5-mile radius zone to 9.5 miles NE of the VOR; within 2 miles each side of the North Bend VOR 111° radial, extending from the 5-mile radius zone to 9 miles E of the VOR, and within 2 miles each side of a 330° bearing from the North Bend Municipal Airport, extending from the 5-mile radius zone to 8 miles NW of the airport.

AMENDMENT 5/26/66 31 F.R. 5285 (Rewritten)

North Philadelphia, Pa.
Within a 5-mile radius of North Philadelphia Airport (latitude 40° 04' 45" N., longitude 75° 00' 35" W.); within 2 miles each side of the North Philadelphia VOR 234° radial, extending from the 5-mile radius zone to 6 miles SW of the VOR; within 2 miles each side of the 048° bearing from the North Philadelphia RBN, extending from the 5-mile radius zone to 6 miles NE of the RBN, excluding the portion subtended by a chord drawn between the points of intersection of the 5-mile radius zone with the Willow Grove, Pa., control zone.

North Platte, Nebr.
Within a 5-mile radius of the Lee Bird Field Municipal Airport, North Platte, Nebr. (latitude 41°07'41" N., longitude 100°41'58" W.); and within 2 miles each side of the North Platte VOR 028° radial, extending from the 5-mile radius zone to the VOR; and within 2 miles each side of the 186° bearing from the North Platte RBN, extending from the 5-mile radius zone to 8 miles S of the RBN.

AMENDMENT 12/8/66 31 F.R. 13466 (Rewritten)

Northway, Alaska
Within a 5-mile radius of Northway Airport (latitude 62° 57' N., longitude 141° 55' W.), and within 2 miles each side of Northway RR NW course, extending from the 5-mile radius zone to 8 miles NW of the RR.

Oakland, Calif.
Within a 5-mile radius of Metropolitan Oakland International Airport (latitude 37°43'15" N., longitude 122°13'20" W.) excluding the portion subtended by a chord drawn between the points of INT of this radius with the radius of the NAS Alameda, Calif., control zone; within a 5-mile radius of Hayward Air Terminal, Hayward, Calif. (latitude 37°39'30" N., longitude 122°06'45" W.), excluding the portion within the Hayward control zone when it is effective.

Oceana, Va.
Within a 5-mile radius of NAS Oceana, Va., (latitude 36°49'30" N., longitude 76°01'50" W.), within 2 miles each side of the Navy Fentress VOR 033° radial, extending from the 5-mile radius zone to the VOR, within 2 miles each side of the 034° bearing from the Navy Fentress RBN, extending from the 5-mile radius zone to the RBN, within 2 miles each side of the NAS Oceana TACAN 225° radial, extending from the 5-mile radius zone to 8 miles SW of the TACAN, and within a 3-mile radius of ALF Fentress (latitude 36°41'45" N., longitude 76°08'05" W.), excluding the portion within R-6606.

Ogden, Utah (Hill AFB)
Within a 5-mile radius of Hill AFB (latitude 41°07'25" N., longitude 111°58'20" W.); within a 5-mile radius of Ogden Municipal Airport (latitude 41°11'45" N., longitude 112°00'35" W.), excluding the portion within the Ogden (Ogden Municipal Airport) control zone when it is effective.

Ogden, Utah (Ogden Municipal Airport)
Within a 5-mile radius of Ogden Municipal Airport (latitude 41°11'45" N., longitude 112°00'35" W.), excluding the portion S of a line extending from latitude 41°08'10" N., longitude 112°04'00" W., to latitude 41°11'00" N., longitude 111°55'00" W., from 0600 to 2200 hours, local time, daily.

Oklahoma City, Okla. (Tinker AFB)
That airspace within a 5-mile radius of Tinker AFB (latitude 35°24'50" N., longitude 97°23'35" W.); within 2 miles each side of the Tinker AFB VOR 360° radial, extending from the 5-mile radius zone to 12 miles N of the VOR; within 2 miles each side of the Tinker AFB TACAN 002° radial, extending from the 5-mile radius zone to 8 miles N of the TACAN; and within 2 miles each side of the Tinker AFB TACAN 188° radial, extending from the 5-mile radius zone to 3.5 miles S of the TACAN.

Oklahoma City, Okla. (Wiley Post Airport)
Within a 5-mile radius of Wiley Post Airport (latitude 35°32'05" N., longitude 97° 38'40" W.), and within 2 miles each side of the Oklahoma City VORTAC 050° radial, extending from the 5-mile radius zone to the VORTAC, excluding the portion S of a line extending through latitude 35°26'33" N., longitude 97°46'21" W., and latitude 35°28'00" N., longitude 97°36'05" W.

Oklahoma City, Okla. (Will Rogers World Airport)
Within a 5-mile radius of Will Rogers World Airport (latitude 35°23'45" N., longitude 97°36'30" W.), within 2 miles each side of the Oklahoma City ILS localizer N course, extending from the 5-mile radius zone to the Tulakes, Okla. RBN, within 2 miles SW and 3.5 miles NE of the Oklahoma City VORTAC 107° radial extending from the 5-mile radius zone to the VORTAC, within 2 miles each side of the Oklahoma City ILS localizer S course, extending from the 5-mile radius zone to the OM, excluding that portion which coincides with the Oklahoma City (Wiley Post Airport) control zone.

Olathe, Kans.
Within a 5-mile radius of NAS Olathe (latitude 38°50'00" N., longitude 94°53'30" W.), and within 2 miles each side of the 180° bearing from the Olathe RBN extending from the 5-mile radius zone to a point 12 miles S of the RBN.

Old Town, Maine.
Within a 3-mile radius of Old Town Municipal Airport (latitude 44° 57' 10" N., longitude 68° 40' 15" W.).

Olympia, Wash.
Within a 5-mile radius of Olympia Municipal Airport (latitude 46°58'15" N., longitude 122°54'00" W.); within 2 miles each side of the Olympia VORTAC 195° radial, extending from the 5-mile radius zone to 5.5 miles S of the VORTAC, and within 2 miles each side of the Olympia VORTAC 007° radial, extending from the 5-mile radius zone to 5.5 miles N of the VORTAC.

AMENDMENTS 3/3/66 31 F. R. 129 (Rewritten)

Omaha, Nebr. (Eppley Field)
Within a 5-mile radius of Eppley Field (latitude 41°18'00" N., longitude 95°53'35" W.); and within 2 miles each side of the Eppley Field ILS localizer NW course extending from the 5-mile radius zone to 8 miles NW of the OM; and within 2 miles each side of the Eppley Field ILS localizer SE course extending from the 5-mile radius zone to 7 miles SE of the airport; and within 2 miles each side of the Omaha VORTAC 318° radial extending from the 5-mile radius zone to a point 7 miles SE of the airport.

Omaha, Nebr. (Offutt AFB)
Within a 5-mile radius of Offutt AFB (latitude 41°07'24" N., longitude 95°54'52" W.); and within 2 miles each side of the Offutt TACAN 308° radial extending from the 5-mile radius zone to 7 miles NW of the TACAN; and within 2 miles each side of the Offutt VOR 311° radial extending from the 5-mile radius zone to a point 10 miles SE of Offutt AFB.

Ontario, Calif.
Within a 5-mile radius of Ontario International Airport (latitude 34°03'25" N., longitude 117°36'30" W.); within 2 miles each side of the Ontario ILS localizer E course, extending from the 5-mile radius zone to 3 miles E of the OM, excluding the portion within a 1-mile radius of Chino, Calif., Airport (latitude 33°58'30" N., longitude 117°38'10" W.).

Orlando, Fla. (Herndon Municipal Airport)
Within a 5-mile radius of Orlando (Herndon) Municipal Airport (latitude 28°32'40" N., longitude 81°19'55" W.), excluding that portion S of a line connecting the two points of intersection with a 5-mile radius circle centered on McCoy AFB (latitude 28°25'55" N., longitude 81°19'15" W.); within 2 miles each side of the Orlando VOR 125° radial extending from the 5-mile radius zone to 7 miles SE of the VOR; within 2 miles each side of the Orlando ILS localizer W course extending from the 5-mile radius zone to the Orlando LOM; within 2 miles each side of the Orlando VOR 317° radial extending from the 5-mile radius zone to 7 miles NW of the VOR; and within 2 miles each side of the Orlando ILS localizer E course extending from the 5-mile radius zone to 7 miles E of the localizer antenna.

AMENDMENTS 2/1/66 31 F. R. 2531 (Changed)

Orlando, Fla. (McCoy AFB)
Within a 5-mile radius of McCoy AFB, Orlando, Fla. (latitude 28°25'55" N., longitude 81°19'15" W.); within 2 miles each side of the McCoy ILS localizer S course extending from the 5-mile radius zone to the McCoy LOM; and within 2 miles each side of the McCoy TACAN 184° radial extending from the 5-mile radius zone to 7 miles S of the TACAN; excluding that portion which coincides with the Orlando, Fla. (Herndon Municipal Airport) control zone.

Oscoda, Mich.
Within a 5-mile radius of Wurtsmith AFB (latitude 44°27'00" N., longitude 83°24'00" W.); within 2 miles each side of the Wurtsmith AFB VOR 240° radial extending from the 5-mile radius zone to 8 miles SW of the VOR; within 2 miles each side of the Wurtsmith AFB VOR 056° radial extending from the 5-mile radius zone to 12 miles NE of the VOR; within 2 miles each side of the Wurtsmith AFB TACAN 232° radial extending from the 5-mile radius zone to 8 miles SW of the TACAN and within 2 miles each side of the Wurtsmith AFB TACAN 064° radial extending from the 5-mile radius zone to 8 miles NE of the TACAN.

Oshkosh, Wis.
Within a 5-mile radius of Winnebago County Airport, Oshkosh, Wis. (latitude 43°59'20" N., longitude 88°33' 15" W.); within 2 miles each side of the Oshkosh VOR 176° radial, extending from the 5-mile radius zone to 7 miles S of the VOR, and within 2 miles each side of the Oshkosh ILS localizer W course, extending from the 5-mile radius zone to 5.5 miles W of the W end of Runway 9, from 0700 to 2300 hours, local time, daily.

Ottumwa, Iowa
Within a 5-mile radius of Ottumwa Municipal Airport (Lat. 41°06'25" N, Long. 92°26'50" W) and within 2 miles either side of the Ottumwa VORTAC 309° radial extending from the 5-mile radius zone to the VORTAC.

Owensboro, Ky.
Within a 5-mile radius of the center of Owensboro-Daviess County Airport, Owensboro, Ky., 37°44'32" N., 87°09'57" W. and within 2 miles each side of the Owensboro VOR 184° radial extending southerly from the 5-mile radius zone for 8 miles from the VOR; within 2 miles each side of the Owensboro VOR 222° radial extending southwesterly from the 5-mile radius zone for 8 miles, from the VOR, said control zone effective 0600 to 2200 local time dailv.

Oxnard, Calif. (Oxnard AFB)
Within a 5-mile radius of Oxnard AFB (latitude 34°12'50" N., longitude 119°05'15" W.); within a 5-mile radius of Ventura County Airport (latitude 34°12'02" N., longitude 119°12'10" W.), excluding the portion within the Oxnard, Calif. (Ventura County Airport), control zone when it is effective.

Oxnard, Calif. (Ventura County Airport)
Within a 5-mile radius of Ventura County Airport (latitude 34°12'02" N., longitude 119°12'10" W.), excluding the portion E of a line extending from latitude 34°15'35" N., longitude 119°09'15" W., to latitude 34°09'10" N., longitude 119°08'05" W. This control zone is effective from 0600 to 2200 hours, local time, daily.

Paducah, Ky.
Within a 4-mile radius of the center 37°03'40" N., 88°46'20" W. of Barkley Field, Paducah, Ky.; and within 2 miles each side of the Paducah VOR 225° and 045° radials extending from the 4-mile radius zone to 3 miles SW of the VOR.

Palacios, Tex.
That airspace within a 5-mile radius of Palacios Municipal Airport (latitude 28°43'35" N., longitude 96°15'15" W.).

Palm Beach, Fla.
Within a 5-mile radius of Palm Beach International Airport (latitude 26°41'00" N., longitude 80°05'41" W.); within 2 miles each side of the Palm Beach VORTAC 275° radial extending from the 5-mile radius zone to 8 miles W of the VORTAC; excluding that airspace within a 1.5-mile radius of the Palm Beach County Park (Lantana) Airport (latitude 26°35'33" N., longitude 80°05'13" W.).

Palmdale, Calif.
Within a 5-mile radius of AF Plant No. 42, Palmdale, Calif. (latitude 34°37'45" N., longitude 118°04'54" W.), within 2 miles each side of the Palmdale VORTAC 045° radial, extending from the 5-mile radius zone to 9 miles NE of the VORTAC, and within 2 miles each side of the Palmdale VORTAC 079° radial, extending from the 5-mile radius zone to 6.5 miles E of the VORTAC, from 0600 to 2200 hours, local time, daily.

Panama City, Fla.
Within a 5-mile radius of Panama City-Bay County Airport (latitude 30° 12' 45" N., longitude 85° 40' 55" W.), and within 2 miles each side of the Panama City VOR 328° and 090° radials, extending from the 5-mile radius zone to 7 miles NW and E of the VOR, from 0600 to 2200 hours, local time, daily. The portion within the Tyndall AFB control zone is excluded.

Paris, Tex.
That airspace within a 5-mile radius of Cox Field, Paris, Tex. (latitude 33°38'17" N., longitude 95°26'54" W.) and within 2 miles each side of the Paris, Tex., VOR 357° radial extending from the 5-mile radius zone to 1 mile N of the VOR, from 1000 to 1700 hours, local time, daily.

Parkersburg, W. Va.
Within a 4-mile radius of the center, 39°21'00" N., 81°26'15" W., of Wood County Airport, Parkersburg, W. Va.; and within 2 miles each side of the Parkersburg VOR 208° radial extending from the 4-mile radius zone to the VOR.

AMENDMENTS 1/27/66 31 F. R. 1060 (Changed)

Pasco, Wash.
That airspace within a 5-mile radius of the Tri-Cities Airport (latitude 46°15'50" N., longitude 119°08'55" W.), within 2 miles each side of the Pasco VOR 036° radial, extending from the 5-mile radius zone to 8 miles NE of the VOR, and within 2 miles SW and 2.5 miles NE of the Pasco VOR 132° radial, extending from the 5-mile radius zone to 8 miles SE of the VOR, excluding that portion within a 1-mile radius of Vista Airport, Kennewick, Wash. (latitude 46°13'10" N., longitude 119°12'55" W.). This control zone is effective 24 hours daily, Monday through Saturday, Sunday from 0001 to 0300 and 0600 to 2400 hours local time.

AMENDMENTS 12/8/66 31 F. R. 12516 (Rewritten); Corr. 31 F.R. 13315

Paso Robles, Calif.
Within a 5-mile radius of Paso Robles County Airport (latitude 35°40'15" N., longitude 120°37'35" W.).

Pellston, Mich.
Within a 5-mile radius of Emmet County Airport, Pellston, Mich. (latitude 45°34'40" N., longitude 84°47'40" W.); within 2 miles each side of the 132° bearing from the Pellston RBN, extending from the 5-mile radius zone to 8 miles SE of the RBN, and within 2 miles each side of the Pellston VOR 240° radial, extending from the 5-mile radius zone to the VOR.

Pendleton, Oreg.
Within a 5-mile radius of Pendleton Airport (latitude 45°41'50" N., longitude 118°50'20" W.), and within 2 miles each side of the Pendleton VORTAC 273° radial, extending from the 5-mile radius zone to 2 miles W of the VORTAC.

AMENDMENT 6/23/66 31 F.R. 5824 (Rewritten)

Pensacola, Fla. (Pensacola Municipal)
Within a 5-mile radius of the Pensacola Municipal Airport (latitude 30°28'30" N., longitude 87°11'20" W.); within a 4-mile radius of Navy Ellyson, Fla. (latitude 30°31'30" N., longitude 87°11'45" W.); within 2 miles each side of the 167° bearing from the Pensacola RBN, extending from the 5-mile radius zone to 8 miles S of the RBN; and within 2 miles each side of the 314° bearing from the Pensacola OM, extending from the 4-mile radius zone to 8 miles NW of the OM.

AMENDMENTS 2/3/66 30 F. R. 14312 (Rewritten)

Pensacola, Fla. (NAAS Saufley Field)
Within a 5-mile radius of NAAS Saufley Field (latitude 30°28'15" N., longitude 87°20'30" W.); within 2 miles each side of the 219° bearing from the Navy Saufley RBN, extending from the 5-mile radius zone to 10 miles SW of the RBN; and within 2 miles each side of the Navy Saufley VOR 219° radial, extending from the 5-mile radius zone to 10 miles SW of the VOR, excluding the portions within the Pensacola (Pensacola Municipal) control zone and the NAS Pensacola (Forrest Sherman Field) control zone.

AMENDMENTS 2/3/66 30 F. R. 14312 (Rewritten)

Pensacola, Fla. (NAS Pensacola - Forrest Sherman Field)
Within a 5-mile radius of NAS Pensacola (Forrest Sherman Field) (latitude 30°21'15" N., longitude 87°19'00" W.); within 2 miles each side of the 229° bearing from the Navy Pensacola RBN, extending from the 5-mile radius zone to 11.5 miles SW of the RBN; within 2 miles each side of the Navy Pensacola TACAN 239° radial, extending from the 5-mile radius zone to 7 miles SW of the TACAN; and within 2 miles each side of the Navy Pensacola TACAN 193° radial, extending from the 5-mile radius zone to 7 miles S of the TACAN.

AMENDMETS 2/3/66 30 F. R. 14312 (Rewritten)

Peoria, Ill.
Within a 5-mile radius of the Greater Peoria Airport (latitude 40° 39' 45" N., longitude 89° 41' 35" W.); within 2 miles each side of the Peoria VORTAC 099° radial, extending from the 5-mile radius zone to the VORTAC; within 2 miles each side of the Greater Peoria Airport ILS localizer SE course, extending from the 5-mile radius zone to the OM; and within 2 miles each side of the ILS localizer NW course extending from the 5-mile radius zone to 11 miles NW of the airport.

Peru, Ind.
Within a 5-mile radius of Bunker Hill AFB, Peru, Ind. (latitude 40°39'38" N., longitude 86°08'31" W.); within 2 miles each side of the Bunker Hill AFB VOR 042° and 231° radials extending from the 5-mile radius zone to 8 miles NE and SW of the VOR; within 2 miles each side of the Bunker Hill AFB TACAN 053° and 220° radials extending from the 5-mile radius zone to 8 miles NE and SW of the TACAN; within a 5-mile radius of Kokomo, Ind., Municipal Airport (latitude 40°31'43" N., longitude 86°03'33" W.); within 2 miles each side of the Kokomo VOR 040° and 131° radials extending from the 5-mile radius zone to 8 miles NE and SE of the VOR; and within 2 miles each side of the 135° bearing from the Kokomo RBN extending from the 5-mile radius zone to 8 miles SE of the RBN.

PENDING AMENDMENT

Peru, Ind.
Within a 5-mile radius of Bunker Hill AFB, Peru, Ind., (latitude 40°39'38" N., longitude 86°08'31" W.); within 2 miles each side of the Bunker Hill AFB VOR 042° and 231° radials extending from the 5-mile radius zone to 8 miles NE and SW of the VOR; within 2 miles each side of the Bunker Hill AFB TACAN 053° and 220° radials extending from the 5-mile radius zone to 8 miles NE and SW of the TACAN; within a 5-mile radius of Kokomo, Ind., Municipal Airport (latitude 40°31'43" N., longitude 86°03'33" W.); within 2 miles each side of the Kokomo VORTAC 040° and 131° radials extending from the 5-mile radius zone to 8 miles NE and SE of the VORTAC.

AMENDMENTS 2/2/67 31 F. R. 15635 (Rewritten)

Philadelphia, Pa.
Within a 5-mile radius of Philadelphia International Airport (Lat. 39°52'31" N, Long. 75°14'20" W), and within 2 miles either side of the Philadelphis ILS localizer W course extending from the 5-mile radius zone to the OM; and within 2 miles each side of the Philadelphia ILS localizer E course extending from the 5-mile radius zone to 5 miles east of the localizer.

AMENDMENTS 10/13/66 31 F.R. 11285 (Changed)

Philipsburg, Pa.
Within a 5-mile radius of the center 40°53'05" N., 78°05'15" W. of Mid-State Airport, Philipsburg, Pa., within 2 miles each side of the Philipsburg VOR 247° radial extending from the 5-mile radius zone to the VOR; within 2 miles each side of the 162° bearing from the Philipsburg RBN extending from the 5-mile radius zone to the RBN and within 2 miles each side of the 333° bearing from the Philipsburg VHF/DF station extending from the 5-mile radius zone to 6 miles NW of the station.

Phoenix, Ariz. (Sky Harbor Airport)
Within a 5-mile radius of Sky Harbor Airport (latitude 33°26'10" N., longitude 112°00'45" W.); and within 2 miles each side of the Phoenix VORTAC 090° and 270° radials, extending from the 5-mile radius zone to 2 miles E and 13 miles W of the VORTAC.

Phoenix, Ariz. (Luke AFB)
Within a 5-mile radius of Luke AFB (latitude 33°32'05"N., longitude 112°22'55" W.); within 2 miles each side of the 178° bearing from the Luke RBN, extending from the 5-mile radius zone to 2 miles S of the RBN; and within 2 miles each side of the Luke TACAN 056° radial, extending from the 5-mile radius zone to 9 miles NE of the TACAN.

Pierre, S. Dak.
Within a 5-mile radius of Pierre Municipal Airport (latitude 44°22'50" N. longitude 100°17'15" W.); and within 2 miles each side of the Pierre VOR 266° radial, extending from the 5-mile radius zone to the VOR.

AMENDMENTS 11/10/66 31 F.R. 11862 (Rewritten)

Pine Bluff, Ark.
That airspace within a 5-mile radius of Grider Field (latitude 34°10'35" N., longitude 91°55'55" W.).

Pittsburgh, Pa. (Allegheny County)
Within a 5-mile radius of Allegheny County Airport (latitude 40°21'15" N., longitude 79°55'40" W.); within 2 miles each side of the 257° bearing from the Allegheny RBN, extending from the 5-mile radius zone to 6 miles W of the RBN, and within 2 miles each side of the Allegheny VORTAC 047° radial, extending from the 5-mile radius zone to the VORTAC.

Pittsburgh, Pa. (Greater Pittsburgh)
Within a 6-mile radius of Greater Pittsburgh Airport (latitude 40° 29' 35" N., longitude 80° 14' 25" W.); within 2 miles each side of the Runway 10-L-ILS localizer W course, extending from the 6-mile radius zone to the OM; within 2 miles each side of the Imperial, Pa., VORTAC 292° radial, extending from the 6-mile radius zone to 8 miles W of the VORTAC, and within 2 miles S and 3 miles N of the Runway 28-L-ILS localizer E course, extending from the 6-mile radius zone to the OM.

Plainview, Tex.
Within a 3-mile radius of the Hale County Airport, Plainview, Tex. (latitude 34° 10' 10" N., longitude 101° 43' 00" W.) and within 2 miles each side of the Plainview VOR 034° radial, extending from the 3-mile radius zone to the VOR, from 0600 to 2200 hours local time, daily.

Plattsburgh, N. Y.
Within a 5-mile radius of the Plattsburgh AFB (Lat. 44°39'05" N, Long. 73°28'10" W); within a 5-mile radius of the Plattsburgh Municipal Airport (lat. 44°41'10" N, Long. 73°31'10" W); within 2 miles either side of the Valcour, New York TACAN 338° radial extending from the Plattsburgh Municipal Airport 5-mile radius zone to 12 miles N of the TACAN, and within 2 miles either side of the Plattsburgh VOR 213° radial extending from the Plattsburgh Municipal Airport 5-mile radius zone to the VOR.

AMENDMENTS 8/31/66 31 F.R. 11460 (Changed)

Pocatello, Idaho
Within a 5-mile radius of Pocatello Municipal Airport (latitude 42°54'35" N., longitude 112°35'25" W.), and within 2 miles each side of the Pocatello VOR 252° radial, extending from the 5-mile radius zone to 8 miles W of the VOR.

Ponca City, Okla.
Within a 5-mile radius of the Ponca City Municipal Airport (latitude 36° 43' 40" N., longitude 97° 05' 50" W.); within 2 miles each side of the 225° bearing from the Ponca City RBN, extending from the 5-mile radius zone to 8 miles SW of the RBN, and within 2 miles each side of the 359° bearing from the Ponca City RBN, extending from the 5-mile radius zone to 12 miles N of the RBN.

Pontiac, Mich.
Within a 5-mile radius of Pontiac Municipal Airport (latitude 42°39'55" N., longitude 83°25'05" W.), within 2 miles each side of the Pontiac VOR 116° and 271° radials, extending from the 5-mile radius zone to 8 miles west of the VOR, effective from 0700 to 2300 hours, local time, daily.

Port Angeles, Wash.
Within a 5-mile radius of CGAS Port Angeles (latitude 48°08'30" N., longitude 123°24'45" W.), within 2 miles each side of the Port Angeles VOR 093° radial, extending from the 5-mile radius zone to 8 miles E of the VOR, and within 2 miles each side of the 089° bearing from the Ediz Hook, Wash., RBN, extending from the 5-mile radius zone to 8 miles E of the RBN. This control zone is effective 0400 to 2200 hours, local time, daily.

AMENDMENT 3/31/66 31 F. R. 2422 (Added)

Portland, Maine
Within a 5-mile radius of Portland Municipal Airport (latitude 43°38'50" N., longitude 70°18'30" W.); within 2 miles each side of the Portland ILS localizer W course, extending from the 5-mile radius zone to the OM, excluding that airspace within a 1-mile radius of Oak Knoll Airport, Scarboro, Maine (latitude 43°35'21" N., longitude 70°22'03" W.).

Portland, Oreg.
Within a 5-mile radius of Portland International Airport (latitude 45°35'20" N., longitude 122°35'35" W.); within 2 miles each side of the Portland VORTAC 180° radial, extending from the 5-mile radius zone to 5 miles S of the VORTAC; within 2 miles SW and 2.5 miles NE of the Portland Runway 10R ILS localizer NW course, extending from the 5-mile radius zone to 1 mile NW of the OM, and within 2 miles NE and 2.5 miles SW of the Portland Runway 28R ILS localizer SE course, extending from the 5-mile radius zone to 1 mile NW of the OM, excluding the portion within the Troutdale, Oreg., control zone.

Portsmouth, N. H.
Within a 5-mile radius of Pease AFB, Protsmouth, N. H. (latitude 43°04'40" N., longitude 70°49'25" W.); within 2 miles each side of the centerline of Runway 16 extended from the 5-mile radius zone to 6 miles SE of the end of the runway; within 2 miles each side of the Pease AFB TACAN 142° radial, extending from the 5-mile radius zone to 8 miles SE of the TACAN; within 2 miles each side of the Pease AFB TACAN 332° radial, extending from the 5-mile radius zone to 8 miles NW of the TACAN.

AMENDMENTS 6/23/66 31 F. R. 6864 (Changed)

Poughkeepsie, N. Y.
Within a 5-mile radius of the center, 41°37'40" N., 73°53'00" W. of Dutchess County Airport, Poughkeepsie, N. Y., and within 2 miles each side of the Kingston VOR 025° radial extending from the 5-mile radius zone to 6 miles NE of the VOR.

Prescott, Ariz.
Within a 5-mile radius of Prescott Municipal Airport (latitude 34°39'10" N., longitude 112°25'15" W.).

Presque Isle, Maine
Within a 5-mile radius of the center, 46°41'30" N., 68°02'30" W., of Presque Isle Airport, Presque Isle, Maine; within 2 miles each side of the Presque Isle VOR 159° radial extending from the 5-mile radius zone to the VOR; and within 2 miles each side of the Sprague ville RR., south course extending from the 5-mile radius zone to 7 miles south of the RR.
This control zone is effective from 0800 to 2000 hours, local time, daily, 0800 to 1730 hours local time, Saturdays and during specific dates and times established in advance by a Notice to Airmen.

AMENDMENTS 2/3/66 30 F. R. 14917 (Rewritten)

Providence, R. I.
Within a 5-mile radius of Theodore Francis Green Airport, Providence, R. I., (Lat. 41°43'30" N. Long. 71°25'48" W), and within 2 miles either side of the Providence ILS localizer SW course extending from the 5-mile radius zone to the OM.

Pueblo, Colo.
Within a 5-mile radius of Pueblo Memorial Airport (latitude 38°17'30" N., longitude 104°30'00" W.); within 2 miles each side of the Pueblo VORTAC 080° radial, extending from the 5-mile radius zone to 8 miles E of the VORTAC; within 2 miles each side of the Pueblo ILS localizer E course, extending from the 5-mile radius zone to 11 miles E of the localizer and within 2 miles each side of the Pueblo ILS localizer W course, extending from the 5-mile radius zone to 1 mile E of the ILS-LOM.

Pullman, Wash.
Within a 5-mile radius of Pullman-Moscow Regional Airport (latitude 46°44'40" N., longitude 117°06'30" W.) and within 2 miles each side of the Pullman VOR (latitude 46°40'25" N., longitude 117°13'30" W.) 049° and 229° radials, extending from the 5-mile radius zone to 8 miles SW of the VOR. This control zone will be effective during the times established in advance by a Notice to Airmen and continuously published in the Airman's Information Manual.

AMENDMENTS 8/18/66 31 F. R. 6827 (Added); Correction 31 F.R. 9864

Quantico, Va.
Within a 5-mile radius of MCAS Quantico (Lat. 38°30'10" N, Long. 77°18'20" W).

Quincy, Ill.
Within a 5-mile radius of Quincy Municipal Airport (latitude 39°56'35" N., longitude 91°11'40" W.), and within 2 miles each side of the Quincy VORTAC 034° radial, extending from the 5-mile radius zone to the VORTAC.

Quonset Point, R. I.
Within a 5-mile radius of NAS Quonset Point (latitude 41°35'55" N., longitude 71°24'50 W.), within 2 miles each side of the NAS Quonset Point TACAN 151° radial extending from the 5-mile radius zone to 7 miles SE of the TACAN, within 2 miles each side of the NAS Quonset Point VOR 141° radial, extending from the 5-mile radius zone to 8 miles SE of the VOR, within 2 miles each side of the 145° bearing from the NAS Quonset Point RBN, extending from the 5-mile radius zone to 9 miles SE of the RBN, and within a 1-mile radius of Newport Airpark, Newport, R. I. (latitude 41°31'50" N., longitude 71°17'00" W.), excluding that portion within the Providence, R. I., control zone.

Raleigh, N.C.
Within a 5-mile radius of the Raleigh-Durham Airport (latitude 35°52'15" N., longitude 78°47'10" W.); within 2 miles each side of the Raleigh-Durham ILS localizer SW course, extending from the 5-mile radius zone to 1 mile NE of the LOM; within 2 miles each side of the Raleigh-Durham VORTAC 231° radial, extending from the 5-mile radius zone to 7 miles SW of the VORTAC; within 2 miles each side of the Raleigh-Durham VORTAC 034° radial, extending from the 5-mile radius zone to 8 miles NE of the VORTAC.

Rantoul, Ill.
Within a 5-mile radius of Chanute AFB, Rantoul, Ill. (latitude 40°17'40" N., longitude 88°08'20" W.), and within 2 miles each side of the Chanute VOR 270° radial, extending from the 5-mile radius zone to the VOR, from 0600 to 2400 hours, local time daily.

Rapid City, S. Dak. (Ellsworth AFB)
Within a 5-mile radius of Ellsworth AFB, Rapid City, S. Dak. (latitude 44°08'42" N., longitude 103°06'11" W.); and within 2 miles each side of the Ellsworth AFB TACAN 322° radial extending from the 5-mile radius zone to 8 miles northwest of the TACAN excluding the portion within the Rapid City, S. Dak. (Municipal Airport), control zone.

Rapid City, S. Dak. (Municipal Airport)
Within a 5-mile radius of the Rapid City, S. Dak., Municipal Airport (latitude 44°02'32" N., longitude 103°03'21" W.); and within 2 miles each side of the Ellsworth AFB VOR 316° radial, extending from a 5-mile radius circle centered on Ellsworth AFB (latitude 44°08'42" N., longitude 103°06'11" W.) to the VOR; and within 2 miles each side of the Rapid City VORTAC 155° radial extending from the 5-mile radius zone to 8 miles southeast of the VORTAC, excluding the portion north of a line between the INT's of the 5-mile radius zone and the 5-mile radius zone of the Rapid City (Ellsworth AFB) control zone.

AMENDMENTS 12/9/65 30 F. R. 12120 (Added)

Rawlins, Wyo.
Within a 5-mile radius of Rawlins Municipal Airport (latitude 41° 48' 15" N., longitude 107° 12' 05" W.).

Reading, Pa.
Within a 5-mile radius of the center, 40°22'39" N., 75°57'57" W. of General Spaatz Field, Reading, Pa., and within 2 miles each side of the airport ILS localizer S course extending from the 5-mile radius zone to 8 miles S of the OM and within 2 miles each side of the Reading VHF/DF (40°22'42" N., 75°57'30" W.) 201° bearing extending from the 5-mile radius zone to 8 miles S of the VHF/DF site.

Red Bluff, Calif.
Within a 5-mile radius of Bidwell Airport, Red Bluff, Calif. (latitude 40°09'15" N., longitude 122°14'50" W.), and within 2 miles each side of the Red Bluff VORTAC 167° radial, extending from the 5-mile radius zone to 8 miles S of the VORTAC.

Redding, Calif.
Within a 5-mile radius of Redding Municipal Airport (latitude 40° 30' 35" N., longitude 122° 17' 30" W.), and within 2 miles each side of the Redding VOR 192° radial, extending from the 5-mile radius zone to 8 miles S of the VOR, excluding the portion within a 1-mile radius of Redding Sky Ranch Airport (latitude 40° 30' 00" N., longitude 122° 22' 35" W.). This control zone is effective from 0600 to 2100 hours, Monday through Saturday and from 1100 to 2100 hours, Sunday.

Redmond, Oreg.
Within a 5-mile radius of Roberts Field, Redmond, Oreg. (latitude 44°15'10" N., longitude 121°08'55" W.).

Redwood Falls, Minn.
Within a 3-mile radius of Redwood Falls Municipal Airport (latitude 44° 32' 45" N., longitude 95° 04' 50" W.) and within 2 miles each side of the Redwood Falls VOR 023° radial, extending from the 3-mile radius zone to the VOR.

Reno, Nev. (Reno Municipal Airport)
Within a 5-mile radius of the Reno Municipal Airport (latitude 39°30'02" N., longitude 119°46'07" W.), and within 2 miles each side of the Reno ILS localizer N course, extending from the 5-mile radius zone to the Sparks, Nev., RBN, and within 2 miles each side of the Reno localizer S course, extending from the 5-mile radius zone to 11 miles S of the airport.
AMENDMENTS 7/21/66 31 F. R. 6864 (Rewritten)

Renton, Wash.
That airsapce bounded by a line beginning at latitude 47°32'10" N., longitude 122°12'40" W., thence clockwise along an arc of a 3-mile radius circle centered on the Renton Municipal Airport (latitude 47°29'35" N., longitude 122°12'50" W.) to latitude 47°27'00" N., longitude 122°11'50" W., thence to latittude 47°28'09" N., longitude 122°13'33" W., thence to latitude 47°31'27" N., longitude 122°13'33" W., thence to point of beginning. The control zone is effective from 0700 to 2300 hours local time, daily.

AMENDMENTS 3/3/66 31 F. R. 129 (Rewritten)

Rhinelander, Wis.
Within a 5-mile radius of Oneida County Airport, Rhinelander, Wis. (latitude 45°37'50" N., longitude 89°27'40" W.); within 2 miles each side of the Rhinelander VOR 229° radial, extending from the 5-mile radius zone to 8 miles SW of the VOR; and within 2 miles each side of the Rhinelander VOR 322° radial, extending from the 5-mile radius zone to 8 miles NW of the VOR. This control zone shall be effective during the specific dates and/or times established in advance by a Notice of Airmen and continuously published in the Airman's Information Manual.

AMENDMENT 4/28/66 31 F. R. 3285 (Rewritten); 9/15/66 31 F. R. 9864 (Rewritten)

Richmond, Va.
Within a 5-mile radius of Byrd Field (latitude 37°30'20" N., longitude 77°19'10" W.); within 2 miles each side of the Richmond VOR 134° radial, extending from the 5-mile radius zone to 6 miles SE of the VOR; within 2 miles each side of the Richmond VOR 230° radial, extending from the 5-mile radius zone to 6 miles SW of the VOR; and within 2 miles each side of the 212° bearing from the Richmond RBN, extending from the 5-mile radius zone to 6 miles SW of the RBN; within 2 miles each side of the Richmond VOR 341° radial, extending from the 5-mile radius zone to 7 miles north of the VOR.

Riverside, Calif. (March AFB).
Within a 5-mile radius of March AFB (latitude 33°52'50" N., longitude 117°15'30" W.); within 2 miles each side of the March AFB VOR 329° and 149° radials, extending from the 5-mile radius zone to 1 mile SE of the VOR, and within 2 miles each side of the March AFB TACAN 325° radial, extending from the 5-mile radius zone to 5 miles NW of the TACAN.

Riverside, Calif. (Municipal Airport)
Within a 3-mile radius of the Riverside Municipal Airport (latitude 33°57'05" N., longitude 117°26'30" W.), within 2 miles each side of the Riverside VOR 292° radial, extending from the 3-mile radius zone to 4.5 miles W of the VOR; within 2 miles each side of the Riverside VOR 103° radial, extending from the 3-mile radius zone to 7 miles E of the VOR; and within 2 miles each side of the Riverside VOR 108° radial, extending from the 3-mile radius zone to 5 miles E of theVOR, excluding the portion within a 1-mile radius of the Riverside Fla-Bob Airport (latitude 33°59'20" N., longitude 117°24'35" W.), and the portion that coincides with the Riverside, Calif. (March AFB), control zone. This control zone is effective from 0600 to 2200 hours, local time, daily.

AMENDMENTS 11/10/66 31 F.R. 11460 (Rewritten); Corr: 31 F. R. 12516;

Riverton, Wyo.
Within a 5-mile radius of Riverton Municipal Airport (latitude 43°03'45" N., longitude 108°27'15" W.), within 2 miles each side of the Riverton VOR 291° radial, extending from the 5-mile radius zone to 8 miles west of the VOR, and within 2 miles each side of the Riverton VOR 119° radial, extending from the 5-mile radius zone to 8 miles southeast of the VOR, from 0500 to 2100 hours, local time, daily.

Roanoke, Va.
Within a 5-mile radius of the center 37°19'30" N., 79°58'35" W., of Roanoke Municipal (Woodrum) Airport, Roanoke, Va.; within 2 miles each side of the Woodrum VOR 122° radial extending SE from the 5-mile radius zone for 3 miles; within 2 miles each side of the Woodrum VOR 166° radial extending S from the 5-mile radius zone for 2 miles; within 2 miles each side of the Woodrum VOR 246° radial extending SW from the 5-mile radius zone to 2 miles.

Rochester, Minn.
Within a 5-mile radius of Rochester Municipal Airport (latitude 43°54'38" N., longitude 92°29'46" W.) and within 2 miles each side of the Rochester VOR 029° radial, extending from the 5-mile radius zone to 15 miles NE of the VOR; and within 2 miles each side of the Rochester ILS localizer SE course, extending from the 5-mile radius zone to the OM; and within 2 miles each side of the Rochester VOR 030° radial, extending from the 5-mile radius zone to the VOR.
AMENDMENTS 3/31/66 30 F. R. 16105 (Rewritten)

Rochester, N. Y.
Within a 5-mile radius of the center, 43°07'10" N., 77°40'15" W., of the Rochester Monroe County Airport, Rochester, N. Y.; within 2 miles each side of the Rochester VOR 168° radial, extending from the 5-mile radius zone to 7 miles southeast of the VOR; within 2 miles each side of the Rochester VOR 280° radial, extending from the 5-mile radius zone to 8 miles west of the VOR; within 2 miles each side of the Rochester VOR 026° radial extending from the 5-mile radius zone to 7 miles northeast of the VOR; within 2 miles each side of the Rochester VOR 214° radial extending from the 5-mile radius zone to 7 miles southwest of the VOR and within 2 miles each side of the Rochester ILS localizer east course extending from the 5-mile radius zone to the OM.

AMENDMENTS 2/3/66 30 F. R. 14969 (Rewritten)

Rockford, Ill.
Within a 5-mile radius of the Greater Rockford Airport (latitude 42°11'50" N., longitude 89°05'45" W.), within 2 miles each side of the Rockford ILS localizer S course, extending from the 5-mile radius zone to the OM, and within 2 miles each side of the Rockford VORTAC 117° radial, extending from the 5-mile radius zone to the VORTAC.

Rock Springs, Wyo.
Within a 5-mile radius of Rock Springs Municipal Airport (latitude 41° 35' 45" N., longitude 109° 04' 00" W.); within 2 miles each side of the Rock Springs ILS localizer E course, extending from the 5-mile radius zone to 6 miles E of the OM, and within 2 miles each side of the Rock Springs VORTAC 097° radial, extending from the 5-mile radius zone to 4 miles E of the VORTAC.

Rocky Mount, N. C.
Within a 5-mile radius of the Rocky Mount Municipal Airport (latitude 35°58'00" N., longitude 77°47'30" W.).

Rome, N. Y.
Within a 5-mile radius of the center, 43°14'10" N., 75°24'25" W. of Griffiss AFB, Rome, N. Y., and within 2 miles each side of bearing 135°/315° from the Rome, N. Y., RBN extending from the 5-mile radius to 6 miles SE of the RBN; within 2 miles each side of the Griffiss TACAN 305° radial extending from the 5-mile radius zone to 8 miles NW of the TACAN; within 2 miles each side of a bearing 142° from the Rome, N. Y., ILS OM, extending from the OM to 4 miles SE of the OM.

AMENDMENT 5/26/66 31 F.R. 5056 (Changed)

Roosevelt Roads, Puerto Rico
Within a 5-mile radius of NAS Roosevelt Roads (Lat. 18°15'05" N, Long. 65°38'35" W).

Roswell, N. Mex. (Roswell Municipal Airport)
Within a 5-mile radius of Roswell Municipal Airport (latitude 33° 24' 20" N., longitude 104° 32' 55" W.); within 2 miles each side of the Roswell VOR 039° radial, extending from the 5-mile radius zone to the VOR, and within 2 miles each side of the Walker AFB. Roswell, N. Mex., VOR 262° radial, extending from the 5-mile radius zone to the VOR, excluding the portion S of a line extending from the Walker VOR to the Roswell VOR.

Roswell, N. Mex. (Walker AFB)
Within a 5-mile radius of Walker AFB (latitude 33° 18' 05" N., longitude 104° 31' 20" W.); within 2 miles SE and 3 miles NW of the Walker VOR 225° radial, extending from the 5-mile radius zone to the VOR; within 2 miles each side of the extended centerline of Runway 17, extending from the 5-mile radius zone to 5 miles S of the liftoff end of Runway 17; within 2 miles each side of the Walker TACAN 228° radial, extending from the 5-mile radius zone to 7.5 miles SW of the TACAN; and within 2 miles each side of the Roswell VOR 117° radial, extending from the 5-mile radius zone to the VOR, excluding the portion N of a line extending from the Roswell VOR to the Walker VOR.

Russell, Kans.
Within a 3-mile radius of Russell Municipal Airport (latitude 38°52'25" N., longitude 98°48'45" W.), and within 2 miles each side of the Russell VOR 007° radial, extending from the 3-mile radius zone to 8 miles N of the VOR.

Sacramento, Calif. (Sacramento Municipal)
Within a 5-mile radius of Sacramento Municipal Airport (latitude 38°30'45" N., longitude 121°29'35" W.), within 2 miles each side of the Sacramento VORTAC 033° radial, extending from the 5-mile radius zone SW to the VORTAC and that airspace NE of the Sacramento Municipal Airport, extending from the Sacramento Municipal 5-mile radius zone to the McClellan AFB and Mather AFB 5-mile radius zones, bounded on the SE by the Sacramento 064° radial and on the NW by a line 2 miles NW of and parallel to the Sacramento 033° radial.

AMENDMENT 5/26/66 31 F. R. 4284 (Rewritten)

Sacramento, Calif. (Mather AFB)
Within a 5-mile radius of Mather AFB (latitude 38°33'10" N., longitude 121°18'05" W.), within 2 miles each side of the Mather TACAN 048° radial, extending from the 5-mile radius zone to 7 miles NE of the TACAN, and within 2 miles NW and 2.5 miles SE of the 055° bearing from the Mather LOM, extending from the 5-mile radius zone to 5.5 miles NE of the LOM, excluding the portion subtended by a chord drawn between the points of intersection of the Mather AFB 5-mile radius zone with the Sacramento, Calif. (McClellan AFB), 5-mile radius zone.

AMENDMENT 5/26/66 31 F. R. 4284 (Rewritten)

Sacramento, Calif. (McClellan AFB)
Within a 5-mile radius of McClellan AFB (latitude 38°39'45" N., longitude 121°24'10" W.), within 2 miles E and 2.5 miles W of the McClellan TACAN 004° radial, extending from the 5-mile radius zone to 8 miles N of the TACAN, excluding the portion subtended by a chord drawn between the points of intersection of the McClellan AFB 5-mile radius zone with the Sacramento, Calif. (Mather AFB), 5-mile radius zone.

AMENDMENT 5/26/66 31 F. R. 4284 (Rewritten)

Saginaw, Mich.
Within a 5-mile radius of Tri-City Airport (latitude 43° 31' 54" N., longitude 84° 04' 54" W.) and within 2 miles each side of the Saginaw VORTAC 030°, 156°, 233°, and 310° radials extending from the 5-mile radius zone to 3 miles NE, SE, SW, and NW of the VORTAC.

AMENDMENT 12/8/66 31 F.R. 13038 (Rewritten); Corr. 31 F.R. 13390

St. Charles, Ill.
Within a 3-mile radius of DuPage County Airport, St. Charles, Ill., (Lat. 41°54'45" N, Long. 88°14' 35" W), and within 2 miles either side of the DuPage VOR 069° radial extending from the 3-mile radius zone to the VOR, from 0600 to 2200 hours, local time, daily.

St. Joseph, Mo.
Within a 5-mile radius of the Rosecrans Memorial Airport (latitude 39°46'23" N., longitude 94°54'31" W.); within 2 miles each side of the St. Joseph ILS localizer S course, extending from the 5-mile radius zone to the OM; and within 2 miles each side of the St. Joseph VORTAC 175° radial, extending from the 5-mile radius zone to the VORTAC.

St. Louis, Mo.
Within a 5-mile radius of the Lambert-St. Louis Municipal Airport (latitude 38° 44' 50" N., longitude 90° 21' 55" W.), within 2 miles SE and 3 miles NW of the Lambert-St. Louis Municipal Airport Runway 24 ILS localizer SW course extending from the 5-mile radius zone to 12 miles SW of the Lake RBN, within 2 miles each side of the St. Louis VORTAC 142° radial, extending from the 5-mile radius zone to 7 miles NW of the NW end of the Lambert-St. Louis Municipal Airport Runway 12R, within 2 miles each side of the St. Louis Municipal Airport Runway 12R ILS localizer NW course extending from the 5-mile radius zone to the Runway 12R OM and within 2 miles each side of the St. Louis Municipal Airport Runway 12R ILS localizer SE course extending from the 5-mile radius zone to 6 miles SE of the Runway 12R localizer, excluding that area which overlies the Spirit of St. Louis control zone during the hours it is in effect.

AMENDMENT 12/8/66 31 F.R. 13207 (Rewritten)

St. Paul, Minn.
Within a 5-mile radius of St. Paul Downtown Airport (Holman Field) (latitude 44°56'06" N., longitude 93°03'39" W.), and within 2 miles each side of the St. Paul VOR 295° radial, extending from the 5-mile radius zone to the VOR, excluding the portion which overlies the Minneapolis, Minn., control zone and excluding the area within a 1-mile radius of Fleming Field (latitude 44°51'29" N., longitude 93°01'59" W.), from 0600 to 2200 hours, local time, daily.

St. Petersburg, Fla. (Albert-Whitted)
Within a 3-mile radius of the Albert-Whitted Airport (latitude 27°45'51" N., longitude 82°37'46" W.). This control zone shall be effective during the specific dates and times established in advance by a Notice to Airmen and continuously published in the Airman's Information Manual.

St. Petersburg, Fla.
Within a 5-mile radius of the St. Petersburg-Clearwater International Airport (latitude 27°54'40" N., longitude 82°41'10" W.); within 2 miles each side of the St. Petersburg VORTAC 343° radial, extending from the 5-mile radius zone to 8 miles NW of the VORTAC; and within 2 miles each side of the St. Petersburg ILS localizer NW course extending from the 5-mile radius zone to the LOM

AMENDMENTS 3/31/66 31 F. R. 1059 (Added)

Salem, Oreg.
Within a 5-mile radius of McNary Field, Salem, Oreg. (latitude 44°54'35" N., longitude 123°00'05" W.) and within 2 miles each side of the Salem ILS localizer SE course, extending from the 5-mile radius zone to the LOM.

Salina, Kans.
Within a 5-mile radius of Salina Municipal Airport, latitude 38°47'30" N., longitude 97°38'45" W. (formerly Schilling AFB); within 2 miles each side of the 191° radial of the Salina, Kans., VORTAC, extending from the 5-mile radius to the VORTAC, and within 2 miles each side of the Salina ILS localizer S course extending from the 5-mile radius to the LOM.

AMENDMENTS 8/18/66 31 F. R. 8749 (Rewritten); 11/10/66 31 F. R. 13038 (Rewritten)

Salinas, Calif.
Within a 5-mile radius of the Salinas Municipal Airport (latitude 36°39'40" N., longitude 121°36'20" W.), and within 3 miles NE and 3 miles SW of the Salinas VORTAC 319° radial, extending from the 5-mile radius zone to 6 miles NW of the VORTAC, excluding the portion within the Fort Ord, Calif., control zone.

AMENDMENT 11/10/66 31 F.R. 11715 (Rewritten)

Salisbury, Md.
Within a 5-mile radius of the center, 38°20'25" N., 75°30'40" W. of Salisbury-Wicomico Airport, Salisbury, Md., and within 2 miles each side of the Salisbury VOR 207° radial extending from the 5-mile radius zone to 6 miles SW of the VOR; within 2 miles each side of the Salisbury VOR 050° radial extending from the 5-mile radius zone to 6 miles NE of the VOR; within 2 miles each side of the Salisbury VOR 134° radial extending from the 5-mile radius zone to 6 miles SE of the VOR.

Salt Lake City, Utah
Within a 5-mile radius of Salt Lake City Municipal Airport No. 1 (latitude 40°47'10" N., longitude 111°58'05" W.); within 2 miles each side of the Salt Lake City VORTAC 346° radial, extending from the 5-mile radius zone to 13 miles N of the VORTAC and within 2 miles each side of the Salt Lake City ILS localizer N course, extending from the 5-mile radius zone to 5 miles N of the localizer.

San Angelo, Tex.
Within a 5-mile radius of Mathis Field, San Angelo, Tex., (latitude 31°21'35" N., longitude 100°29'40" W.); within 2 miles each side of the San Angelo VOR 065° radial, extending from the 5-mile radius zone to 8 miles NE of the VOR; within 2 miles each side of the San Angelo ILS localizer NE course, extending from the 5-mile radius zone to 8 miles NE of the INT of the ILS localizer NE course and the San Angelo VOR 311° radial; and within 2 miles each side of the San Angelo ILS localizer SW course, extending from the 5-mile radius zone to 6.5 miles SW of the airport.

San Antonio, Tex. (International Airport)
That airspace within a 5-mile radius of San Antonio International Airport (latitude 29°31'50" N., longitude 98°28'12" W.); within 2 miles each side of the San Antonio VORTAC 184° radial extending from the 5-mile radius zone to 1 mile S of the VORTAC, within 2 miles each side of the San Antonio ILS localizer NW course extending from the 5-mile radius zone to 1 mile SE of the OM, and within 2 miles each side of the San Antonio ILS localizer NE course extending from the 5-mile radius zone to 6 miles NE of the airport.

San Antonio, Tex. (Randolph AFB)
That airspace within a 5-mile radius of Randolph AFB (latitude 29°32'09" N., longitude 98°16'57" W.); within 2 miles each side of the La Vernia, Tex., VOR 329° and 338° radials extending from the 5-mile radius zone to 1 mile NW of the VOR, and within 2 miles each side of the Randolph AFB TACAN 156° radial extending from the TACAN to 7.5 miles SE.

San Antonio, Tex. (Kelly AFB)
That airspace within a 5-mile radius of Kelly AFB (latitude 29°22'57" N., longitude 98°34'25" W.); within 2 miles each side of the Kelly AFB ILS localizer N course extending from the 5-mile radius zone to 1 mile S of the OM, and within 2 miles each side of the Kelly AFB TACAN 341° radial extending from the 5-mile radius zone to the TACAN.

San Antonio, Tex. (Stinson Field)
Within a 3-mile radius of Stinson Field (latitude 29° 20' 15" N., longitude 98° 28' 20" W.), and within 2 miles each side of the Stinson VOR 346° radial, extending from the 3-mile radius zone to the VOR, excluding the portion within the Kelly AFB control zone. This control zone is effective from 0700 to 2300 hours, local time, daily.

San Bernardino, Calif. (Norton AFB)
Within a 5-mile radius of the Norton AFB (latitude 34°05'45" N., longitude 117°14'05" W.), and within 2 miles N and 2.5 miles S of the ILS localizer SW course extending from the 5-mile radius zone to 2 miles NE of the OM, excluding the portion within a 1-mile radius of the Redland, Calif., Municipal Airport (latitude 34°05'05" N., longitude 117°08'35" W.).

San Diego, Calif. (Lindbergh Field)
Within a 5-mile radius of Lindbergh Field, San Diego, Calif. (latitude 32° 43' 58" N., longitude 117° 11' 14" W.); within 2 miles each side of the Lindbergh VOR 106° radial, extending from the 5-mile radius zone to 7 miles E of the VOR, excluding the portion S of a line extending from latitude 32° 43' 22" N., longitude 117° 16' 20" W., to latitude 32° 43' 22" N., longitude 117° 12' 23" W., to latitude 32° 41' 02" N., longitude 117° 07' 25" W.; and the portion N of latitude 32° 47' 00" N.

PENDING AMENDMENT

San Diego, Calif. (Lindbergh Field), control zone is amended as follows: Delete,"within 2 miles each side of the Lindbergh VOR 106° radial, extending from the 5-mile radius zone to 7 miles E of the VOR, and substitute therefor, "and within 2 miles each side of the Lindbergh ILS localizer E course, extending from the 5-mile radius zone to 7 miles east of the airport,".

AMENDMENTS 2/2/67 31 F. R. 15569 (Changed)

San Diego, Calif. (Montgomery Field)
Within a 3-mile radius of Montgomery Field (latitude 32°49'00" N., longitude 117°08'20" W.), excluding those portions within the NAS Miramar and San Diego (Lindbergh Field) control zones. This control zone is effective from 0700 to 2300 hours, local time daily.

San Diego, Calif. (NAS North Island)
Within a 5-mile radius of NAS North Island (latitude 32° 42' 00" N., longitude 117° 12' 35" W.); within the arc of a 10-mile radius circle centered on the North Island TACAN, extending clockwise from a line 2 miles N of and parallel to the TACAN 120° radial to the 162° radial, excluding the portion N of a line from latitude 32° 43' 22" N., longitude 117° 17' 20" W., to latitude 32° 43' 22" N., longitude 117° 12' 23" W., to latitude 32° 41' 02" N., longitude 117° 07' 25" W., and the portion within the NAS Ream Field, Calif., control zone.

San Diego, Calif. (San Diego County - Gillespie Field)
Within a 3-mile radius of the San Diego County-Gillespie Field (Lat. 32°49'26" N, Long. 116°58'18" W), from 0700 to 2300 hours local time, daily.

Sanford, Fla. (NAS Sanford)
Within a 5-mile radius of NAS Sanford (latitude 28°46'30" N., longitude 81°14'20" W.); within 2 miles each side of the NAS Sanford TACAN 085° radial extending from the 5-mile radius zone to 7 miles E of the TACAN; within 2 miles each side of the 271° bearing from the NAS Sanford RBN (LF and UHF) extending from the 5-mile radius zone to 12 miles W of the RBN; and within 2 miles each side of the extended centerline of Runway 36 extending from the 5-mile radius zone to 4.5 miles south of Runway 36.

San Francisco, Calif.
Within a 7-mile radius of the San Francisco International Airport (Lat. 37°37'07" N, Long. 122°22' 35" W, including the airspace bounded on the SW by the San Francisco 7-mile radius zone and on the N and NE by the Oakland and NAS Alameda control zones, excluding the portion within the Oakland control zone.

San Jose, Calif.
Within a 5-mile radius of San Jose Municipal Airport (latitude 37°21'35" N., longitude 121°55'30" W.), excluding the portion NW of a line from latitude 37°25'45" N., longitude 121°56'35" W. to latitude 37°19'30" N., longitude 122°00'10" W.

San Juan, P. R. (International Airport)
Within a 5-mile radius of the Puerto Rico International Airport (Lat. 18°26'40" N, Long. 66°00'20" W); within a 3-mile radius of the San Juan Air Terminal (Isla Grande) (Lat. 18°27'30" N, Long. 66°05'50" W); within 2 miles either side of the 067° and 281° bearings from the San Pat, P. R., RBN extending from the 5-mile radius zone to 12 miles W of the RBN, and within 2 miles either side of the San Juan VOR 058° and 087° radials extending from the 5-mile radius zone to 12 miles NE and E of the VOR.

San Rafael, Calif.
Within a 5-mile radius of Hamilton AFB, San Rafael, Calif. (latitude 38°03'35" N., longitude 122°30'35" W.), within 2 miles each side of the Hamilton AFB VOR 137° radial, extending from the 5-mile radius zone to 8 miles SE of the VOR, and within 2 miles each side of the Hamilton AFB TACAN 305° radial extending from the 5-mile radius zone to 12 miles NW of the TACAN.

AMENDMENT 4/28/66 31 F. R. 2717 (Rewritten)
PENDING AMENDMENT
The San Rafael (Hamilton AFB) control zone is amended by deleting, "within 2 miles each side of the Hamilton AFB VOR 137° radial, extending from the 5-mile radius zone to 8 miles SE of the VOR," and substituting "within 2 miles SW and 2.5 miles NE of the Hamilton AFB TACAN 140° radial, extending from the 5-mile radius area to 9 miles SE of the TACAN," therefor.
AMENDMENTS 2/2/67 31 F. R. 15569 (Changed)

Santa Ana, Calif. (MCAF Santa Ana)
Within a 3-mile radius of MCAF Santa Ana (latitude 33°42'22" N., longitude 117°49'35" W.), and within a 5-mile radius of Orange County Airport, Santa Ana, Calif. (latitude 33°40'10" N., longitude 117°52'15" W.), excluding the portion SE of a line from latitude 33°43'55" N., longitude 117°47'00" W. to latitude 33°41'15" N., longitude 117°48'10" W., the portion S of a line from latitude 33°41'15" N., longitude 117°48'10" W. to latitude 33°42'30" N., longitude 117°56'40" W., and the portion within a 1-mile radius of Mile Square MCOLF, Calif. (latitude 33°43'23" N., longitude 117°56'46" W.). This control zone will be effective from 0600 to 2400 hours, local time, daily.

Santa Ana, Calif. (Orange County Airport)
Within a 5-mile radius of Orange County Airport (latitude 33°40'10" N., longitude 117°52'15" W.), excluding the portion SE of a line from latitude 33°41'15" N., longitude 117°48'10" W. to latitude 33°36'10" N., longitude 117°50'20" W., and the portion N of a line extending from latitude 33°41'15" N., longitude 117°48'10" N., to latitude 33°42'30" N., longitude 117°56'40" W. This control zone is effective from 0600 to 2300 hours, local time, daily.

Santa Barbara, Calif.
Within a 5-mile radius of Santa Barbara Municipal Airport (Lat. 34°25'35" N, Long. 119°50'20" W), and within 2 miles either side of a 270° bearing from the airport extending from the 5-mile radius zone to 13 miles W of the airport.

Santa Fe, N. Mex.
Within a 5-mile radius of the Santa Fe County Municipal Airport (latitude 35°37'00" N., longitude 106°05'25" W.); within 2 miles each side of the extended centerline of runway 20, extending from the 5-mile radius zone to 5 miles SW of the SW end of runway 20; and within 2 miles each side of the Santa Fe VORTAC 007° radial, extending from the 5-mile radius zone to 11 miles N of the VORTAC.

Santa Maria, Calif.
Within a 5-mile radius of Santa Maria Airport (latitude 34°53'55" N., longitude 120°27'20" W.), excluding the portion within R-2516, from 0600 to 2200 hours, local time, daily.

Santa Monica, Calif.
Within a 3-mile radius of Santa Monica Municipal Airport (latitude 34°00'57" N., longitude 118°27'00" W.); within 2 miles each side of the Santa Monica VOR 231° radial, extending from the 3-mile radius zone to 3 miles SW of the VOR; within 2 miles each side of the Santa Monica VOR 056° radial, extending from the 3-mile radius zone to 5 miles NE of the VOR, excluding the portion S of a line extending from latitude 34°00'43" N., longitude 118°23'30" W., to latitude 33°58'03" N., longitude 118°28'58" W. This control zone is effective from 0700 to 2300 hours, local time, daily.

AMENDMENTS 6/23/66 31 F. R. 6685 (Changed)

Santa Rosa, Calif.
Within a 5-mile radius of Sonoma County Airport (latitude 38°30'30" N., longitude 122°48'45" W.), and within a 1-mile radius of Santa Rosa Coddingtown Airport (latitude 38°28'30" N., longitude 122°44'25" W.), effective from 0600 to 2200 hours, local time, daily.

Sarasota, Fla.
Within a 5-mile radius of the Sarasota-Bradenton Airport (latitude 27°23'47" N., longitude 82°33'15" W.); within 2 miles each side of the Sarasota VOR 299° radial extending from the 5-mile radius zone to 7 miles NW of the VOR, effective during the specific dates and times established in advance by a Notice to Airmen and continuously published in the Airman's Information Manual.

AMENDMENT 3/3/66 31 F. R. 2475 (Changed)

Sault Ste. Marie, Mich. (Kincheloe AFB)
Within a 5-mile radius of Kincheloe AFB (latitude 46°15'00" N., longitude 84°28'00" W.), within 2 miles each side of the Kincheloe TACAN 143° radial extending from the 5-mile radius zone to 8 miles SE of the TACAN, within 2 miles each side of the Kincheloe VOR 150° radial extending from the 5-mile radius zone to 12 miles SE of the VOR; within 2 miles each side of the Kincheloe TACAN 337° radial extending from the 5-mile radius zone to 8 miles NW of the TACAN and within 2 miles each side of the Kincheloe ILS localizer NW course extending from the 5-mile radius zone to the OM.

AMENDMENTS 3/3/66 30 F. R. 15463 (Rewritten)

Sault Ste. Marie, Mich. (Municipal Airport)
Within the United States within a 5-mile radius of Sault Ste. Marie Municipal Airport (latitude 46°28'40" N., longitude 84°21'55" W.), and within 2 miles each side of the 129° bearing from the Sault Ste. Marie RBN extending from the 5-mile radius zone to 8 miles SE of the RBN excluding the portion W of a line between the INTs of the 5-mile radius and the Sault Ste. Marie, Ontario, Canada, control zone.

AMENDMENTS 3/3/66 30 F. R. 15463 (Rewritten); Corr: 31 F. R. 4107;

Sault Ste. Marie, Ontario, Canada
Over the United States within a 5-mile radius of the Sault Ste. Marie Airport (latitude 46°29'00" N., longitude 84°31'00" W.), and within 2 miles each side of the Sault Ste. Marie ILS localizer NW course extending from the 5-mile radius zone to the OM, excluding the portion east of a line between the INTs of the 5-mile radius and the 5-mile radius of the Sault Ste. Marie, Mich., control zone.

AMENDMENTS 3/3/66 30 F. R. 15463 (Added)

Savannah, Ga.
Within a 5-mile radius of Travis Field (latitude 32°07'35" N., longitude 81°12'05" W.); within a 5-mile radius of Hunter AFB (latitude 32°00'35" N., longitude 81°08'45" W.); within 2 miles each side of the Hunter AFB TACAN 264° radial, extending from the 5-mile radius zone to 7 miles W of the TACAN; within 2 miles each side of the Hunter AFB ILS localizer E course, extending from the 5-mile radius zone to 2 miles W of the Hunter AFB OM; within 2 miles each side of the Travis Field ILS localizer W course, extending from the 5-mile radius zone to 1 mile E of the Travis Field ILS OM; within 2 miles each side of the Savannah VORTAC 245° radial, extending from the 5-mile radius zone to the VORTAC.

AMENDMENTS 10/13/66 31 F.R. 11015 (Rewritten)

Schenectady, N. Y.
Within a 5-mile radius of the center, 42°51'13" N., 73°55'48" W., of Schenectady County Airport, Schenectady, N.Y.; within 2 miles each side of the Schenectady RBN 037° bearing extending from the 5-mile radius zone to 7 miles northeast of the RBN; within 2 miles each side of the centerline of Runway 28 extended from the 5-mile radius zone to 9 miles west of the end of the runway; and within 2 miles each side of the centerline of Runway 33 extended from the 5-mile radius zone to 5 miles northwest of the end of the runway, excluding that portion coinciding with the Albany, N. Y., Control Zone. This control zone is effective from 0700 to 2300 hours local time, daily.

AMENDMENT 2/3/66 30 F.R. 15273 (Rewritten); Amend. Alt. 31 F.R. 5055

Scottsbluff, Nebr.
Within a 5-mile radius of the Scottsbluff Municipal Airport (latitude 41°52'30" N., longitude 103°35'40" W.), and within 2 miles each side of the Scottsbluff VORTAC 259° radial, extending from the 5-mile radius zone to the VORTAC.

Seattle, Wash. (NAS Seattle)
Within a 5-mile radius of NAS Seattle (latitude 47°40'50" N., longitude 122°15'10" W.), excluding the portion W of longitude 122°19'30" W.; within a 1-mile radius of Kenmore Air Harbor, Seattle, Wash. (latitude 47°45'25" N., longitude 122°15'25" W.); within 2 miles each side of the NAS Seattle TACAN 336° radial, extending from the 5-mile radius zone to 6.5 miles N of the TACAN, and within 2 miles each side of the NAS Seattle TACAN 175° radial, extending from the 5-mile radius zone to 5.5 miles S of the TACAN. The portions within the Seattle (Boeing Airport) control zone are excluded.

AMENDMENTS 3/3/66 31 F. R. 129 (Rewritten)

Seattle, Wash. (Seattle-Tacoma International Airport)
That airspace bounded by a line beginning at latitude 47°29'20" N., longitude 122°13'33" W., thence to latitude 47°28'09" N., longitude 122°13'33" W., thence to latitude 47°27'00" N., longitude 122°11'50" W., thence clockwise along the arc of a 5-mile radius circle centered on Seattle-Tacoma International Airport (latitude 47°26'50" N., longitude 122°18'30" W.) to latitude 47°29'20" N., longitude 122°23'10" W., thence to point of beginning, and within 2 miles each side of the 360° bearing from the Seattle-Tacoma ILS LOM, extending from the 5-mile radius arc to the LOM.
AMENDMENTS 3/3/66 31 F. R. 129 (Rewritten); Correction 31 F. R. 877

Seattle, Wash. (Boeing Airport)
That airspace bounded by a line beginning at latitude 47°34'10" N., longitude 122°12'40" W., thence to latitude 47°32'10" N., longitude 122°12'40" W., thence to latitude 47°31'27" N., longitude 122°13'33" W., thence to latitude 47°29'20" N., longitude 122°13'33" W., thence to latitude 47°29'20" N., longitude 122°23'10" W., thence clockwise along an arc of a 5-mile radius circle centered on Boeing Airport (latitude 47°31'45" N., longitude 122°18'00" W.) to point of beginning, and within 2 miles each side of the 150° bearing from the Boeing ILS LOM, extending from the 5-mile radius arc to 2 miles SE of the LOM.

AMENDMENTS 3/3/66 31 FR 129 (Rewritten)

Sedalia, Mo.
Within a 5-mile radius of Whiteman AFB, Sedalia, Mo. (latitude 38° 43' 50" N., longitude 93° 33' 00" W.); within 2 miles each side of the Whiteman VOR 010° radial, extending from the 5-mile radius zone to 2 miles N of the VOR, and within 2 miles each side of the Whiteman TACAN 185° radial, extending from the 5-mile radius zone to 7 miles S of the TACAN.

Selma, Ala.
Within a 5-mile radius of Craig AFB (latitude 32°20'31" N., longitude 86°59'22" W.); within 2 miles each side of the Selma VOR 143° radial extending from the 5-mile radius zone to 11 miles SE of the VOR. Within 2 miles each side of the Selma TACAN 153° radial extending from the 5-mile radius zone to 5.5 miles SE of the TACAN; within 2 miles each side of the Selma TACAN 316° radial extending from the 5-mile radius zone to 6 miles NW of the TACAN.

AMENDMENTS 5/27/65 30 F. R. 3422 (Rewritten) 7/22/65 30 F. R. 7816 (Changed)
AMENDMENTS 10/13/66 31 F.R. 11016 (Changed)

Shemya, Alaska
Within a 5-mile radius of Shemya Airport (Lat. 52°43'10" N, Long. 174°06'05" W); within 2 miles either side of a 104° bearing from the Shemya RBN extending from the 5-mile radius zone to 12 miles E of the RBN, and within 2 miles either side of a 284° bearing from the Shemya RBN extending from the 5-mile radius zone to 12 miles W of the RBN, excluding the portion within R-2204.

Sheridan, Wyo.
Within a 5-mile radius of Sheridan County Airport (latitude 44° 46' 25" N., longitude 106° 58' 15" W.), and within 2 miles each side of the Sheridan VORTAC 138° radial, extending from the 5-mile radius zone to the VORTAC.

Sherman, Tex.
That airspace within a 5-mile radius of Perrin AFB (latitude 33°42'25" N., longitude 96°40'25" W.); within 2 miles each side of the Perrin VOR 170° radial extending from the 5-mile radius zone to 12 miles S of the VOR; within 2 miles each side of the ILS localizer N course extending from the 5-mile radius zone to 1 mile S of the OM; within 2 miles each side of the Perrin TACAN 016° radial extending from the 5-mile radius zone to 6 miles N of the TACAN; within 2 miles each side of the Perrin VOR 014° radial extending from the 5-mile radius zone to 12 miles N of the VOR; and within 2 miles each side of the Perrin TACAN 171° radial extending from the 5-mile radius zone to 6 miles S of the TACAN.

Shreveport, La. (Downtown Airport)
That airspace within a 5-mile radius of Shreveport Downtown Airport (latitude 32°32'25" N., longitude 93°44'40" W.), and within 2 miles each side of the Shreveport Downtown VOR 318° radial extending from the 5-mile radius zone to 5.5 miles NW of the VOR, excluding the portion SE of a direct line between the two intersecting points of a 5-mile radius circle centered on Downtown Airport and Barksdale AFB (latitude 32°30'05" N., longitude 93°39'45" W.) and the portion within the Shreveport, La. (Greater Shreveport Airport), control zone. This control zone is effective from 0600 to 2200 hours, local time, daily.

Shreveport, La. (Barksdale AFB)
That airspace within a 5-mile radius of the Shreveport Downtown Airport (latitude 32°32'25" N., longitude 93°44'40" W.); within a 5-mile radius of Barksdale AFB (latitude 32°30'05" N., longitude 93°39'45" W.); within 2 miles each side of the Shreveport Downtown VOR 318° radial extending from the 5-mile radius zone to 5.5 miles NW of the VOR, within 2 miles each side of the Barksdale VOR 330° radial extending from the 5-mile radius zone to 0.5 of a mile NW of the VOR, within 2 miles each side of the Barksdale TACAN 156° radial extending from the 5-mile radius zone to 7.5 miles SE of the TACAN, excluding the portion within the Shreveport, La. (Greater Shreveport Airport) control zone; and excluding the portion within the Shreveport, La. (Downtown Airport), control zone during the hours the Shreveport, La. (Downtown Airport), control zone is effective.

Shreveport, La. (Greater Shreveport Airport)
That airspace within a 5-mile radius of the Greater Shreveport Municipal Airport (latitude 32°26'45" N., longitude 93°49'25" W.); and within 2 miles each side of the Greater Shreveport ILS localizer SE course, extending from the 5-mile radius zone to 6 miles SE of the airport.

Sidney, Nebr.
Within a 5-mile radius of Sidney, Nebr., Airport (latitude 41°05'50" N., longitude 102°59'00" W.) and within 2 miles either side of the Sidney VOR 079° radial, extending from the 5-mile radius zone to the VOR.

Simmons Army Air Field, N. C.
Within a 5-mile radius of Simmons AAF (latitude 35°07'55" N., longitude 78°56'05" W.); within 2 miles each side of the Simmons VOR 085° radial, extending from the 5-mile radius zone to 7 miles E of the VOR; excluding that portion which coincides with the Ft. Bragg control zone.

Sioux City, Iowa
Within a 6-mile radius of Sioux City Municipal Airport (latitude 42°24'03" N., longitude 96°22'55" W.); and within 2 miles each side of the Sioux City VORTAC 140° radial, extending from the 6-mile radius zone to 8 miles SE of the VORTAC; excluding the area within a 1-mile radius of Martin Airport, South Sioux City, Nebr. (latitude 42°27'15" N., longitude 96°28'20" W.).

Sioux Falls, S. Dak.
Within a 5.5-mile radius of Sioux Falls/Joe Foss Field (latitude 43°34'44" N., longitude 96°44'27" W.); and within 2 miles each side of the Sioux Falls ILS localizer SW course extending from the 5.5-mile radius zone to the outer marker.

AMENDMENT 5/26/66 31 F. R. 2650 (Rewritten); 1/5/67 31 F. R. 14392 (Rewritten)

Sitka, Alaska
Within a 3-mile radius of Sitka Harbor Seaplane Base (latitude 57°03' N., longitude 135°21' W.), within 2 miles each side of the Sitka RR NE and SW courses, extending from the 3-mile radius zone to 2 miles SW of the RR, and within 2 miles each side of the Biorka, Alaska, VORTAC 027° and 207° radials, extending from the 3-mile radius zone to 2 miles SW of the VORTAC.

Smyrna, Tenn.
Within a 5-mile radius of the Sewart Air Force Base (latitude 36°00'27" N., longitude 86°31'21" W.).
PENDING AMENDMENT
Smyrna, Tenn.
Within a 5-mile radius of the Sewart Air Force Base (latitude 36°00'27" N., longitude 86°31'21" W.), and within 2 miles each side of the Sewart TACAN 128° radial extending from the 5-mile radius zone to 7 miles SE of the TACAN.

AMENDMENTS 3/2/67 31 F. R. 16764 (Rewritten)

South Bend, Ind.
Within a 5-mile radius of St. Joseph County Airport, South Bend, Ind. (Lat 41°42'15" N, Long. 86°18' 50" W).

South Weymouth, Mass.
Within a 5-mile radius of South Weymouth NAS (latitude 42°08'55" N., longitude 70°56'25" W.); within 2 miles each side of the 337° bearing from the South Weymouth RBN extending from the 5-mile radius zone to the RBN; within 2 miles each side of the South Weymouth TACAN 165° radial extending from the 5-mile radius zone to 8 miles S of the TACAN; and within 2 miles each side of the South Weymouth TACAN 073° radial extending from the 5-mile radius zone to 6 miles E of the TACAN.

AMENDMENTS 2/3/66 30 F. R. 15321 (Rewritten); Correction 31 F. R. 876

Spartanburg, S. C.
Within a 5-mile radius of the Spartanburg Memorial Downtown Airport (latitude 34°54'55" N., longitude 81°57' 32" W.); within 2 miles each side of a 237° bearing from the Spartanburg RBN extending from the 5-mile radius zone to 8 miles southwest of the RBN; within 2 miles each side of the Spartanburg VORTAC 194° radial extending from the 5-mile radius zone to the VORTAC. This control zone shall be effective from 0600 to 2200 local time daily.

Spokane, Wash. (Fairchild AFB).
Within a 5-mile radius of Fairchild AFB (latitude 47°36'55" N., longitude 117°39'20" W.); within 2 miles each side of the Runway 23 extended centerline, extending from the 5-mile radius zone to 4 miles SW of the lift-off end of Runway 23; and within 2 miles each side of the Spokane International Airport Runway 21 extended centerline, extending from the runway to 6 miles SW of the lift-off end of Runway 21, excluding the portion E of a line extending from latitude 47°32'45" N., longitude 117°35'00" W., to latitude 47°40'57" N., longitude 117° 36'00" W.

Spokane, Wash. (International).
Within a 5-mile radius of the Spokane International Airport (latitude 47°37'35" N., longitude 117°32'05" W.), and within 2 miles each side of the Runway 21 extended centerline, extending from the 5-mile radius zone to 6 miles SW of the lift-off end of Runway 21, excluding the portion W of a line extending from latitude 47°32'45" N., longitude 117°35'00" W., to latitude 47°40'57" N., longitude 117°36'00" W.

Springfield, Ill.
Within a 5-mile radius of Capital Airport, Springfield, Ill., (latitude 39°50'35" N., longitude 89°40'35" W.); within 2 miles each side of the ILS localizer SW course, extending from the 5-mile radius zone to the ILS OM; within 2 miles each side of the Capital VOR 040° radial, extending from the 5-mile radius zone to 12 miles NE of the VOR; and within 2 miles each side of the ILS localizer NE course extending from the 5-mile radius zone to 8 miles NE of the INT of the ILS localizer NE course and the Capital VOR 132° radial.

Springfield, Mo.
Within a 5-mile radius of the Springfield Municipal Airport (latitude 37° 14' 35" N., longitude 93° 23' 20" W.) and within 2 miles W and 2.5 miles E of the Springfield VORTAC 200° radial, extending from the 5-mile radius zone to the VORTAC.

Stevens Point, Wis.
Within a 5-mile radius of the Stevens Point, Wis., Municipal Airport (latitude 44°32'38" N., longitude 89°31' 50" W.); within 2 miles each side of the Stevens Point, Wis., VOR 024° radial extending from the 5-mile radius zone to 8 miles NE of the VOR; within 2 miles each side of the Stevens Point VOR 111° radial extending from the 5-mile radius zone to 8 miles E of the VOR; within 2 miles each side of the Stevens Point VOR 217° radial extending from the 5-mile radius zone to 8 miles SW of the VOR; and within 2 miles each side of the Stevens Point VOR 306° radial extending from the 5-mile radius zone to 8 miles NW of the VOR. This control zone shall be effective during the times established by a Notice to Airmen and published continuously in the Airman's Information Manual.

Stockton, Calif.
Within a 5-mile radius of Stockton Municipal Airport (latitude 37° 53' 45" N., longitude 121° 14' 10" W.); within 2 miles each side of the Stockton VORTAC 321° radial, extending from the 5-mile radius zone to the VORTAC, and within 2 miles each side of the Stockton ILS localizer SE course, extending from the 5-mile radius zone to 1 mile NW of the OM.

Summit, Alaska
Within a 5-mile radius of Summit Airport (Lat. 63°19'55" N, Long. 149°07'30" W).

Sumter, S. C.
Within a 5-mile radius of Shaw AFB (latitude 33°58'15" N., longitude 80°28'19" W.) and within 2 miles each side of the Shaw TACAN 033° and 213° radials extending from the 5-mile radius zone to 8 miles NE and 13 miles SW of the TACAN.

AMENDMENTS 9/28/66 31 F. R. 12943 (Rewritten)

Syracuse, N. Y.
That airspace within a 5-mile radius of the center, 43°06'50" N., 76°06'35" W. of Clarence E. Hancock Airport, Syracuse, N. Y., excluding that airspace within a 1-mile radius of the center, 43°11'00" N., 76°07'00" W. of Cicero Airpark, Cicero, N. Y.; and within 2 miles each side of the Syracuse VORTAC 120° radial extending from the 5-mile radius zone to the VORTAC; within 2 miles each side of a bearing 089° from the Syracuse RBN extending from the 5-mile radius zone to the RBN.

Tacoma, Wash. (McChord AFB)
Within a 5-mile radius of McChord AFB (latitude 47°08'20" N., longitude 122°28'30" W.), excluding the portion SW of a line extending from latitude 47°09'12" N., longitude 122°35'15" W., to latitude 47°04'15" N., longitude 122°31'15" W.; within 2 miles each side of the McChord AFB VOR 182° radial, extending from the 5-mile radius zone to 7 miles S of the VOR and within 2 miles each side of the McChord AFB ILS localizer S course, extending from the 5-mile radius zone to 1 mile N of the McChord RBN.

AMENDMENTS 3/3/66 31 F. R. 129 (Rewritten)

Tacoma, Wash. (Tacoma Industrial Airport)
Within a 5-mile radius of Tacoma Industrial Airport (latitude 47°15'55" N., longitude 122°34'40" W.), excluding the portion E of a line 2 miles E of and parallel to the 009° bearing from the Gray AAF RBN; within 2 miles each side of the 009° bearing from the Gray AAF RBN, extending from the 5-mile radius zone to 1 mile N of the RBN, excluding the portion within the McChord AFB control zone, and within 2 miles each side of the 187° bearing from the Tacoma Industrial RBN, extending from the 5-mile radius zone to 1 mile S of the RBN. The control zone will be effective during the times established in advance by a Notice to Airmen continuously published in the Airman's Information Manual.
AMENDMENTS 3/3/66 31 F. R. 129 (Rewritten)

Talkeetna, Alaska
Within a 5-mile radius of Talkeetna Airport (Lat. 62°19'20" N, Long. 150°05'20" W), from 0545 to 2145, hours, local time, daily.

Tallahassee, Fla.
Within a 5-mile radius of Tallahassee Municipal Airport (Lat. 30°23'33" N, Long. 84°21'06" W).

Tampa, Fla. (International Airport)
Within a 5-mile radius of the Tampa International Airport (latitude 27°58'30" N., longitude 82°31'40" W.); within 2 miles each side of the St. Petersburg VORTAC 064° radial, extending from the 5-mile radius zone to the arc of a 5-mile radius circle centered on the St. Petersburg-Clearwater International Airport (latitude 27°54'40" N., longitude 82°41'10" W.); and within 2 miles each side of the 002° bearing from the Tampa RBN, extending from the 5-mile radius zone to the arc of a 5-mile radius circle centered on the MacDill AFB (latitude 27°51'05" N., longitude 82°31'15" W.); excluding the portion SE of a line 2 miles NW of and parallel to the MacDill AFB ILS localizer NE course.

AMENDMENT 3/31/66 31 F. R. 1059 (Rewritten)

Tanana, Alaska
That airspace within a 5-mile radius of Tanana Airport (latitude 65°10' N., longitude 152°07' W.); within two miles each side of the Tanana RR SW course, extending from the 5-mile radius zone to 8 miles SW of the RR, and within 2 miles each side of the Tanana VOR 246° radial extending from the 5-mile radius zone to 8 miles SW of the VOR, from 0545 to 2145 hours, local time, daily.

Temple, Tex.
That airspace within a 5-mile radius of the Draughon-Miller Airport, Temple, Tex. (latitude 31°09'10" N., longitude 97°24'25" W.); and within 2 miles each side of the Temple, Tex., VOR 348° radial extending from the 5-mile radius zone to 11.5 miles N of the VOR. This control zone is effective during the dates and times published in the Airman's Information Manual.

Terre Haute, Ind.
Within a 5-mile radius of Hulman Field, Terre Haute, Ind. (latitude 39°27'05" N., longitude 87°18'30" W.); within 2 miles each side of the Terre Haute ILS localizer SW course, extending from the 5-mile radius zone to the OM; and within 2 miles each side of the Terre Haute VOR 051° radial, extending from the 5-mile radius zone to 12 miles NE of the VOR.

Teterboro, N. J.
Within a 5-mile radius of Teterboro Airport (latitude 40°51'05" N., longitude 74°03'40" W.).

Texarkana, Ark.
That airspace within a 5-mile radius of the Texarkana, Ark., Municipal Airport (latitude 33°27'20" N., longitude 93°59'15" W.); and within 2 miles each side of the 129° radial of the Texarkana VORTAC extending from the 5-mile radius zone to 0.5 mile SE of the VORTAC.

Thief River Falls, Minn.
Within a 5-mile radius of Thief River Falls, Minn., Municipal Airport (latitude 48°03'58" N., longitude 96°11'06" W.), within 2 miles each side of the 138° bearing from Thief River Falls Municipal Airport extending from the 5-mile radius zone to 8 miles SE of the airport, and within 2 miles each side of the 305° bearing from Thief River Falls Municipal Airport extending from the 5-mile radius zone to 8 miles NW of the airport. This control zone will be effective during the times designated by a Notice to Airmen and continuously published in the Airman's Information Manual.

Toledo, Ohio
Within a 5-mile radius of the center of Toledo Express Airport, Toledo, Ohio 41°35'15" N., 83°48'33" W.; within 2 miles each side of the airport ILS localizer SW course extending from the 5-mile radius zone to OM; within 2 miles each side of the airport ILS localizer NE course extending NE from the 5-mile radius zone for 7.5 miles from the localizer and within 2 miles each side of the Waterville VOR 318° radial extending from the 5-mile radius zone to 7 miles northwest of the VOR.

Tonopah, Nev.
Within a 5-mile radius of Tonopah Airport (latitude 38°03'30" N., longitude 117°05'00" W.).

AMENDMENT 5/26/66 31 F.R. 5120 (Added)

Topeka, Kans. (Forbes AFB)
Within a 5-mile radius of Forbes AFB (latitude 38°57'10" N., longitude 95°39'50" W.), within 2 miles each side of the Forbes AFB TACAN 321° radial extending from the 5-mile radius zone to 6 miles NW of the TACAN, and within 2 miles each side of the Forbes AFB ILS localizer SE course, extending from the 5-mile radius zone to 1 mile SE of the OM, excluding the portion subtended by a chord drawn between the points of intersection of the 5-mile radius zone with the Topeka, Kans. (Philip Billard Airport) control zone.

Topeka, Kans. (Philip Billard Airport)
Within a 5-mile radius of Philip Billard Airport (latitude 39°04'09" N., longitude 95°37'18" W.), within 3 miles each side of the Topeka VORTAC 219° radial extending from the 5-mile radius zone to the VORTAC, and within 2 miles each side of the Philip Billard Airport ILS localizer SE course, extending from the 5-mile radius zone to 11 miles SE of the SE end of the Philip Billard Airport Runway 31, excluding the portion subtended by a chord drawn between the points of intersection of the 5-mile radius zone with the Topeka, Kans. (Forbes AFB) control zone.

Torrance, Calif.
Within a 3-mile radius of Torrance Municipal Airport (latitude 33°48'10" N., longitude 118°20'20" W.), and within 2 miles each side of the Los Angeles, Calif., VOR 153° radial, extending from the 3-mile radius zone to 7 miles SE of the VOR. This control zone is effective from 0600 to 2200 hours, local time, daily.

Traverse City, Mich.
Within a 5-mile radius of Traverse City Municipal Airport (latitude 44°44'35" N., longitude 85°34'50" W.); within 2 miles either side of the 137° bearing from the Traverse City RBN extending from the 5-mile radius zone to 8 miles SE of the RBN, and within 2 miles either side of the Traverse City VOR 338° and 158° radials extending from the 5-mile radius zone to 8 miles S of the VOR.

Trenton, N. J.
Within a 5-mile radius of Mercer County Airport, Trenton, N. J. (latitude 40° 16' 33" N., longitude 74° 48' 55" W.); within 2.5 miles N and 2 miles S of the Yardley, Pa., VOR 071° and 065° radials, extending from the 5-mile radius zone to the VOR, excluding the portion within a 1-mile radius of the Morrisville, Pa., Airport (latitude 40° 12' 00" N., longitude 74° 48' 55" W.), and excluding the portion within the Willow Grove, Pa., control zone.

Tri-City, Tenn.
Within a 5-mile radius of Tri-City Municipal Airport (latitude 36°28'30" N., longitude 82°24'20" W.); within 2 miles on each side of the Tri-City ILS localizer NE course extending from the 5-mile radius zone to the OM; and within 2 miles on each side of the 043° and 223° bearings from the Boone RBN extending from the 5-mile radius zone to 8 miles SW of the RBN.

Troutdale, Oreg.
Within a 3-mile radius of Troutdale Airport (Lat. 45°33'00" N, Long. 122°23'50" W). This control zone shall be effective from 0700 to 2300 hours, local time, daily.

Truth or Consequences, N. Mex.
Within a 5-mile radius of Truth or Consequences Municipal Airport (latitude 33°14'10" N., longitude 107° 16'20" W.).

Tucson, Ariz. (Davis-Monthan AFB)
Within a 5-mile radius of Davis-Monthan AFB (latitude 32°10'00" N., longitude 110°53'00" W.) excluding the portion subtended by a chord drawn between the points of INT of the Davis-Monthan 5-mile radius zone and the Tucson International 5-mile radius zone, and within 2 miles SW and 2.5 miles NE of the Davis-Monthan ILS Localizer SE course, extending from the 5-mile radius zone to the OM.

Tucson, Ariz. (Tucson International Airport)
Within a 5-mile radius of Tucson International Airport (latitude 32°07'05" N., longitude 110°56'35" W.); within 2 miles each side of the Tucson VORTAC 273° radial, extending from the 5-mile radius zone to 14 miles W of the VORTAC, and within 2 miles each side of the extended centerline of runway 12L, extending from the 5-mile radius zone to 5 miles SE of the lift-off end of Runway 12L, excluding the portion subtended by a chord drawn between the points of INT of the Tucson International 5-mile radius zone with the Davis-Monthan AFB 5-mile radius zone.

Tucumcari, N. Mex.
Within a 5-mile radius of the Tucumcari Municipal Airport (latitude 35°10'50" N., longitude 103°36'15" W.); within 2 miles each side of the Tucumcari VOR 033° radial, extending from the 5-mile radius zone to 8 miles NE of the VOR; and within 2 miles each side of the Tucumcari VOR 078° radial, extending from the 5-mile radius zone to 8 miles E of the VOR.

Tulsa, Okla.
That airspace within a 5-mile radius of the Tulsa International Airport (latitude 36°12'00" N., longitude 95°53'15" W.); within 2 miles each side of the Tulsa ILS localizer N course, extending from the 5-mile radius zone to 1 mile S of the OM; within 2 miles each side of the Tulsa ILS localizer S course, extending from the 5-mile radius zone to 0.5 mile N of the OM; and within 2 miles each side of the Tulsa VORTAC 268° Radial, extending from the 5-mile radius zone to the VORTAC.

Tulsa, Okla. (Riverside Airport)
That airspace within a 3-mile radius of Riverside Airport, Tulsa, Okla. (latitude 36°02'19" N., longitude 95°59'00" W.). This control zone is effective from 0600 to 2200 hours, local time, daily.

Tuscaloosa, Ala.
Within a 5-mile radius of Van De Graaff Airport (latitude 33°13'35" N., longitude 87°36'36" W.).

Twin Falls, Idaho
Within a 5-mile radius of Twin Falls Municipal Airport (latitude 42° 29' 05" N., longitude 114° 29' 15" W.), and within 2 miles each side of the Twin Falls VOR 086° radial, extending from the 5-mile radius zone to 8 miles E of the VOR, from 0400 to 2000 hours, local time, daily.
PENDING AMENDMENT
Twin Falls, Idaho
Within a 5-mile radius of the Twin Falls Municipal Airport (latitude 42°29'05" N., longitude 114°29'15" W.), and within 2 miles each side of the Twin Falls VOR 086° radial, extending from the 5-mile radius zone to 8 miles E of the VOR. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airman's Information Manual.

AMENDMENTS 3/2/67 31 F. R. 16607 (Rewritten)

Tyler, Tex.
That airspace within a 5-mile radius of Pounds Field, Tyler, Tex. (latitude 32°21'15" N., longitude 95°23' 55" W.); within 2 miles each side of the Pounds Field ILS localizer NW course extending from the 5-mile radius zone to 0.5 mile SE of the OM, and within 2 miles each of the Pounds Field ILS localizer SE course extending from the 5-mile radius zone to 6 miles SE of the airport.

Tyndall AFB, Fla.
Within a 5-mile radius of Tyndall AFB (latitude 30°04'15" N., lorgitude 85°34'30" W.), within 2 miles either side of the Tyndall AFB TACAN 308° radial extending from the 5-mile radius zone to 8 miles northwest of the TACAN; within 2 miles either side of the 315° True bearing from the Tyndall RBN extending from the 5-mile radius zone to the RBN, and within 2 miles either side of the Tyndall VOR 313° radial extending from the 5-mile radius zone to the VOR, excluding the portion within the Panama City, Fla., Restricted Area R-2912C.

Unalakleet, Alaska
Within a 5-mile radius of the Unalakleet Airport (latitude 63°53' N., longitude 160°47' W.); within 2 miles each side of the Unalakleet RR W course, extending from the 5-mile radius zone to 14 miles W of the RR; within 2 miles each side of the Unalakleet VOR 265° radial, extending from the 5-mile radius zone to 14 miles W of the VOR; and within 2 miles each side of the Unalakleet TACAN 175° radial, extending from the 5-mile radius zone to 10.5 miles S of the TACAN. This control zone is effective from 0545 to 2145 hours, local time.

Utica, N. Y.
Within a 5-mile radius of the center, 43°08'45" N., 75°22'55" W. of Oneida County Airport, Utica, N. Y., within 2 miles each side of the Utica ILS localizer SE course extending from the 5-mile radius zone to the Utica radio beacon; within 2 miles each side of the Utica VOR 306° radial extending from the 5-mile radius zone to 1.5 miles NW of the VOR and excluding the portion within the Rome, N. Y., control zone.

Valdosta, Ga. (Moody AFB)
Within a 5-mile radius of Moody AFB (latitude 30°58'01" N., longitude 83°11'27" W.); within 2 miles each side of the Moody VOR 007° radial, extending from the 5-mile radius zone to 12 miles N of the VOR; within 2 miles each side of the Moody VOR 173° radial, extending from the 5-mile radius zone to 12 miles SE of the VOR; within 2 miles each side of the Valdosta VOR 016° radial, extending from the 5-mile radius zone to the Valdosta Municipal Airport 5-mile radius control zone; within 2 miles each side of the Moody TACAN 360° radial, extending from the 5-mile radius zone to 8 miles N of the TACAN; within 2 miles each side of the Moody TACAN 180° radial, extending from the 5-mile radius zone to the Valdosta Municipal Airport 5-mile radius control zone. This control zone shall be effective only during specific dates and times established 30 days in advance by a Notice to Airmen and continuously published in the Airman's Information Manual.

Valdosta, Ga. (Valdosta Municipal Airport)
Within a 5-mile radius of the Valdosta Municipal Airport (latitude 30°46'58" N., longitude 83°16'44" W.); within 2 miles each side of the Valdosta VOR 007° radial, extending from the 5-mile radius zone to the VOR.

Vandalia, Ill.
Within a 5-mile radius of the Vandalia Municipal Airport (latitude 38°59'26" N., longitude 89°09'55" W.) and within 2 miles each side of the Vandalia VOR 183° radial extending from the 5-mile radius area to the VOR.

AMENDMENTS 12/8/66 31 F. R. 12507 (Added)

Van Nuys, Calif.
Within a 5-mile radius of Van Nuys Airport (latitude 34°12'30" N., longitude 118°29'15" W.) excluding the portion east of a line from latitude 34°16'00" N., longitude 118°25'55" W. to latitude 34°09'25" N., longitude 118°25'40" W.

Vernal, Utah
Within a 5-mile radius of Vernal Airport (latitude 40°26'30" N., longitude 109°30'50" W.), and within 2 miles each side of the Vernal VOR 159° radial, extending from the 5-mile radius zone to 8 miles S of the VOR. This control zone will be effective during the times established in advance by a Notice to Airmen and continuously published in the Airman's Information Manual.

Vero Beach, Fla.
Within a 5-mile radius of Vero Beach Municipal Airport (latitude 27°39'15" N., longitude 80°24'55" W.).

Victoria, Tex.
Within a 5-mile radius of the Victoria County-Foster Airport (latitude 28° 51' 10" N., longitude 96° 55' 20" W.) and within 2 miles each side of the 320° bearing from latitude 28° 51' 30" N., longitude 96° 55' 00" W., extending from the 5-mile radius zone to 8 miles NW of latitude 28° 51' 30" N., longitude 96° 55' 00" W., effective from 0600 to 2200 hours, local time, daily.

Victorville, Calif.
Within a 5-mile radius of George AFB, Victorville, Calif. (latitude 34°35'45" N., longitude 117°22'55" W.); within 2 miles each side of the George AFB VOR 350° and 005° radials extending from the 5-mile radius zone to 9 miles N of the VOR, and within 1.5 miles NW and 2.5 miles SE of the George AFB VOR 045° radial extending from the 5-mile radius zone to 8.5 miles NE of the VOR.

Visalia, Calif.
Within a 4-mile radius of the Visalia Municipal Airport (latitude 36°19'10" N., longitude 119°23'35" W.), and within 2 miles each side of the Visalia VOR 123° radial, extending from the 4-mile radius zone to the VOR, excluding the portion within a 1-mile radius of Green Acres Airport, Visalia, Calif. (latitude 36°20'20" N., longitude 119°19'30" W.), effective from 0700 to 2100 hours, local time, daily.

Waco, Tex. (Municipal Airport)
That airspace within a 5-mile radius of the Waco Municipal Airport (latitude 31°36'40" N., longitude 97°13'40" W.); within 2 miles each side of the 330° radial from the Waco VORTAC extending from the 5-mile radius zone to 7.5 miles NW of the VORTAC; within 2 miles each side of the Waco ILS localizer N course, extending from the 5-mile radius zone to 0.5 mile S of the OM; within 2 miles each side of the Waco VORTAC 098° radial, extending from the VORTAC to a 5-mile radius circle centered at James Connally AFB (latitude 31°38'20" N., longitude 97° 04'25" W.); within a 5-mile radius of James Connally AFB (latitude 31°38'20" N., longitude 97°04'25" W.); and within 2 miles each side of the James Connally TACAN 167° and 352° radials extending from the 5-mile radius zone to 7 miles N. and 4.5 miles S of the TACAN.

AMENDMENTS 8/24/66 31 F.R. 11594 (Rewritten)

Wake Island
Within a 5-mile radius of Wake Island Airport (latitude 19°18'00" N. longitude 166°38'00" E); within 2 miles each side of the Wake Island VORTAC 306° radial, extending from the 5-mile radius zone to 17 miles NW of the VORTAC; within 2 miles each side of the Wake Island VORTAC 111° radial, extending from the 5-mile radius zone to 17 miles E of the VORTAC; within 2 miles each side of the 281° bearing from the Wake Island radio beacon (AXX), extending from the 5-mile radius zone to 15 miles W of the radio beacon; and within 2 miles each side of the 101° bearing from the Wake Island radio beacon (AWK), extending from the 5-mile radius zone to 12 miles E of the radio beacon.

Walla Walla, Wash.
Within a 5-mile radius of Walla Walla City County Airport (latitude 46°05'35" N., longitude 118°17'20" W.), within 2 miles each side of the Walla Walla VOR 215° radial, extending from the 5-mile radius zone to 8 miles SW of the VOR and within 2 miles each side of the Walla Walla TACAN 041° radial, extending from the 5-mile radius zone to 9.5 miles NE of the TACAN.

AMENDMENT 6/23/66 31 F.R. 5824 (Rewritten)

Walnut Ridge, Ark.
That airspace within a 3-mile radius of the Walnut Ridge Airport (latitude 36°07'30" N., longitude 90°55'25" W.) and within 2 miles each side of the Walnut Ridge VOR 244° radial, extending from the 3-mile radius zone to 6.5 miles SW of the VOR.

Washington, D. C.
Within a 5-mile radius of Washington National Airport (latitude 38°51'05" N., longitude 77°02'20" W.), within 2 miles each side of the Washington National Airport ILS localizer S course, extending from the 5-mile radius zone to the OM, within 2 miles each side of the 137° bearing from the Georgetown, D. C., RBN and 2 miles SW of the Washington, D. C., VOR 313° radial, extending from the 5-mile radius zone to the Georgetown RBN, within 2 miles each side of the Washington VOR 324° radial, extending from the 5-mile radius zone to 6 miles NW of the VOR, and within 2 miles each side of the Washington VOR 060° radial, extending from the 5-mile radius zone to 5 miles NE of the VOR, excluding the portion within P-56 and the portion subtended by a chord drawn between the points of intersection of the 5-mile radius zone with the Camp Springs, Md., control zone.

Waterloo, Iowa
Within a 5-mile radius of the Waterloo Municipal Airport (latitude 42°33'22" N., longitude 92°23'59" W.), within 2 miles each side of the Waterloo VORTAC 078° and 200° radials extending from the 5-mile radius zone to 8 miles E and 8 miles S of the VORTAC, and within a 1-mile radius of the Leibundguth Airport (latitude 42°28' N., longitude 92°29' W.).

Watertown, N. Y.
That airspace within a 5-mile radius of the center 43°59'20" N., 76°01'20" W. of Watertown Municipal Airport, Watertown, N. Y., and within 2 miles each side of the Watertown VOR 214° radial extending from the 5-mile radius to 6 miles SW of the VOR.

Watertown, S. Dak.
Within a 5-mile radius of Watertown, S. Dak., Municipal Airport (latitude 44°54'35" N., longitude 97°09'30" W.), within 2 miles each side of the Watertown VOR 185° radial, extending from the 5-mile radius zone to 11 miles S of the VOR, and within 2 miles each side of the 146° bearing from Watertwon Municipal Airport, extending from the 5-mile radius zone to 12 miles SE of the airport.

Wausau, Wis.
Within a 5-mile radius of Wausau, Wis., Municipal Airport (latitude 44°55'45" N., longitude 89°37'34" W.), and within 2 miles each side of the Wausau, Wis., VOR 341° radial extending from the 5-mile radius zone to the VOR.

Wenatchee, Wash.
Within a 5-mile radius of Pangborn Field, Wenatchee, Wash. (latitude 47°24'00" N., longitude 120°12'30" W.), and within 2 miles each side of the Wenatchee VOR 124° radial, extending from the 5-mile radius zone to 10.5 miles SE of the VOR, excluding the airspace within a 1-mile radius of Fancher Field, Wash. (latitude 47°26'55" N., longitude 120°16'40" W.).

AMENDMENTS 3/3/66 30 F. R. 15418 (Added)

Westfield, Mass.
Within a 5-mile radius of the center, 42°09'25" N., 72°42'50" W., of Barnes Airport, Westfield, Mass.; within 2 miles each side of the 189° bearing from the Westfield RBN, extending from the 5-mile radius zone to the RBN; within 2 miles each side of the centerline of Runway 33 extended 7.5 miles NW from the end of the runway and within 2 miles each side of the centerline of Runway 27 extended 7 miles W from the end of the runway excluding the portion within the Westover, Mass., control zone. This control zone shall be in effect from 0700 to 2300 hours, local time, daily.

AMENDMENTS 3/3/66 31 F. R. 249 (Rewritten)

Westhampton Beach, N. Y.
Within a 5-mile radius of Suffolk County AFB (latitude 40°50'40" N., longitude 72°37'45" W.), and within 2 miles each side of the Suffolk AFB TACAN 039° and 229° radials extending from the 5-mile radius zone to 7 miles NE and 7 miles SW of the TACAN.

Westover, Mass.
Within a 5-mile radius of the center, 42°11'40" N., 72°32'15" W., Westover AFB, Chicopee Falls, Mass.; within 2 miles each side of the Westover ILS localizer NE course extending from the 5-mile radius zone to 10 miles NE of the OM; within 2 miles each side of Chicopee TACAN 028° radial extending from the 5-mile radius zone to 8 miles NE of the TACAN and within 2 miles each side of the Westover AFB TACAN 221° radial extending from the 5-mile radius zone to 6 miles SW of the TACAN.

AMENDMENTS 3/3/66 31 F. R. 249 (Rewritten); 6/23/66 31 F. R. 6584 (Changed)

Wheeling, W. Va.
Within a 5-mile radius of Wheeling-Ohio County Airport (latitude 40° 10' 25" N., longitude 80° 38' 55" W.); within 2 miles each side of the Wheeling VOR 216° radial, extending from the 5-mile radius zone to the VOR, and within 2 miles each side of the Wheeling ILS localizer SW course, extending from the 5-mile radius zone to the OM.

Whidbey Island, Wash.
Within a 5-mile radius of Ault Field, Whidbey Island, Wash. (latitude 48°21'10" N., longitude 122°39'20" W.); within a 5-mile radius of the INT of the N/S and E/W sealane landing areas (latitude 48°15'55" N., longitude 122°35'15" W.) Oak Harbor Seaplane Base, Whidbey Island, Wash.; within a 1-mile radius of OLF Coupeville Airport, Coupeville, Wash. (latitude 48°11'20" N., longitude 122°37'50" W.); within 2 miles each side of the Whidbey Island TACAN 351° radial, extending from the 5-mile radius zone to 7.5 miles N of the TACAN.

AMENDMENT 3/31/66 31 F. R. 2422 (Rewritten)

White Plains, N. Y.
Within a 5-mile radius of Westchester County Airport (Lat. 41°04'05" N, Long. 73°42'35" W); and within 2 miles either side of the Westchester County ILS localizer NW course extending from the 5-mile radius zone to the OM.

Wichita, Kans. (Wichita Municipal).
Within a 5-mile radius of the Wichita Municipal Airport (latitude 37°39'10" N., longitude 97°25'46" W.), within 2 miles each side of the Wichita Municipal Airport ILS localizer N course, extending from the 5-mile radius zone to the INT of the Wichita Municipal Airport ILS localizer N course and the Wichita VOR 075° radial, excluding the portion subtended by a chord drawn between the points of INT of the 5-mile radius zone with the Wichita, Kans. (McConnell AFB) 5-mile radius control zone.

Wichita, Kans. (McConnell AFB)
Within a 5-mile radius of McConnell AFB (latitude 37° 37' 25" N., longitude 97° 16' 00" W.), within 2 miles W and 4 miles E of the McConnell AFB TACAN 008° radial, extending from the 5-mile radius zone to 7 miles N of the TACAN, within 2 miles each side of the McConnell AFB VOR 008° radial, extending from the 5-mile radius zone to the VOR, and within 2 miles each side of the McConnell AFB TACAN 199° radial, extending from the 5-mile radius zone to 6 miles S of the TACAN, excluding the portion subtended by a chord drawn between the points of INT of the 5-mile radius zone with the Wichita, Kans. (Wichita Municipal), control zone.

Wichita Falls, Tex.
That airspace within a 5-mile radius of Sheppard AFB/Municipal Airport, Wichita Falls, Tex., (latitude 33°58'55" N., longitude 98°29'35" W.); within 2 miles each side of the Wichita Falls VORTAC 092° radial extending from the 5-mile radius zone to the VORTAC; within 2 miles each side of the ILS localizer SE course extending from the 5-mile radius zone to the OM; within 2 miles each side of the Sheppard TACAN 333° radial extending from the 5-mile radius zone to 7.5 miles N of the TACAN, and within 2 miles each side of the Sheppard TACAN 163° radial extending from the 5-mile radius zone to 7 miles S of the TACAN.

Wilkes-Barre, Pa.
Within a 5-mile radius of the center 41°20'17" N., 75°43'28" W. of Wilkes-Barre-Scranton Airport, Wilkes-Barre, Pa., and within 2 miles each side of the airport ILS localizer SW course extending SW from the 5-mile radius zone for 2 miles SW of the OM.

Williamsport, Pa.
Within a 5-mile radius of the center, 41°14'30" N., 76°55'20" W., of Williamsport-Lycoming County Airport, Williamsport, Pa.; within 2 miles each side of the Williamsport ILS localizer E course extending from the 5-mile radius zone to the Picture Rocks RBN; within 2 miles each side of the centerline of Runway 12 extended from the 5-mile radius zone to 6 miles SE of the end of the runway; within 2 miles each side of the centerline of Runway 27 extended from the 5-mile radius zone to 10.5 miles W of the end of the runway; within 2 miles each side of the centerline of Runway 30 extended from the 5-mile radius zone to 7 miles NW of the end of the runway; and within 2 miles each side of the centerline of Runway 33 extended from the 5-mile radius zone to 5.5 miles NW of the end of the runway.

Willow Grove, Pa.
Within a 5-mile radius of Willow Grove NAS (latitude 40° 12' 00" N., longitude 75° 08' 55" W.); within a 5-mile radius of Johnsville NAS (latitude 40° 11' 55" N., longitude 75° 04' 00" W.); within 2 miles each side of the 325° bearing from the Willow Grove RBN, extending from the RBN to 7 miles NW of the RBN; within 2 miles each side of the Johnsville NAS TACAN 274° radial, extending from the TACAN to 9 miles W of the TACAN; within 2 miles each side of the Johnsville NAS TACAN 082° radial, extending from the TACAN to 6.5 miles E of the TACAN; within 2 miles each side of the Yardley, Pa., VOR 245° radial, extending from the VOR to the Willow Grove NAS, excluding the portion subtended by a chord drawn between the points of intersection of the 5-mile radius zone centered on Johnsville NAS with the North Philadelphia, Pa., control zone.

Wilmington, Del.
Within a 5-mile radius of the Greater Wilmington Airport (latitude 39° 40' 40" N., longitude 75° 36' 25" W.); within 2 miles each side of the Greater Wilmington Airport ILS localizer S course, extending from the 5-mile radius zone to the OM; within 2 miles each side of the New Castle, Del., VORTAC 238° radial, extending from the 5-mile radius zone to 7 miles SW of the VORTAC; and within 2 miles each side of the New Castle, Del., VORTAC 278° radial extending from the 5-mile radius zone to 5.5 miles west of the VORTAC.

Wilmington, N. C.
Within a 5-mile radius of the New Hanover County Airport (latitude 34°16'15" N., longitude 77°54'05" W.); within 2 miles each side of the Wilmington VORTAC 197° radial, extending from the 5-mile radius zone to the VORTAC.

Wilmington, Ohio
Within a 5-mile radius of the center, 39°26'00" N., 83°48'00" W., of Clinton County AFB, Wilmington, Ohio; within 2 miles each side of the Clinton County RBN 037° bearing extending from the 5-mile radius zone to 7 miles northeast of the RBN; within 2 miles each side of the 212° bearing from a point 39°25'51" N., 83°48'10" W., extending from the 5-mile radius zone to 7 miles southwest of said point and within 2 miles each side of the centerline of Runway 22 extended from the 5-mile radius zone to 8 miles southwest of the end of the runway, including that airspace within a 1-mile radius of the center, 39°26'20" N., 83°42'20" W. of Hollister Field, Wilmington, Ohio.

AMENDMENTS 2/3/66 30 F. R. 14916 (Rewritten)

Windsor Locks, Conn.
Within a 5-mile radius of the center 41°56'24" N., 72°41'10" W. of Bradley Field, Windsor Locks, Conn., and including a 1-mile radius of the center 41°54'56" N., 72°46'39" W. of Simsbury Airport, Simsbury, Conn.; within 2 miles each side of the airport ILS localizer SW course extending from the 5-mile radius zone to 6 miles S of the OM; within 2 miles each side of the centerline of Runway 19 extended from the 5-mile radius zone to 6 miles S of the end of the runway; within 2 miles each side of the centerline of Runway 15 extended from the 5-mile radius zone to 6 miles SE of the end of the runway; within 2 miles each side of the airport ILS localizer NE course extending from the 5-mile radius zone to 6 miles NE of the localizer; within 2 miles each side of the centerline of Runway 1 extended from the 5-mile radius zone to 6 miles north of the end of the runway; within 2 miles each side of the centerline of Runway 33 extended from the 5-mile radius zone to 7 miles NW of the end of the runway.

Wink, Tex.
Within a 3-mile radius of the Winkler County Airport (latitude 31°46'45" N., longitude 103°12'05" W.); within 2 miles each side of the Wink VOR 161° radial, extending from the VOR to 5 miles south of the airport.

Winona, Minn.
Within a 5-mile radius of Max Conrad Field, Winona, Minn. (latitude 44°04'34" N., longitude 91°42'25" W.). within 2 miles each side of the 107° bearing from Max Conrad Field extending from the 5-mile radius zone to 8 miles E of the Airport, and within 2 miles each side of the 319° bearing from Max Conrad Field extending from the 5-mile radius zone to 8 miles NW of the airport. This control zone shall be effective during the specific dates and/or times established in advance by a Notice to Airmen and continuously published in the Airman's Information Manual.

AMENDMENT 3/31/66 31 F. R. 2474 (Added)

Winslow, Ariz.
Within a 6-mile radius of Winslow Municipal Airport (latitude 35°01'15" N., longitude 110°43'15" W.).

Winston-Salem, N. C.
Within a 5-mile radius of Smith-Reynolds Airport (latitude 36°08'00" N., longitude 80°13'20" W.), effective from 0700 to 2300 hours, local time daily.

Worcester, Mass.
Within a 5-mile radius of Worcester Municipal Airport (Lat. 42°16'05" N, Long. 71°52'20" W).

Worthington, Minn.
Within a 5-mile radius of Worthington Municipal Airport (latitude 43°39'10" N., longitude 95°34'50" W.); and within 2 miles each side of the Worthington VOR 358° radial, extending from the 5-mile radius zone to 7 miles N of the VOR; and within 2 miles each side of the Worthington VOR 189° radial, extending from the 5-mile radius zone to 7 miles S of the VOR. This control zone shall be effective during the specific dates and/or times established in advance by a Notice to Airmen and continuously published in the Airman's Information Manual.

AMENDMENTS 8/18/66 31 F.R. 8750 (Rewritten)

Wrightstown, N. J. (McGuire AFB)
Within a 5-mile radius of McGuire AFB (latitude 40°00'55" N., longitude 74°35'25" W.), within 2 miles each side of the McGuire VOR 350° radial extending from the 5-mile radius zone to 7 miles N of the VOR; within 2 miles each side of the McGuire VOR 051° radial extending from the 5-mile radius zone to 7 miles NE of the VOR; within 2 miles each side of the McGuire VOR 180° radial extending from the 5-mile radius zone to 6 miles S of the VOR; and within 2 miles each side of the McGuire AFB ILS localizer SW course extending from the 5-mile radius zone to the OM.

Yakataga, Alaska
Within a 5-mile radius of the Yakataga Airport (latitude 60°05' N., longitude 142°30' W.); and within 2 miles each side of the SW course of the Yakataga R.R., extending from the 5-mile radius zone to the INT of the SW course of the Yakataga R.R. and the E course of the Hinchinbrook, Alaska R.R. This control zone is effective from 0545 to 2145 hours, local time, daily.

AMENDMENTS 10/13/66 31 F.R. 10770 (Rewritten)

Yakima, Wash.
Within a 5-mile radius of Yakima Municipal Airport (latitude 46°33'55" N., longitude 120°32'25" W.), and within 2 miles each side of the Yakima ILS localizer E course, extending from the 5-mile radius zone to 1 mile W of the LOM.

Yakutat, Alaska
Within a 5-mile radius of Yakutat Airport (latitude 59°30'10" N., longitude 139°39'40" W.); within 2 miles each side of the Yakutat VORTAC 147° radial, extending from the 5-mile radius zone to 8 miles SE of the VORTAC; within 2 miles each side of the Yakutat VORTAC 229° radial, extending from the 5-mile radius zone to 8 miles SW of the VORTAC; and that airspace within an 8-mile radius of the Yakutat RR, extending clockwise from a line 2.5 miles S of and parallel to the 283° bearing from the Yakutat RR to a line 2 miles NE of and parallel to the 315° bearing from the Yakutat RR.

AMENDMENT 12/8/66 31 F.R. 13389 (Rewritten)

Yankton, S. Dak.
Within a 5-mile radius of Yankton Municipal Airport (latitude 42°54'45" N., longitude 97°23'15" W.); within 2 miles each side of the Yankton VOR 321° and 140° radials, extending from the 5-mile radius zone to 8 miles NW and SE of the VOR. This control zone shall be effective during the times established by a Notice to Airmen and continuously published in the Airman's Information Manual.

Youngstown, Ohio
Within a 5-mile radius of the Youngstown Municipal Airport (latitude 41° 15' 35" N., longitude 80° 40' 40" W.), within 2 miles each side of the Youngstown ILS localizer NW course, extending from the 5-mile radius zone to 5 miles NW of the localizer; and within 2 miles each side of the Youngstown ILS localizer SE course, extending from the 5-mile radius zone to the OM.

Yuma, Ariz.
Within a 5-mile radius of MCAS/Yuma County Airport (latitude 32°39'10" N., longitude 114°36'20" W.); within a 1-mile radius of latitude 32°36'05" N., longitude 114°39'30" W.; within 2 miles each side of the Yuma VOR 181° radial, extending from the 5-mile radius zone to 1 mile S of the VOR, and within 2 miles each side of the 044° bearing from the MCAS Yuma RBN, extending from the 5-mile radius zone to 8 miles NE of the RBN.

Zanesville, Ohio
Within a 5-mile radius of the Zanesville Municipal Airport (latitude 39° 56' 40" N., longitude 81° 53' 20" W.); within 2 miles each side of the Zanesville RBN 210° bearing, extending from the 5-mile radius zone to 7 miles SW of the RBN; and within 2 miles each side of the Zanesville VOR 222° radial, extending from the 5-mile radius zone to 7 miles SW of the VOR; excluding that airspace within a 1-mile radius of the Riverside Airport, Zanesville, (latitude 39° 59' 10" N., longitude 81° 59' 00" W.).

SUBPART G - TRANSITION AREAS

§ 71.181 Designation.
The parts of airspace described below are designated as transition areas.

Aberdeen, Md.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center, 39°28' 18" N., 76°10'13" W. of Phillips AAF, Aberdeen, Md., and within 2 miles each side of the Aberdeen RBN 029° bearing extending from the 7-mile radius area to 8 miles NE of the RBN.

Aberdeen, S. Dak.
That airspace extending upward from 700 feet above the surface within 8 miles NE and 5 miles SW of the Aberdeen VORTAC 131° and 311° radials extending from 13 miles SE to 5 miles NW of the VORTAC, and within 2 miles each side of the Aberdeen VORTAC 312° radial extending from 7 miles NW to 17 miles NW of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within a 21-mile radius of the Aberdeen VORTAC extending clockwise from a line 5 miles SE of and parallel to the Aberdeen VORTAC 232° radial to a line 5 miles E of and parallel to the Aberdeen VORTAC 355° radial, within 8 miles SW and 5 miles NE of the Aberdeen VORTAC 312° radial extending from the 21-mile radius area to 21 miles NW of the VORTAC, and within 5 miles E and 8 miles W of the Aberdeen VORTAC 172° radial extending from the VORTAC to 13 miles S of the VORTAC.

Abilene, Tex.
That airspace extending upward from 700 feet above the surface within a 23-mile radius of latitude 32°25'10" N., longitude 99°51'15" W.; and within 8 miles E and 5 miles W of the Abilene ILS localizer S course, extending from the OM to 12 miles S; and that airspace extending upward from 1,200 feet above the surface within the area bounded by a line beginning at latitude 31°13'00" N., longitude 98°38'00" W.; to latitude 31°12'20" N., longitude 99°41'15" W.; to latitude 31°33'40" N., longitude 100°11'45" W.; to latitude 31°53'15" N., longitude 100°05'30" W.; to latitude 31°59'30" N., longitude 100°13'20" W.; to latitude 33°12'00" N., longitude 100°35' 00" W.; to latitude 33°08'30" N., longitude 99°33'00" W.; to latitude 32°52'00" N., longitude 99°14'00" W.; to latitude 32°52'00" N., longitude 99°02'00" W.; to latitude 32°00'00" N., longitude 98°15'00" W.; to point of beginning; and that airspace extending upward from 7,500 feet m.s.l. within the area bounded by a line beginning at latitude 33°12'00" N., longitude 100°35'00" W.; to latitude 33°08'30" N., longitude 99°33'00" W.; to latitude 32°52'00" N., longitude 99°14'00" W.; to latitude 33°31'00" N., longitude 99°14'00" W.; to latitude 33°31'00" N., longitude 99°49'00" W.; to latitude 33°56'00" N., longitude 99°42'30" W.; to point of beginning excluding the portion extending upward from 7,500 feet m.s.l. that lies within Federal airways.

Akron, Colo.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Akron-Washington County Airport (latitude 40° 10' 30" N., longitude 103° 12' 45" W.), and within 4 miles NE and 2 miles SW of the Akron VOR 123° radial, extending from 5-mile radius area to 8 miles SE of the VOR; and that airspace extending upward from 1,200 feet above the surface within 10 miles NE and 7 miles SW of the Akron VOR 123° and 303° radials, extending from 20 miles SE to 10 miles NW of the VOR.

Akron, Ohio
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Akron Municipal Airport (latitude 41° 02' 15" N., longitude 81° 28' 05" W.); within 2 miles each side of the Akron RBN 062° bearing, extending from the Akron Municipal Airport 7-mile raidus area to 8 miles NE of the RBN; within 2 miles each side of the Akron VORTAC 255° radial, extending from the Akron Municipal Airport 7-mile radius area to the VORTAC; within a 7-mile radius of the Akron-Canton Airport (latitude 40° 55' 05" N., longitude 81° 26' 30" W.), and within 5 miles W and 8 miles E of the Akron-Canton ILS localizer S course, extending from the Akron-Canton OM to 12 miles S of the OM; and that airspace extending upward from 1,200 feet above the surface within the area bounded by a line beginning at latitude 40° 53' 00" N., longitude 81° 43' 00" W.; to latitude 41° 08' 00" N., longitude 81° 36' 00" W.; to latitude 41° 11' 30" N., longitude 81° 39' 20" W.; thence counterclockwise along the arc of an 18-mile radius circle centered on the Cleveland-Hopkins Airport, Cleveland, Ohio (latitude 41° 24' 30" N., longitude 81° 51' 00" W.) to latitude 41° 21' 00" N., longitude 81° 31' 00" W.; to latitude 41° 24' 20" N., longitude 81° 23' 00" W.; thence counterclockwise along the arc of a 19-mile radius circle centered on the Lost Nation Airport, Willoughby, Ohio (latitude 41° 41' 00" N., longitude 81° 23' 25" W.), to latitude 41° 28' 00" N., longitude 81° 10' 00" W.; to latitude 41° 05' 00" N., longitude 80° 50' 00" W.; to latitude 40° 56' 00" N., longitude 80° 52' 00" W.; to latitude 40° 56' 40" N., longitude 80° 36' 00" W.; thence counterclockwise along the arc of a 37-mile radius circle centered on the Imperial, Pa., VORTAC to the Imperial VORTAC 249° radial; thence via the 249° radial to 60 miles SW of the VORTAC; thence via a direct line to the Newcomerstown, Ohio, VOR; direct to the Tiverton, Ohio, VOR; to latitude 40° 54' 00" N., longitude 82° 04' 00" W.; thence counterclockwise along the arc of a 37-mile radius circle centered on the Cleveland-Hopkins Airport to the point of beginning.

Alamosa, Colo.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Alamosa Municipal Airport (latitude 37°26'15" N., longitude 105°51'40" W.) and within 2 miles each side of the Alamosa VORTAC 127° and 307° radials, extending from the 5-mile radius area to 8 miles SE of the VORTAC; that airspace extending upward from 1,200 feet above the surface within 8 miles E and 5 miles W of the Alamosa VORTAC 159° and 339° radials, extending from 2 miles S to 13 miles N of the VORTAC; within 8 miles NE and 5 miles SW of the Alamosa VORTAC 127° and 307° radials, extending from 2 miles NW to 12 miles SE of the VORTAC, and within 5 miles each side of the Alamosa VORTAC 334° radial, extending from the VORTAC to 17 miles NW of the VORTAC.

Albany, Ga.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of Turner AFB (latitude 31°35'50" N., longitude 84°05'05" W.); and that airspace extending upward from 1,200 feet above the surface bounded on the N by V-70, on the E by the arc of a 40-mile radius circle centered on Turner AFB, on the S by a line extending along latitude 31°35'30" N., from the Turner AFB 40-mile radius circle to the arc of a 30-mile radius circle centered on Albany Municipal Airport (latitude 31°32'00" N., longitude 84°11'35" W.); thence clockwise along the Albany 30-mile radius circle to intercept a line 12 miles S of and parallel to the Albany VOR 295° radial, thence along this line to latitude 31°41'20" N., longitude 84°56'55" W., on the W along a line extending from latitude 31°41'20" N., longitude 84°56'55" W., to the INT of the centerline of V-159 and the S boundary of V-70, including that airspace from the W boundary of V-97 to a line 10 miles W of and parallel to the centerline of V-97, extending from the N boundary of V-22 to the 30-mile radius circle centered on Albany Municipal Airport; that airspace extending upward from 3,700 feet MSL bounded on the N by a line 12 miles S of and parallel to the Albany VOR 295° radial, extending from latitude 31°37'30" N., longitude 84°46'00" W. to intercept a 30-mile radius circle centered on Albany Municipal Airport, thence counterclockwise along an arc of this circle, on the E by a line 10 miles W of and parallel to the centerline of V-97, on the S and SW by V-22 and V-7, and on the W by the arc of a 35-mile radius circle centered on latitude 31°14'55" N., longitude 85°46'20" W., and a line beginning at latitude 31°14'35" N., longitude 85°10'45" W., thence to latitude 31°16' 30" N., longitude 84°51'30" W., thence to latitude 31°37'30" N., longitude 84°46'00" W.

Albany, N. Y.

That airspace extending upward from 700 feet above the surface within a 9-mile radius of the center, 42°44'48" N., 73°48'19" W. of Albany County Airport, Albany, N. Y., and within 5 miles east and 8 miles west of the Albany ILS localizer north course extending from the 9-mile radius area to 12 miles north of the OM; within 2 miles each side of the Albany VOR 013° radial extending from the 9-mile radius area to 15.5 miles north of the VOR; within 2 miles each side of the Albany VOR 094° radial extending from the 9-mile radius area to 12 miles east of the VOR; within 5 miles west and 8 miles east of the Albany VOR 182° radial extending from the 9-mile radius area to 12 miles south of the VOR; within a 7-mile radius of the center, 42°51'13" N., 73°55'48" W. of Schenectady County Airport, Schenectady, N. Y.; within 2 miles each side of the centerline of Runway 28 of the latter airport extended from the 7-mile radius area to 12 miles west of the end of the runway; within 2 miles each side of the centerline of Runway 33 of the latter airport extended from the 7-mile radius area to 9 miles northwest of the end of the runway.

That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at: 44°00'00" N., 73°47'00" W. to 44°00'00" N., 73°16'00" W. to 43°47'00" N., 72°39'00" W., to 43°11'00" N., 72°39'00" W. to 42°02'00" N., 73°16'00" W. to 42°01'00" N., 74°30'00" W. to 43°19'00" N., 74°30'00" W. to the point of beginning.

AMENDMENTS 2/3/66 30 F. R. 15273 (Rewritten)

Albemarle, N. C.

That airspace extending upward from 700 feet above the surface within a 4-mile radius of the Albemarle Airport (latitude 35°20'20" N., longitude 80°10'30" W.); within 2 miles each side of a 331° bearing from a reference point located at latitude 35°22'40" N., longitude 80°11'38" W., extending from the 4-mile radius area to 8 miles NW of the reference point.

Albuquerque, N. Mex.

That airspace extending upward from 700 feet above the surface within a 14-mile radius of Albuquerque Sunport Airport/Kirtland AFB (latitude 35°02'42" N., longitude 106°36'02" W.), and within 2 miles each side of the 188° bearing from the Albuquerque RBN, extending from the 14-mile radius area to 12 miles S of the RBN; and that airspace extending upward from 1,200 feet above the surface within a 46-mile radius of the Albuquerque VORTAC, excluding the portion within an 8-mile radius of OTTO Airport, Moriarity, N. Mex. (latitude 35°04'35" N., longitude 106°00'10" W.); within 10 miles E and 7 miles W of the Socorro, N. Mex., VORTAC 189° and 009° radials, extending from the 46-mile radius area to 20 miles S of the VORTAC, excluding the portion within R-5107C; within 10 miles S and 7 miles N of the Grants, N. Mex., VOR 267° and 087° radials, extending from the 46-mile radius area to 20 miles W of the VOR; and that airspace extending upward from 11,000 feet MSL within 5 miles each side of the Albuquerque VORTAC 339° radial, extending from the 46-mile radius area to 79 miles N of the VORTAC, and within 5 miles each side of the Albuquerque VORTAC 303° radial, extending from the 46-mile radius area to 79 miles NW of the VORTAC. The portions of this transition area within 5 miles each side of the Albuquerque VORTAC 303° and 339° radials, extending from the 46-mile radius area to 79 miles N and NW are excluded from Federal airways.

Alexandria, La.

That airspace extending upward from 700 feet above the surface within a 16-mile radius of England AFB (latitude 31°19'40" N., longitude 92°33'05" W.); within a 7-mile radius of Esler Field (latitude 31°23'45" N., longitude 92°17'40" W.); within 2 miles each side of the 151° bearing from the Alexandria RBN, extending from the England AFB 16-mile radius area to 12 miles SE of the RBN; within 2 miles each side of the Alexandria VORTAC 151° radial, extending from the England AFB 16-mile radius area to 12 miles SE of the VORTAC; within 2 miles each side of the Esler VOR 155° radial, extending from the Esler Field 7-mile radius area to 19 miles SE of the airport; within 2 miles each side of the Esler VOR 338° radial, extending from the VOR to 8 miles NW; and that airspace extending upward from 1,200 feet above the surface within an area bounded by a line beginning at latitude 31°26'00" N., longitude 93°17'00" W., to latitude 31°49'00" N., longitude 92°51'30" W.; to latitude 32°10' 00" N., longitude 92°20'00" W.; to latitude 32°05'00" N., longitude 91°57'00" W.; to latitude 32°05'00" N., longitude 91°28'00" W.; to latitude 31°04'00" N., longitude 91°29'20" W.; to latitude 30°53'40" N., longitude 91°29'10" W.; to latitude 30°46'20" N., longitude 91°50'40" W.; to latitude 30°32'00" N., longitude 92°15'00" W.; to latitude 30°24'00" N., longitude 92°26'00" W.; to latitude 30°32'00" N., longitude 92°50'00" W.; to latitude 30°56'00" N., longitude 93°33'00" W.; to latitude 31°17'00" N., longitude 93°37'00" W.; to point of beginning; excluding the portion within the Natchez, Miss., transition area.

Alexandria, Minn.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Alexandria Airport (latitude 45°52'05" N., longitude 95°23'39" W.); and that airspace extending upward from 1,200 feet above the surface within 8 miles NW and 5 miles SE of the Alexandria VOR 051° and 231° radials extending from 6 miles SW to 13 miles NE of the VOR.

AMENDMENT 4/28/66 31 F. R. 4108 (Rewritten); 5/26/66 31 F. R. 5407 (Changed)

Alief, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Andrau Airpark (latitude 29°43'20" N., longitude 95°35'05" W.); and within 2 miles each side of the 352° bearing from the Andrau RBN extending from the 5-mile radius area to 8 miles N of the RBN.

Allendale, S. C.
That airspace extending upward from 2,700 feet MSL bounded on the NW by V-70, on the SE by V-157, and on the SW by V-267/5E, excluding federal airways.

AMENDMENTS 2/3/66 30 F. R. 14970 (Added)

Allentown, Pa.
That airspace extending upward from 700 feet above the surface within a 21-mile radius of the center, 40°39'10" N., 75°26'20" W., of Allentown-Bethlehem-Easton Airport, Allentown, Pa., extending clockwise from the 205° bearing from the airport to 5 miles northwest of the Allentown, Pa., VORTAC 043° radial; within 5 miles each side of the Allentown VORTAC 043° radial extending from the VORTAC to 18 miles northeast of the VORTAC; within a 12-mile radius of the airport extending clockwise from 5 miles southeast of the Allentown VORTAC 043° radial to the 205° bearing from the airport.
That airspace extending upward from 1,200 feet above the surface beginning at: 41°00'00" N., 75°45'00" W. to 41°00'00" N., 75°15'00" W. to 40°48'00" N., 75°00'00" W. to 40°49'00" N., 74°37'00" W. to 40°38'00" N., 74°49'30" W. to 40°31'15" N., 74°42'30" W. to 40°24'20" N., 74°45'40" W. to 40°30'00" N., 75°00'00" W. to 40°30'00" N., 75°20'30" W. to 40°07'00" N., 75°22'00" W. to 40°05'00" N., 75°25'40" W. to 40°05'00" N., 75°44'00" W. to 40°10'00" N., 75°44'00" W. to 40°15'00" N., 76°00'00" W. to 40°30'00" N., 76°15'00"W. to 40°30'00" N., 76°00'00" W. to 40°40'00" N., 76°00'00" W. to point of beginning.

Alliance, Nebr.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Alliance Municipal Airport, and within 8 miles NE and 5 miles SW of the 146° bearing from the Alliance Airport extending from the airport to 12 miles SE of the airport, and within 8 miles SW and 5 miles NE of the 300° bearing from the Alliance Airport extending from the airport to 12 miles NW of the airport; and that airspace extending upward from 1,200 feet above the surface within 8 miles NE and 5 miles SW of the 146° bearing from the Alliance Airport extending from 12 miles SE of the airport to 16 miles SE of the airport and within 5 miles each side of the Scottsbluff, Nebraska, VORTAC 073° radial extending from the arc of a 20-mile radius circle centered on the Scottsbluff VORTAC to 33 miles E of the VORTAC; that airspace extending upward from 1,200 feet above the surface within 4 nmi each side of a line extending from the Alliance Municipal Airport (latitude 42°02'50" N., longitude 102°48'30" W.) to the Chadron, Nebr., Municipal Airport (latitude 42°50'10" N., longitude 103°05'50"W.).

Alliance, Ohio
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 40°58'56" N., 81°02'22" W., of Miller Airport, Alliance, Ohio, and within 2 miles each side of the Akron VOR 136° radial extending from the 5-mile radius area to the VOR, excluding the portion within the Akron, Ohio, transition area.

AMENDMENTS 2/3/66 30 F. R. 15015 (Added)

Alma, Mich.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Alma, Mich., Municipal Airport (latitude 43°23'25" N., longitude 84°38'25" W.), and within 2 miles each side of the 253° bearing from the Alma Municipal Airport extending from the radius area to 10 miles west of the airport.
AMENDMENTS 9/15/66 31 F.R. 9864 (Added)

Alpena, Mich.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Phelps-Collins Airport, Alpena, Mich. (latitude 45°05'00" N., longitude 83°33'30" W.); within 5 miles east and 8 miles west of the 180° and 360° bearings from the Alpena RBN, extending from 2 miles south to 12 miles north of the RBN, within 5 miles west and 8 miles east of the Alpena VOR 186° radial, extending from the VOR to 12 miles south of the VOR; within 5 miles east and 8 miles west of the Alpena VOR 346° radial, extending from the VOR to 12 miles north of the VOR; and within 5 miles northeast and 8 miles southwest of the Alpena VOR 306° radial, extending from the VOR to 12 miles northwest of the VOR; and that airspace extending upward from 1,200 feet above the surface within a 21-mile radius of Phelps-Collins Airport, and within the arc of a 29-mile radius circle centered on the Alpena RBN, extending from a line 5 miles west of and parallel to the 360° bearing from the RBN clockwise to a line 5 miles east of and parallel to the 021° bearing from the RBN, excluding the portion which overlies the Oscoda, Mich., transition area.
AMENDMENTS 2/3/66 30 F. R. 11597 (Rewritten)

Amarillo, Tex.
That airspace extending upward from 700 feet above the surface within a 20-mile radius of the Amarillo AFB/Municipal Airport (latitude 35°13'10" N., longitude 101°42'40" W.); and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 36°01'00" N., longitude 101°24'00" W.; to latitude 35°58'00" N., longitude 101°13'00" W.; to latitude 35°43'00" N., longitude 101°13'00" W.; to latitude 35°42'00" N., longitude 100°29'00" W.; to latitude 35°28'00" N., longitude 100°29'00" W.; to latitude 35°23'00" N., longitude 100°50'00" W.; to latitude 35°13'00" N., longitude 100°50'00" W.; to latitude 35°13'00" N., longitude 101°10'00" W.; to latitude 34°59'00" N., longitude 101°10'00" W.; to latitude 34°59'00" N., longitude 101°27'00" W.; to latitude 34°40'00" N., longitude 101°36'00" W.; to latitude 34°40'00" N., longitude 102°18'00" W.; to latitude 35°09'00" N., longitude 102°25'00" W.; to latitude 35°32'00" N., longitude 102°09'00" W.; to latitude 35°44'00" N., longitude 102°23'00" W.; to latitude 35°54'00" N., longitude 102°10'00" W.; to latitude 35°40'00" N., longitude 101°54'00" W.; to latitude 35°43'00" N., longitude 101°44'00" W.; to latitude 35°59'00" N., longitude 101°30'00" W.; to point of beginning; and that airspace extending upward from 8,000 feet m.s.l. within 5 miles each side of the Amarillo VORTAC 297° radial, extending from the 1,200-foot area boundary to 52 miles NW of the VORTAC; excluding the portion of the transition area with a floor of 8,000 feet m.s.l. that lies within federal airways.

Ames, Iowa
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Ames Municipal Airport (latitude 41°59'25" N., longitude 93°37'05" W.) and within 5 miles SW and 8 miles NE of the 127° bearing from Ames Municipal Airport, extending from the airport to 12 miles SE.

Anchorage, Alaska
That airspace extending upward from 700 feet above the surface within an 18-mile radius of the Anchorage airport surveillance radar antenna site (latitude 61°16'N., longitude 149°50' W.); within 2 miles each side of the Anchorage RR SW course extending from the 18-mile radius transition area to 10 miles SW of the RR, and within 5 miles north and 8 miles south of the Anchorage VOR 260° Radial, extending from the 18-mile radius transition area to 12 miles west of the Anchorage VOR; that airspace extending upward from 1,200 feet above the surface within a 72-mile radius of the Anchorage VOR extending clockwise from the SW boundary of Victor Airway 440, northwest of Anchorage, to the S boundary of Green Federal airway No. 8, northeast of Anchorage, and within a 55-mile radius of the Anchorage VOR extending clockwise from the S boundary of Green Federal airway No. 8, northeast of Anchorage, to the SW boundary of Victor Airway 440, northwest of Anchorage; and that airspace extending upward from 14,500 feet m.s.l. within a 172-mile radius of the Anchorage VOR, excluding the portions within the United States, Federal airways, Control 1218, Control 1310, the Cordova, Alaska, and Middleton Island, Alaska, control area extensions, the King Salmon, Alaska, transition area, and the Anchorage Oceanic Control Area.

AMENDMENTS 5/26/66 31 F.R. 6483 (Changed)

Anderson, Ind.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Anderson Municipal Airport, Anderson, Indiana (Lat. 40°06'30" N., Long. 85°36'55" W.); and within 2 miles each side of the 298° bearing from Anderson Municipal Airport extending from the 5-mile radius to 13 miles NW of the airport.

Anderson, S. C.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Anderson County Airport (latitude 34°29'40" N., longitude 82°42'30" W.).

AMENDMENTS 12/8/66 31 F. R. 12921 (Added)

Andover, N. J.
That airspace extending upward from 700 feet above the surface wtihin a 7-mile radius of the center, 41°00'30" N., 74°44'20" W. of Aeroflex-Andover Airport, Andover, N. J., and within 5 miles north and 8 miles south of the Stillwater, N. J., VOR 263° radial extending from the VOR to 12 miles west of the VOR within 2 miles each side of the Stillwater, N. J. VOR 083° radial extending from the 7-mile radius area to the VOR effective from sunrise to sunset daily.
That airspace extending upward from 1200 feet above the surface bounded by a line beginning at: 41°19'00" N., 74°33'00" W.; 40°49'00" N., 74°37'00" W.; 40°48'00" N., 75°00'00" W.; 40°56'16" N., 75°11'04" W.; 41°31'00" N., 75°07'00" W. to point of beginning.

AMENDMENTS 6/10/66 31 F.R. 8179 (Changed)

Aniak, Alaska
That airspace extending upward from 700 feet above the surface within 5 miles NW and 8 miles SE of the 230° bearing from the Aniak RBN extending from 8 miles SW to 18 miles SW of the RBN; and that airspace extending upward from 1,200 feet above the surface within 7 miles NE and 8 miles SW of the 140° and 320° bearings from the Aniak RBN extending from 7 miles NW to 18 miles SE of the RBN.

AMENDMENTS 10/14/65 30 F. R. 10087 (Rewritten); 8/18/66 31 F. R. 8870 (Changed)

Annette Island, Alaska
That airspace extending upward from 700 feet above the surface within 2 miles each side of the Annette Island ILS localizer NW course, extending from 5 miles NW to 15.5 miles NW of the Annette Island Airport (latitude 55°02'30" N., longitude 131°34'05" W.), and that airspace extending upward from 1,200 feet above the surface within 22 miles SW and 17 miles NE of the 142° and 322° bearings from the Annette RR, extending from 40 miles NW of the RR to a line 3 miles N of and parallel to the United States/Canadian border, including that airspace within 5 miles of the Annette Island VOR 315° radial, extending from the VOR to 56 miles NW.

Anniston, Ala.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Anniston Municipal Airport (latitude 33°35'23'" N., longitude 85°51'20" W.); within 2 miles each side of the 235° bearing from the Anniston RBN extending from the 8-mile radius area to 12 miles SW of the airport.

AMENDMENTS 11/10/66 31 F.R. 11973 (Changed)

Appleton, Wis.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Outagamie County Airport, Appleton, Wis. (latitude 44°15'40" N., longitude 88°31'10" W.), within 2 miles each side of the 135° bearing from Outagamie County Airport extending from the 5-mile radius area to 8 miles southeast of the airport, and within 2 miles each side of the 285° bearing from Outagamie County Airport extending from the 5-mile radius area to 8 miles west of the airport.

Arcata, Calif.
That airspace extending upward from 700 feet above the surface within 2 miles each side of the 323° and 153° bearings from the Arcata RBN, extending from 7.5 miles NW to 15 miles SE of the RBN; and that airspace extending upward from 1,200 feet above the surface bounded on the W by longitude 124°30'00" W., on the N by latitude 41° 16'00" N., on the E and S by a line 9 miles NE of and parallel to the 333° and 153° bearings from the Arcata RBN to latitude 40°34'00" N., thence to latitude 40°22'00" N., longitude 124°12'00" W., thence to latitude 40°22'00" N., longitude 124°30'00" W.; and within 9 miles each side of the Fortuna, Calif., VOR 110° radial, extending from the VOR to 61 miles E of the VOR.

AMENDMENTS 10/13/66 31 F.R. 10769 (Added)

Ardmore, Okla.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Ardmore Municipal Airport (latitude 34°18'00" N., longitude 97°00'50" W.); within a 5-mile radius of the Downtown Ardmore Airport (latitude 34°09'30" N., longitude 97°08'00" W.); within 2 miles each side of the Ardmore VOR 233° and 053° radials, extending from the 7-mile radius area to 8 miles SW of the VOR; within 2 miles N and 8 miles S of the 265° and 085° bearings from the Ardmore RBN, extending from 3 miles E to 8 miles W of the RBN.

AMENDMENTS 12/8/66 31 F. R 12840 (Rewritten)

Asheville, N. C.
That airspace extending upward from 700 feet above the surface within 2 miles W and 8 miles E of a 340° bearing from the Broad River RBN extending from the RBN to to 7 miles N; within 2 miles E and 6 miles W of a 160° bearing from the Broad River RBN, extending from the RBN to 3 miles S of the RBN; within 2 miles each side of the Asheville VORTAC 244° radial extending from 1 mile SW to 8 miles SW; and within 5 miles W and 6 miles E of the 159° and 339° bearings from the Asheville RBN extending from 6 miles N to 10 miles S of the RBN; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at the intersection of a 25-mile arc centered at the Asheville Airport (latitude 35°26'00" N., longitude 82°32'25" W.) and a line 10 miles S of and parallel to the centerline of V-185, extending clockwise along this arc to the Asheville VORTAC 061° radial, thence SE along a line perpendicular to the Asheville VORTAC 061° radial to the S boundary of V-222, thence SW along the S boundary of V-222 to a line 6 miles W of and parallel to the 160° bearing from the Broad River RBN, thence N along a line 6 miles W of and parallel to the 160° and 340° bearings from the Broad River RBN to a line 10 miles S of and parallel to the centerline of V-185, thence NW along this line to the point of beginning; and that airspace bounded on the NW by V-222, on the NE by V-259, on the SE by V-20 and on the SW by V-296.

AMENDMENT 4/28/66 31 F. R. 3338 (Changed); 8/20/66 31 F. R. 10771 (Rewritten)

Astoria, Oreg.
That airspace extending upward from 700 feet above the surface within 2 miles each side of the Astoria VOR 309° radial, extending from the arc of a 5-mile radius circle centered at the Clatsop County Airport, Astoria, Oreg. (latitude 46°09'25" N., longitude 123°52'40" W.) to 8 miles NW of the Fort Stevens FM (latitude 46°12'31" N., longitude 123°57'51" W.), and within 2 miles each side of the Astoria VOR 347° radial, extending from the arc of a 5-mile radius circle centered at the Clatsop County Airport to 8 miles N of the VOR; and that airspace extending upward from 1,200 feet above the surface within 6 miles NE and 5 miles SW of the Astoria VOR 147° and 327° radials, extending from 7 miles SE to 13 miles NW of the VOR; within 9 miles S and 2 miles N of the Astoria VOR 268° radial, extending from the VOR to 13 miles W of the VOR, and within 5 miles NE and 8 miles SW of the Astoria VOR 309° radial, extending from the Fort Stevens FM to 12 miles NW of the FM.

Athens, Ohio
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center, 39°20'09" N., 82°04'16" W., of Ohio University Airport, Athens, Ohio, and within 2 miles each side of the 089° bearing from the Athens RBN extending from the 6-mile radius area to 8 miles E of the RBN.

AMENDMENTS 2/3/66 30 F. R. 15272 (Added)

Athens, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Glad Oaks Airport, Athens, Tex. (latitude 32°01'15" N., longitude 95°41'45" W.); and within 2 miles each side of the 348° bearing from the Glad Oaks RBN, extending from the 5-mile radius area to 8 miles N of the RBN.

Atlanta, Ga.
That airspace extending upward from 700 feet above the surface within a 15-mile radius of the Atlanta Airport (latitude 33°38'42" N., longitude 84°25'37" W.), excluding the airspace within a 1.5 mile-radius of the South Fulton Skyport, Atlanta, Ga. (latitude 33°32'47" N., longitude 84°38'31" W.), and the Gunn Airport, Atlanta, Ga. (latitude 33°43'14" N., longitude 84°09'56" W.); within a 5-mile radius of the DeKalb-Peachtree Airport, Chamblee, Ga. (latitude 33°52'30" N., longitude 84°18'10" W.); within 5 miles SW and 8 miles NE of the Atlanta ILS localizer SE course, extending from the LOM to 12 miles SE of the LOM; within 2 miles each side of the 114° bearing from the Runway 33 LOM, extending from the 15-mile radius area to 17 miles SE of the LOM; that airspace extending upward from 1,200 feet above the surface within a 50-mile radius of the Atlanta Airport; within a 30-mile radius of Lost Mountain, Ga., RBN; that airspace NW of Lost Mountain, Ga., extending from the 30-mile radius area bounded on the W by longitude 85°00'00" W., on the N by latitude 34°30'00" N., and on the E by the W boundary of V-5W, excluding the portion that coincides with the Chattanooga, Tenn., transition area; that airspace N of Atlanta extending from the 50-mile radius area bounded on the W by V-51, on the N by V-54, on the E by V-267; that airspace NE of Atlanta bounded on the N by V-54 on the E by a line 5 miles E of and parallel to the Knoxville VORTAC 166° radial and the Norcross VORTAC 025° radial, on the S by V-222 and on the W by V-267; that airspace NE and E of Atlanta extending from the 50-mile radius area bounded on the NW by V-222, on the E by a ling extending from the SE boundary of V-222 west of Greenville, S. C., counterclockwise along the arc of a 30-mile radius circle centered at latitude 34°48'45" N., longitude 82°20'30" W., to its INT with the arc of a 15-mile radius circle centered at the Greenwood VOR, thence counterclockwise along this arc to its INT with the N boundary of V-454, thence via the N boundary of V-454 to longitude 83°00'00" W., thence via longitude 83°00'00" W. to the N boundary of V-18S, and on the S by the N boundary of V-18S; that airspace SW of Atlanta extending from the 50-mile radius area bounded on the N by V-18, on the S by V-20N, on the SW by V-159 and on the W by longitude 86°00'00" W., and that airspace W of Atlanta extending from the 50-mile radius area bounded on the N by a line 12 miles N of and parallel to the Runway 9L ILS localizer W course, on the S by V-18, and on the W by longitude 85°33'00" W., excluding the portion within R-3001.

AMENDMENTS 7/21/66 31 F.R. 7559 (Rewritten)

Atlanta, Ga. (Dobbins AFB/NAS Atlanta).
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Dobbins AFB/NAS Atlanta (latitude 33°55'00" N., longitude 84°31'00" W.); within 2 miles each side of the NAS Atlanta TACAN 301° radial extending from the 7-mile radius area to 10 miles NW of the TACAN; within 2 miles each side of the Norcross, Ga., VORTAC 265° radial extending from the 7-mile radius area to 9 miles W of the Dobbins AFB/NAS Atlanta Airport Reference Point (latitude 33°55'00" N., longitude 84°31'00" W.); excluding that airspace within a 15-mile radius of the Atlanta Airport (latitude 33°38'42" N., longitude 84°25'37" W.).

Atlantic, Iowa
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Atlantic Municipal Airport (latitude 41°24'20" N., longitude 95°02'45" W.); and within 5 miles NE and 8 miles SW of the 313° bearing from the Atlantic, Iowa, RBN, extending from the RBN to 12 miles NW.

Atlantic City, N. J.
That airspace extending upward from 700 feet above the surface within a 12-mile radius of the center, 39°27'25" N., 74°34'45" W. of Atlantic City Municipal (Pomona) Airport, Atlantic City, N. J., and the airspace bounded on the SW by the Atlantic City VORTAC 176° radial to 3 NM offshore; on the SE by a line 3 NM offshore; and on the NE by the Atlantic City VORTAC 112° radial, within 8 miles SW and 5 miles NE of the Atlantic City ILS localizer NW course extending from the 12-mile radius area to 12 miles NW of the OM.
That airspace extending upward from 1,200 feet above the surface within the area bounded by a line beginning at: 39°43'00" N., 74°48'00" W. to 39°37'31" N., 74°20'02" W. to 39°32'15" N., 74°16'15" W. to 39°08'00" N., 74°51'00" W. to 38°57'30" N., 74°59'20" W. to 39°26'20" N., 75°19'58" W. to 39°30'30" N., 75°23'00" W. to 39°37'00" N., 75°10'00" W. to 39°33'00" N., 75°07'00" W. to point of beginning.

Atterbury, Ind.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Bakalar AFB (latitude 39°15'50" N., longitude 85°53'55" W.) and within 2 miles each side of the 044° bearing from the AFB, extending from the 6-mile radius zone to 12 miles NE of the AFB; and that airspace extending upward from 1,200 feet above the surface bounded on the N by latitude 39°30'00" N., on the E by longitude 85°39'00" W., on the S by latitude 39°10'00" N., and on the W by longitude 86°06'00" W.

Auburn, Ala.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Auburn-Opelika Airport (latitude 32°36'55" N., longitude 85°26'10" W.) and within 2 miles each side of the Tuskegee, Ala., VOR 056° radial extending from the 5-mile radius area to the VOR.

Auburn, Ind.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Auburn Airport (latitude 41°19'00" N., longitude 85°04'00" W.) and within 2 miles each side of the Fort Wayne, Ind., VORTAC 015° radial extending from the 5-mile radius area to 7 miles S of the Auburn Airport.

Auburn, Maine
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 44°02'55" N., 70°17'00" W., of Auburn-Lewiston Municipal Airport, Auburn, Maine; within 2 miles each side of the 025° and 205° bearings of the New Gloucester, Maine, RBN extending from the 5-mile radius area to 8 miles southwest of the RBN; and within 2 miles each side of the 049° bearing of the New Gloucester RBN extending from the RBN to 12 miles NE of the RBN.
AMENDMENTS 10/13/66 31 F.R. 11285 (Added)

Augusta, Ga.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of Bush Field, Augusta, Ga. (latitude 33°22'10" N., longitude 81°57'55" W.); within a 5-mile radius of Daniel Field, Augusta, Ga. (latitude 33°27'55" N., longitude 82°02'25" W.); within 8 miles W and 5 miles E of the Augusta LOM 168° bearing, extending from the Bush Field 9-mile radius area to 12 miles S of the LOM; within 2 miles each side of the Augusta VOR 140° and 320° radials, extending from the Daniel Field 5-mile radius area to 8 miles NW of the VOR; within 2 miles each side of the 346° bearing from the Augusta RBN, extending from the Daniel Field 5-mile radius zone to 8 miles N of the RBN; that airspace extending upward from 1,200 feet above the surface within the area bounded by a line extending from the intersection of longitude 82°50'00" W., and a line 10 miles N of and parallel to the Augusta VOR 278° radial; thence E via a line 10 miles N of and parallel to the Augusta VOR 278° radial; to and clockwise along the arc of a 23-mile radius circle centered at the Augusta VOR; to and N along a line 10 miles W of and parallel to the Augusta VOR 359° radial; to and counterclockwise along the arc of a 15-mile radius circle centered on the Greenwood, S. C., VOR; to and S along a line 8 miles E of and parallel to the Augusta VOR 359° radial; to and clockwise along the arc of a 23-mile radius circle centered on the Augusta VOR; to and NE along the N boundary of V-155; to longitude 81°41'30" W.; to latitude 33°46'00" N., longitude 81°37'00" W.; to latitude 33°23'25" N., longitude 81°37'00"W.; thence via a line extending through latitude 33°23'25" N., longitude 81°37'00" W., and latitude 33°05'30" N., longitude 81°48'45" W.; to and S along the E boundary of V-185; to and SW along the N boundary of V-70; to and N along a line 8 miles W of and parallel to the Augusta VOR 157° radial; to latitude 33°03'30" N., longitude 82°02'20" W.; to latitude 33°03'50" N., longitude 82°50'00" W., thence N via longitude 82°50'00" W., to the point of beginning; and that airspace extending upward from 3,000 feet MSL bounded on the N by a line extending from latitude 33°03'40" N., longitude 82°30'00" W.; to latitude 33°03'30" N., longitude 82°02'20" W., on the E by a line 8 miles W of and parallel to the Augusta VOR 157° radial, on the S by the N boundary of V-70, and on the W by longitude 82°30'00" W.; excluding the portions which would coincide with R-3003, R-3004, and R-6004.

AMENDMENT 3/8/66 31 F.R. 4499 (changed)

Augusta, Maine
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Augusta Airport (latitude 44°19'15" N., longitude 69°47'45" W.); and within 2 miles each side of the 242° bearing from the Augusta RBN, extending from the 8-mile radius area to 8 miles SW of the RBN.

Austin, Minn.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Austin Municipal Airport, Austin, Minnesota (latitude 43°40'00" N., longitude 92°55'58" W.), and within 5 miles E and 8 miles W of the 351° bearing from Austin Municipal Airport, extending from the airport to 12 miles N and within 5 miles W and 8 miles E of the 176° bearing from the airport extending from the airport to 12 miles S.

Austin, Tex.
That airspace extending upward from 700 feet above the surface within a 12-mile radius of latitude 30°23'25" N., longitude 97°43'35" W.; within a 7-mile radius of Bergstrom AFB; within 2 miles each side of the Bergstrom ILS localizer S course, extending from the 7-mile radius area to 12 miles S of the LOM; within 2 miles each side of the Bergstrom VOR 002° and 182° radials, extending from the 7-mile radius area to 12 miles S of the VOR; and within 2 miles each side of the Austin ILS localizer SE course, extending from the 7-mile radius area to 8 miles SE of the Austin LOM; and that airspace extending upward from 1,200 feet above the surface within an area beginning at latitude 30°33'30" N., longitude 98°31'30" W.; to latitude 30°48'00" N., longitude 98°03'00" W.; to latitude 30°48'00" N., longitude 97°39'00" W.; to latitude 30°57'00" N., longitude 97°36'00" W.; to latitude 30°55'00" N., longitude 97°26'00" W.; to latitude 30°48'00" N., longitude 97°14'00" W.; to latitude 30°48'00" N., longitude 97°05'20" W.; to latitude 29°54'00" N., longitude 96°49'00" W.; to latitude 29°45'30" N., longitude 98°06'00" W.; thence to point of beginning; and that airspace extending upward from 4,500 feet MSL within an area beginning at latitude 30°48'00" N., longitude 97°05'20" W.; to latitude 30°51'00" N., longitude 96°56'00" W.; to latitude 30°39'15" N., longitude 96°38'00" W.; to latitude 30°33'00" N., longitude 96°40'00" W.; to latitude 30°30'30" N., longitude 96°32'00" W.; to latitude 30°26'00" N., longitude 96°58'30" W.; thence to point of beginning.

Babylon, N. Y.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of Republic Airport, Farmingdale, N. Y. (latitude 40°43'45" N., longitude 73°24'50" W.); within 2 miles each side of the 158° bearing from the Babylon RBN extending from the Republic Airport 8-mile radius area to 8 miles S of the RBN; within 2 miles each side of the 165° bearing from the Babylon RBN extending from the Republic Airport 8-mile radius area to 8 miles S of the RBN; and within an 8-mile radius of Grumman Bethpage Airport, Bethpage, N. Y. (latitude 40°44'46" N., longitude 73°29'36" W.); within a 5-mile radius of Deer Park Airport, Deer Park, N. Y. (latitude 40°45'31" N., longitude 73°18'35" W.); and within 2 miles each side of the Deer Park VORTAC 007° radial extending from the 5-mile radius area to 8 miles N of the VORTAC, excluding the portion within the Islip, N. Y., and New York, N. Y., transition areas.

AMENDMENT 12/8/66 31 F.R. 14392 (Changed)

Baker, Oreg.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Baker Municipal Airport (latitude 44°50'25" N., longitude 117°48'35" W.); and that airspace extending upward from 1,200 feet above the surface within 8 miles NE and 6 miles SW of the Baker VORTAC 138° and 317° radials, extending from 14 miles SE to 16 miles NW of the VORTAC.

Bakersfield, Calif.

That airspace extending upward from 700 feet above the surface within 4 miles NE and 5 miles SW of 135° and 315° bearings from the Bakersfield LOM, extending from the arc of a 5-mile radius circle centered on Meadows Field, Bakersfield, Calif. (latitude 35° 25' 40" N., longitude 119° 03' 05" W.), to 10 miles SE of the LOM; and that airspace extending upward from 1,200 feet above the surface bounded on the E by longitude 118° 45' 00" W., on the S by latitude 35° 05' 00" N., on the W by a line extending from latitude 35° 05' 00" N., longitude 120° 05' 00" W., to latitude 35° 43' 50" N., longitude 120° 05' 00" W. to latitude 35° 43' 50" N. longitude 119° 30' 00" W. to latitude 36° 00' 00" N. longitude 119° 30' 00" W. and on the N by latitude 36° 00' 00" N.

Baltimore, Md.

That airspace extending upward from 700 feet above the surface within a 10-mile radius of the center, 39°10'25" N., 76°40'15" W. of Friendship International Airport, Baltimore, Md.; within 5 miles north and 8 miles south of the Baltimore ILS west course extending from the 10-mile radius area to 12 miles west of the OM; within a 7-mile radius of the center, 39°20'00" N., 76°25'00" W. of Glenn L. Martin Airport, Baltimore, Md., and within 2 miles each side of the centerline of Runway 32 at Glenn L. Martin Airport, extended from the 7-mile radius area to 8 miles northwest of the end of the runway.

That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at: 38°47'00" N., 76°16'00" W., to 38°57'00" N., 75°53'00" W. to 39°10'00" N., 75°53'00" W. to 39°18'20" N., 75°36'40" W. to 39°50'00" N., 76°19'40" W. to 39°50'00" N., 77°30'00" W. to 39°16'00" N., 77°30'00" W. to 39°18'00" N., 77°22'00" W. to 39°09'00" N., 77°12'00" W. to 38°57'00" N., 76°22'00" W. to the point of beginning.

Bangor, Maine

That airspace extending upward from 700 feet above the surface within a 17-mile radius of Dow AFB, Bangor, Maine (latitude 44° 48' 20" N., longitude 68° 49' 32" W.); and within 2 miles each side of the Bangor VORTAC 135° radial, extending from the 17-mile radius area to 14 miles SE of the Bangor ILS OM; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 44° 50' 00" N., longitude 67° 56' 00" W., to latitude 44° 18' 30" N., longitude 67° 56' 00" W., to latitude 43° 52' 00" N., longitude 69° 00' 00" W., to latitude 43° 48' 00" N., longitude 69° 03' 00" W., to latitude 43° 50' 00" N., longitude 69° 18' 00" W.,to latitude 43° 59' 00" N., longitude 69° 16' 00" W., to latitude 44° 09' 00" N., longitude 69° 39' 00" W., thence clockwise via the arc of a 14-mile radius circle centered on the Augusta, Maine, VOR to latitude 44° 09' 00" N., longitude 69° 57' 00" W., to latitude 44° 03' 00" N., longitude 70° 06' 00" W., to latitude 43° 50' 00" N., longitude 70° 12' 00" W., to latitude 43° 55' 00" N., longitude 70° 28' 00" W., to latitude 44° 05' 00" N., longitude 70° 23' 00" W., to latitude 44° 12' 00" N., longitude 70° 10' 00" W., to latitude 44° 16' 00" N., longitude 70° 14' 00" W., to latitude 44° 39' 00" N., longitude 69° 47' 00" W., to latitude 44° 50' 00" N., longitude 69° 47' 00" W., to latitude 45° 12' 00" N., longitude 69° 23' 00" W., to latitude 45° 24' 00" N., longitude 68° 55' 00" W., to latitude 45° 30' 00" N., longitude 68° 31' 00" W., to latitude 45° 27' 00" N., longitude 68° 20' 00" W., to latitude 45° 33' 00" N., longitude 68° 16' 00" W., to latitude 45° 38' 00" N., longitude 67° 40' 30" W., thence via the United States/Canadian border to latitude 45° 09' 00" N., longitude 67° 23' 00" W., to latitude 45° 07' 00" N., longitude 67° 30' 00" W., to latitude 44°50'00" N., longitude 67°30'00" W., to the point of beginning.

That airspace extending upward from 5,500 feet MSL bounded by a line beginning at 45°24'00" N., 68°55'00" W., to 45°12'00" N., 69°23'00" W., to 45°07'30" N., 69°28'00" W., to 45°23'00" N., 69°48'00" W., to 45°23'00" N., 69°30'00" W., to the point of beginning.

AMENDMENTS 2/3/66 30 F. R. 14969 (Changed)

Baraboo, Wis.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Bell Airport, Baraboo, Wis. (latitude 43°31'13" N.; longitude 89°46'09" W.); and within 2 miles each side of the Dells VOR 013° radial, extending from the 5-mile radius to 8 miles N of the VOR.

Bar Harbor, Maine
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Bar Harbor Municipal Airport (latitude 44°27'00" N., longitude 68°21'45" W.); within 2 miles each side of the 019° bearing from the Bar Harbor RBN, extending from the 5-mile radius area to 8 miles NE of the RBN; within 2 miles each side of the 331° bearing from the Bar Harbor Airport, extending from the 5-mile radius area to 7 miles NW of the airport; within 2 miles each side of the 201° bearing from the Bar Harbor Airport, extending from the 5-mile radius area to 7 miles SW of the airport; and within 2 miles each side of the 271° bearing from the Bar Harbor Airport, extending from the 5-mile radius area to 7 miles W of the airport.

Bartlesville, Okla.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Phillips Airport (latitude 36°45'45" N., longitude 96°00'30" W.); and within 2 miles each side of the Bartlesville VOR 355° radial, extending from the 8-mile radius area to 8 miles north of the VOR; and that airspace extending upward from 1,200 feet above the surface within 5 miles east and 8 miles west of the Bartlesville VOR 355° radial extending from the VOR to 13 miles north of the VOR; and within 5 miles each side of the Bartlesville VOR 184° radial, extending from the VOR to 18 miles south excluding the portion within the Tulsa, Okla., transition area.

Batavia, N. Y.
That airspace extending upward from 700 feet above the surface within a 4-mile radius of the Batavia Airport (latitude 43°01'55" N., longitude 78°10'20" W.), and within 2 miles each side of the 192° bearing from the Batavia Airport, extending from the 4-mile radius area to 12 miles S of the airport.

Baton Rouge, La.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Ryan Airport, Baton Rouge, La. (latitude 30°31'55" N., longitude 91°09'00" W.); within 2 miles each side of the Baton Rouge ILS localizer SE course extending from the 7-mile radius area to 7.5 miles SE of Ryan Airport, within 5 miles NE and 8 miles SW of the Baton Rouge ILS localizer NW course extending from the OM to 12 miles NW and within 2 miles each side of the Baton Rouge VORTAC 071° radial extending from the 7-mile radius area to the VORTAC; and that airspace extending upward from 1,200 feet above the surface within an area bounded by a line beginning at latitude 30°07'40" N., longitude 91°36'45" W.; to latitude 30°46'20" N., longitude 91°50'40" W.; to latitude 30°53'40" N., longitude 91°29'10" W.; to latitude 31°04'00" N., longitude 91°29'20" W.; to latitude 31°04'40" N., longitude 91°14'20" W.; to latitude 30°38'00" N., longitude 90°48'00" W.; to latitude 30°17'00" N., longitude 90°45'00" W.; to latitude 30°13'00" N., longitude 90°57'00" W.; to point of beginning, excluding the portion within the McComb, Miss., transition area.

Battle Creek, Mich.
That airspace extending upward from 700 feet above the surface within a 12-mile radius of Kellogg Field, Battle Creek, Mich. (latitude 42° 18' 35" N., longitude 85° 14' 55" W.), within 8 miles NW and 5 miles SE of the Battle Creek ILS localizer NE course extending from the 12-mile radius area to 12 miles NE of the OM, within a 13-mile radius of Kalamazoo Airport (latitude 42° 14' 07" N., longitude 85° 33' 10" W.); within 8 miles W and 5 miles E of the Kalamazoo ILS localizer N course extending from the 13-mile radius area to 17 miles N of the airport; within a 4-mile radius of Haines Field, Three Rivers, Mich. (latitude 41° 57' 30" N., longitude 85° 35' 30" W.), and within 8 miles NW and 5 miles SE of the 034° bearing from Haines Field, extending from the 4-mile radius area to 12 miles NE of the airport; and that airspace extending upward from 1,200 feet above the surface bounded on the N by latitude 42° 38' 00" N., on the E by longitude 84° 50' 00" W., on the S by latitude 41° 40' 00" N., on the SW by V-277, and on the W by longitude 86° 00' 00" W.

AMENDMENTS 12/8/66 31 F. R. 13207 (Rewritten)

Baudette, Minn.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Baudette International Airport, Baudette, Minn. (latitude 48°43'25" N., longitude 94°36'24" W.) and within 2 miles each side of the 111° bearing from Baudette International Airport extending from the 5-mile radius area to 8 miles E of the airport; and that airspace extending upward from 1,200 feet above the surface within 5 miles S and 8 miles N of the 111° and 291° bearings from Baudette International Airport extending from 7 miles W to 13 miles E of the airport, excluding the portion outside of the United States.

Beatrice, Nebr.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Beatrice Municipal Airport (latitude 40°18'00" N., longitude 96°45'15" W.), and within 8 miles SW and 5 miles NE of the Beatrice VOR 319° radial extending from the VOR to a point 12 miles NW of the VOR.

Beaufort, S. C.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of MCAS Beaufort (latitude 32°28'40" N., longitude 80°43'20" W.); within a 1.5-mile radius of Beaufort County Airport (latitude 32°24'40" N., longitude 80°38'05" W.).

AMENDMENTS 10/13/66 31 F.R. 11015 (Rewritten)

Beaumont, Tex.
That airspace extending upward from 700 feet above the surface within 2 miles each side of the Beaumont ILS localizer NW course, extending from the OM to 8 miles NW; within 2 miles each side of the Beaumont localizer SE course, extending from the arc of a 5-mile radius circle centered at the Jefferson County Airport (latitude 29°57'05" N., longitude 94°01'10" W.), to 17 miles SE of the approach end of Runway 29; and within 2 miles each side of the Beaumont VOR 244° radial, extending from the VOR to 8 miles SW; and that airspace extending upward from 1,200 feet above the surface within a 25-mile radius of latitude 29°54'40" N., longitude 94°02'40" W.

Beaver Falls, Pa.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center 40°46'21" N., 80°23'37" W. of Beaver County Airport, Beaver Falls, Pa., and within 2 miles each side of the Elwood City, Pa. VOR 248° radial extending easterly from the 6-mile radius area to the VOR.

Beckley, W. Va.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Raleigh County Memorial Airport, Beckley, W. Va. (latitude 37° 47' 10" N., longitude 81° 07' 25" W.), and within 2 miles each side of the Beckley VOR 130° and 154° radials, extending from the 7-mile radius area to 13 miles SE of the VOR.

Beeville, Tex.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of NAAS Chase Field (latitude 28°21'50" N., longitude 97°39'40" W.); within 2 miles each side of the NAAS Chase TACAN 129° and 321° radials extending from the 7-mile radius area to 10 miles NW and SE of the TACAN; within 2 miles each side of the 339° bearing from the NAAS Chase RBN extending from the 7-mile radius area to 12 miles N of the RBN; and that airspace extending upward from 1200 feet above the surface within an area bounded by a line beginning at latitude 29°00'00" N., longitude 97°17'00" W., thence to the N boundary of V-20 at longitude 97°05'00" W., thence SW via the N boundary of V-20 to latitude 28°07'00" N., thence W via latitude 28°07'00" N, to the SW boundary of V-163, thence NW via the SW boundary of V-163 to longitude 98°23'00" W., thence to latitude 28°43'30" N., longitude 98°17'30" W., thence to latitude 29°00'00" N., longitude 97°43'00" W., thence to point of beginning.

Bellaire, Mich.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Antrim County Airport, Bellaire, Mich. (latitude 44°59'10" N., longitude 85°11'55" W.), and the airspace extending upward from 1,200 feet above the surface within 5 miles E and 8 miles W of the 198° bearing from the Bellaire RBN extending from the 8-mile radius area to 12 miles S of the RBN.

Belleville, Ill.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Scott AFB, Belleville, Ill. (latitude 38°32'30" N., longitude 89°51'05" W.), and within 2 miles each side of the 317° bearing from the Belleville RBN, extending from the 7-mile radius area to the RBN.

Bellingham, Wash.
That airspace extending upward from 700 feet above the surface bounded on the E by longitude 122°15'00" W., on the S by latitude 48°52'00" N., and on the W and N by the United Stated/Canadian border.
AMENDMENTS 3/31/66 31 F. R. 2422 (Rewritten)

Bemidji, Minn.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Bemidji Municipal Airport (latitude 47°30'35" N., longitude 94°55'50" W.), and within 2 miles each side of the 316° and 136° radials extending from the 6-mile radius area to 8 miles NW of the VOR, within 2 miles each side of the Bemidji VOR 135° radial extending from the 6-mile radius area to 17 miles SE of the VOR, within 5 miles N and 8 miles S of the 262° bearing from the Bemidji Municipal Airport, extending from the airport to 12 miles W of the airport; and that airspace extending upward from 1,200 feet above the surface within 5 miles NE and 8 miles SW of the Bemidji VOR 136° and 316° radials, extending from 4 miles SE to 13 miles NW of the VOR, and within 5 miles SW and 8 miles NE of the Bemidji VOR 135° radial, extending from 7 miles SE of the VOR to 22 miles SE of the VOR.

Benton Harbor, Mich.
That airspace extending upward from 700 feet above the surface within 8 miles each side of the Keeler, Mich., VOR 266° radial, extending from the Keeler VOR to 29 miles west of the VOR.

Berlin, N.H.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center 44°34'29" N., 71°10'35" W. of Berlin Airport, Berlin, N.H.; and within 2 miles each side of the 334° bearing from the Berlin RBN extending from the 7-mile radius area to 9 miles N of the RBN, effective sunrise to sunset.
That airspace extending upward from 1,200 feet above the surface beginning at 44°54'00" N., 71°10'00" W. to 44°31'00" N., 70°55'00" W. to 44°29'00" N., 71°03'00" W. to 44°22'00" N., 71°02'00" W. to 44°13'00" N., 71°45'00" W. to 44°25'00" N., 71°52'00" W. to 44°36'00" N., 71°20'00" W. to 44°47'00" N., 71°28'00" W. to point of beginning.

Bettles, Alaska
That airspace extending upward from 1,200 feet above the surface within a 19-mile radius of the Bettles VOR, extending clockwise from the NE boundary of Amber 2 to a line 8 miles NW of and parallel to the Bettles VOR 216° radial, and within an 8-mile radius of Bettles VOR, extending clockwise from a line 8 miles NW of and parallel to the Bettles VOR 216° radial to the NE boundary of Amber 2.

Beverly, Wash.
That airspace extending upward from 5,500 feet MSL within 7 miles NW and 11 miles SE of the Ephrata, Wash., VOR 221° radial, extending from 32 miles to 62 miles SW of the VOR.

AMENDMENTS 9/15/66 31 F.R. 9047 (Added)

Bible Grove, Ill.
That airspace extending upward from 1,200 feet above the surface within 4 nautical miles each side of the 015° and 207° radials of the Bible Grove VOR, extending from the VOR southwest to V-446 and north to the Mattoon VOR, excluding the Mattoon, Ill., transition area.

Big Delta, Alaska
That airspace extending upward from 1,200 feet above the surface within 20 miles SW and 35 miles NE of the 299° and 119° bearings from the Big Delta RR, extending from the arc of a 55-mile radius circle centered on Wainwright AAF (latitude 64°50'15" N., longitude 147°38'05" W.) to 55 miles SE of the RR, excluding the portion within the Fairbanks, Alaska, transition area.

Big Spring, Tex.
Designate the Big Spring, Tex., transition area as that airspace extending upward from 700 feet above the surface within a 23-mile radius of latitude 32°12'55" N., longitude 101°31'06" W.; that airspace extending upward from 1,200 feet above the surface within the area bounded by a line beginning at latitude 33°11'00" N., longitude 101°07'00" W.; thence to latitude 33°12'00" N., longitude 100°35'00" W.; to latitude 31°59'30" N., longitude 100°13'20" W.; to latitude 31°40'00" N., longitude 100°39'30" W.; to latitude 31°50'00" N., longitude 101°22'00" W.; to latitude 31°39'00" N., longitude 101°27'20" W.; to latitude 31°28'40" N., longitude 100°59'40" W.; to latitude 31°28'40" N., longitude 102°00'00" W.; thence N via longitude 102°00'00" W. to and counterclockwise along the arc of a 30-mile radius circle centered on Midland, Tex., VOR to latitude 31°40'00" N., longitude 101°52'30" W.; thence to latitude 31°36'35" N., longitude 101°47'20" W.; to latitude 31°37'25" N., longitude 101°35'15" W.; to latitude 31°55'00" N., longitude 101°29'40" W.; to latitude 32°36'30" N., longitude 102°07'20" W.; to latitude 32°59'00" N., longitude 102°43'30" W., to point of beginning; and that airspace extending upward from 7,500 feet MSL within the area bounded on the N by latitude 31°28'40" N., on the E by longitude 101°00'00" W., on the S by latitude 31°00'00" N., and on the W by longitude 102°00'00" W.; excluding the portion of the transition area with a floor of 7,500 feet MSL that lies within Federal airways.

Billings, Mont.
The airspace extending upward from 700 feet above the surface within an 8-mile radius of Logan Field, Billings, Mont. (latitude 45°48'23" N., longitude 108°31'54" W.); and within 2 miles each side of the 071° bearing from the Billings RBN extending from the 8-mile radius area to 8 miles E of the RBN; and within 5 miles N and 8 miles S of the Billings VORTAC 267° radial extending from the 8-mile radius area to 12 miles W of the VORTAC; and within 5 miles N and 8 miles S of the Billings ILS localizer W course extending from the 8-mile radius area to 12 miles W of the OM; and that airspace extending upward from 1,200 feet above the surface within a 21-mile radius of the Billings VORTAC extending clockwise from V-2 W of Billings to V-19 SE of Billings; and within 10 miles SW and 7 miles NE of the Billings VORTAC 301°
radial extending from 20 miles NW of the VORTAC to 49 miles NW of the VORTAC; and within 10 miles SW and 7 miles NE of the Billings VORTAC 317° radial extending from the 21-mile radius area to 45 miles NW of the VORTAC; and within 10 miles W and 7 miles E of the Billings VORTAC 347° radial extending from the 21-mile raduis area to 42 miles N of the VORTAC; and within 10 miles N and 8 miles S of the Billings VORTAC 096° radial extending from the 21-mile radius to 38 miles E of the VORTAC; and that airspace extending upward from 7,700 feet MSL within 8 miles each side of the Billings VORTAC 096° radial extending from 38 miles to 99 miles E of the VORTAC.'

AMENDMENT 5/26/66 31 F.R. 5407 (Rewritten) ; 10/13/66 31 F. R. 10571 (Rewritten)

Binghamton, N.Y.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center of Broome County Airport, 42°12'35" N., 75°58'46" W.; within 2 miles each side of the Binghamton VOR 066°-246° radial extending SW from the 7-mile radius area for 8 miles from the VOR; within 2 miles each side of the airport ILS localizer SE course extending from the 7-mile radius area to the Binghamton RBN.

Birmingham, Ala.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of the Birmingham Municipal Airport (latitude 33°33'50" N., longitude 86°45'30" W.); within 8 miles NW and 5 miles SE of the Birmingham ILS localizer SW course extending from the OM to 17 miles SW; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 34°00'00" N., longitude 87°30'00" W., extending E along latitude 34°00'00" N. to a line 11 miles NW of and parallel to V-115; thence NE along this line to latitude 34°15'00" N.; thence E along latitude 34°15'00" N. to longitude 86°15'00" W.; thence S along longitude 86°15'00" W. to latitude 34°00'00" N.; thence SE to the intersection of a line 7 miles N of and parallel to V-18 and longitude 86°01'00" W.; thence E along a line 7 miles N of and parallel to V-18 to longitude 85°33'00" W.; thence S along longitude 85°33'00" W. to the S boundary of V-18; thence W along the S boundary of V-18 to longitude 86°00'00" W.; thence S along longitude 86°00'00" W. to the S boundary of V-66; thence W along the S boundary of V-66 to a line extending from latitude 33°01'00" N., longitude 87°18'15" W. through latitude 33°11'00" N., longitude 87°06'40" W.; thence SW to latitude 33°01'00" N., longitude 87°18'15" W.; thence W along latitude 33°01'00" N. to the SE boundary of V-209; thence SW along the SE boundary of V-209 to a 19-mile radius arc centered on the Tuscaloosa, Ala., VOR; thence clockwise along this arc to longitude 87° 30'00" W.; thence N along longitude 87°30'00" W. to point of beginning, excluding that portion that coincides with R-2101 and the Gadsden, Ala., transition area.

AMENDMENTS 7/21/66 31 F.R. 7559 (Rewritten)

Bismarck, N. Dak.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Bismarck Municipal Airport (latitude 46°46'33" N., longitude 100°45'14" W.), within 8 miles NE and 5 miles SW of the Bismarck ILS localizer SE course extending from the OM to 12 miles SE of the OM, within 8 miles N and 5 miles S of the Bismarck 105° radial extending from the VOR to 12 miles E of the VOR, and within 5 miles N and 8 miles S of the 084° bearing from the Bismarck RBN extending from the RBN to 12 miles E of the RBN; and that airspace extending upward from 1200 feet above the surface within 8 miles N and 5 miles S of the 105° radial of the Bismarck VOR extending from the VOR to 14 miles E of the VOR, within 8 miles NE and 5 miles SW of the 129° radial of the Bismarck VOR extending from the VOR to 20 miles SE of the VOR, within 8 miles N and 5 miles S of the 084° and 264° bearings from the Bismarck RBN extending from 1 mile W to 14 miles E of the RBN, and within 8 miles NE and 5 miles SW of the Bismarck ILS localizer SE course extending from 3 miles NW to 14 miles SE of the Bismarck OM.

AMENDMENTS 3/3/66 30 F. R. 16070 (Added)

Blackstone, Va.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Blackstone AAF (latitude 37°04'30" N., longitude 77°57'45" W.) excluding the portion within R-6602.

Blakely, Ga.
That airspace extending upward from 1,200 feet above the surface, bounded by a line beginning at latitude 31°47'20" N., longitude 84°58'20" W.; to latitude 31°41'20" N., longitude 84°56'55" W.; to latitude 31°37'30" N., longitude 84°46'00" W.; to latitude 31°16'30" N., longitude 84°51'30" W.; to latitude 31°14'35" N., longitude 85°10'45"W.; thence counterclockwise along the arc of a 35-mile radius circle centered at latitude 31°14'55" N., longitude 85°46'20" W., to the E boundary of V-241; thence along the E boundary of V-241 to latitude 31°47'20" N., thence E along the line of latitude 31°47'20" N., to the point of beginning.

Block Island, R. I.
That airspace extending upward from 700 feet above the surface within a 4-mile radius of Block Island Airport (latitude 41°10'05" N., longitude 71°34'40" W.), and within 2 miles each side of the 264° bearing from the Block Island RBN (latitude 41°10'07" N., longitude 71°36'23" W.), extending from the 4-mile radius area to 10 miles W of the RBN.

Bloomington, Ill.
That airspace extending upward from 700' above the surface within a 5-mile radius of Bloomington Municipal Airport) latitude 40°28'50" N., longitude 88°55'45" W.); and within 2 miles each side of the Bloomington VOR 043° radial, extending from the 5-mile radius circle to 8 miles NE of the VOR.

Bloomington, Ind.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Monroe County Airport, Bloomington, Ind. (latitude 39°08'25" N., longitude 86°37'00" W.), within 5 miles NW and 8 miles SE of the Bloomington VOR 236° radial, extending from the VOR to 12 miles SW, and within 5 miles S and 8 miles N of the Bloomington VOR 072° radial, extending from the VOR to 12 miles E.

Bluefield, W. Va.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Mercer County Airport, Bluefield, W. Va. (latitude 37° 17' 45" N., longitude 81° 12' 30" W.), within 2 miles each side of the Bluefield VOR 267° radial, extending from the 8-mile radius area to 22 miles W of the VOR; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 38° 02' 00" N., longitude 82° 15' 00" W.; to latitude 38° 14' 00" N., longitude 80° 35' 00" W.; to latitude 37° 10' 00" N., longitude 80° 51' 30" W.; to latitude 37° 05' 00" N., longitude 82° 10' 00" W.; to the point of beginning.

Blythe, Calif.
That airspace extending upward from 700 feet above the surface within 2 miles each side of the Blythe VORTAC 227° radial, extending from the arc of a 5-mile radius circle centered on the Blythe Airport (latitude 33°37' 15" N., longitude 114°43'00" W.) to 8 miles SW of the VORTAC; and that airspace extending upward from 1,200 feet above the surface bounded on the N by latitude 33°43'00" N., on the E by longitude 114°30'00" W., on the S by the arc of an 18-mile radius circle centered on the Blythe Airport, and on the W by longitude 115°00'00" W.

Blytheville, Ark.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Blytheville AFB (latitude 35°57'50" N., longitude 89°56'40" W.); within 2 miles each side of the Blytheville VOR 357° and 185° radials extending from the 7-mile radius area to 21 miles N and S of the VOR, within 2 miles each side of the Blytheville TACAN 357° and 185° radials extending from the 7-mile radius area to 8 miles N and 7 miles S of the TACAN, and within 2 miles each side of the extended centerline of Runways 17 and 35, extending from the 7-mile radius area to 8 miles N and S of the airport, excluding that portion within a 1-mile radius of Blytheville Municipal Airport (latitude 35°56'15" N., longitude 89°49'45" W.); and that airspace extending upward from 1,200 feet above the surface within an area bounded by a line beginning at latitude 36°34'00" N., longitude 90°19'00" W.; to latitude 36°20'00" N., longitude 89°59'00" W.; to latitude 36°20'00" N., longitude 89°49'30" W.; to latitude 36°33'30" N., longitude 89°34'00" W.; to latitude 36°28'00" N., longitude 89°19'00" W.; to latitude 36°06'00" N., longitude 89°26'00" W.; thence W to the point of intersection of latitude 36°06'30" N., and the arc of a 21-mile radius circle centered at latitude 35°57'50" N., longitude 89°56'40" W.; thence clockwise along this arc to longitude 89°50'00" W., thence S via longitude 89°50'00" W. to the arc of a 36-mile radius circle centered at latitude 35°03'00" N., longitude 89°58'15" W., thence counterclockwise along the arc of this 36-mile radius circle to the W boundary of V-9 west alternate; thence N via the W boundary of V-9 west alternate to the S boundary of V-140; thence W along the S boumdary of V-140 to the E boundary of the Walnut Ridge, Ark., transition area; thence N along the E boundary of the Walnut Ridge, Ark., transition area to latitude 36°22'00" N., thence to point of beginning; and that airspace extending upward from 5,000 feet m.s.l. bounded by a line beginning at latitude 36°33'30" N., longitude 89°34'00" W.; to latitude 37°03'00" N., longitude 89°19'00" W.; to latitude 36°58'30" N., longitude 89°00'00" W.; to latitude 36°28'00" N., longitude 89°19'00" W.; to point of beginning; excluding the portion within the Paducah, Ky., transition area and the portion extending upward from 5,000 feet m.s.l. within federal airways.

Boise, Idaho
That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Boise VORTAC; within 2 miles each side of the 295° bearing from the Boise ILS OM, extending from the 8-mile radius area to 12 miles NW of the LOM; within 2 miles each side of the 328° bearing from the ILS OM, extending from the 8-mile radius area to the Eagle FM and within 2 miles each side of the Boise VORTAC 130° radial, extending from 12 miles to 15 miles SE of the VORTAC; that airspace extending upward from 1,200 feet above the surface within a 25-mile radius of the Boise VORTAC, extending clockwise from a line 8 miles NE of and parallel to the Boise VORTAC 319° radial to the Boise VORTAC 204° radial; within a 40-mile radius of the Boise VORTAC extending clockwise from the Boise VORTAC 204° radial to a line 8 miles NE of and parallel to the Boise VORTAC 319° radial; within 8 miles S and 7 miles N of the Boise VORTAC 269° radial, extending from the 40-mile radius area to 57 miles W of the VORTAC; within 8 miles NE and 11 miles SW of the Boise VORTAC 294° radial, extending from the 40-mile radius area to 75 miles NW of the VORTAC; within 8 miles NE and 16 miles SW of the Boise VORTAC 319° radial, extending from the 40-mile radius area to 55 miles NW of the VORTAC; and that airspace extending upward from 10,500 feet MSL SE of V-507, within 5 miles each side of the Rome, Oreg., VORTAC 056° radial, extending from 46 miles NE of the VORTAC to the Boise 40-mile radius area.

Bonneville, Utah.
That airspace SE of Bonneville extending upward from 1,200 feet above the surface bounded by a line extending from latitude 40°30'00" N., longitude 112°30'00" W., to latitude 40°35'00" N., longitude 113°00'00" W., thence via longitude 113°00'00" W., to the S edge of V-32, thence via the S edge of V-32 to longitude 112°56'30" W., thence via longitude 112°56'30" W., to latitude 40°40'00" N., thence to point of beginning; and that airspace extending upward from 8,500 feet AMSL bounded on the S by latitude 40°35'00" N., on the W by longitude 113°51' 00" W., on the N by the S edge of V-32 and on the E by longitude 113°00'00" W.

AMENDMENT 5/26/66 31 F.R. 5056 (Added)

Borger, Tex.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Hutchinson County Airport, Borger, Tex., (latitude 35°41'55" N., longitude 101°23'40" W.), within 2 miles each side of the Borger, Tex., VOR 185° and 005° radials extending from the 7-mile radius area to 8 miles N of the VOR, and within 8 miles NE and 5 miles SW of the 141° and 321° bearings from latitude 35°41'30" N., longitude 101°23'45" W., extending from 5 miles NW to 12 miles SE of latitude 35°41'30" N., longitude 101°23'45" W.

Boston, Mass.
That airspace extending upward from 700 feet above the surface bounded by a line beginning at: Latitude 42°53'00" N., longitude 71°05'00" W. to latitude 42°43'00" N., longitude 70°46'00" W. to latitude 42°30'00" N., longitude 70°48'00" W. to latitude 42°14'00" N., longitude 70°38'00" W. to latitude 41°59'00" N., longitude 70°48'00" W. to latitude 41°59'00" N., longitude 70°53'00" W. to latitude 42°03'00" N., longitude 71°10'00" W. to latitude 42°13'00" N., longitude 71°21'00" W. to latitude 42°21'00" N., longitude 71°25'00" W. to latitude 42°22'00" N., longitude 71°47'00" W. to latitude 42°27'00" N., longitude 71°55'00" W. to latitude 42°39'00" N., longitude 71°55'00" W. to latitude 42°41'00" N., longitude 71°42'00" W. to latitude 42°38'00" N., longitude 71°20'00" W. to latitude 42°43'00" N., longitude 71°15'00" W. to the point of beginning; that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at: Latitude 42°53'00" N., longitude 71°05'00" W. to latitude 42°45'00" N., longitude 70°37'00" W. to latitude 42°44'25" N., longitude 70°37'15" W., thence along a line 3 nautical miles from and parallel to the shoreline to latitude 42°41'20" N., longitude 70°30'00" W. to latitude 42°15'20" N., longitude 70°30'00" W. to latitude 42°13'20" N., longitude 70°18'30" W. to latitude 41°53'30" N., longitude 70°56'30" W. to latitude 42°04'00" N., longitude 71°19'00" W. to latitude 41°56'35" N., longitude 71°26'00" W., thence counterclockwise along the arc of a 27-mile radius circle centered on the NAS Quonset Point VOR to latitude 41°47'45" N., longitude 71°46'40" W. to latitude 41°55'00" N., longitude 71°59'00" W. to latitude 42°05'00" N., longitude 72°00'00" W. to latitude 42°55'00" N., longitude 72°00'00" W. to latitude 42°43'00" N., longitude 71°40'00" W. to latitude 42°43'00" N., longitude 71°15'00" W. to the point of beginning, excluding the portion within the Taunton, Mass., transition area; and that airspace extending upward from FL 200 to FL 300, inclusive, east of Boston bounded by a line beginning at: Latitude 42°24'30" N., longitude 70°15'30" W. to latitude 42°27'50" N., longitude 70°04'00" W. to latitude 42°25'30" N., longitude 70°04'00" W. to latitude 42°24'30" N., longitude 69°46'00" W. to latitude 42°21'30" N., longitude 69°30'00" W. to the point of beginning.

AMENDMENTS 2/3/66 30 F. R. 15321 (Rewritten)

Bowling Green, Ky.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center 36°57'55" N., 86°25'10" W. of the Bowling Green-Warren County Airport, Bowling Green, Ky.; within 2 miles each side of the Bowling Green VOR 206° radial extending from the 6-mile radius area to 8 miles SW of the VOR.
That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at the western boundary of V-7 at 37°01'00" N. to 37°03'15" N., 87°00'00" W. to 37°04'00" N., 86°18'25" W. to 36°45'30" N., 86°18'25" W. to the intersection of 86°36'00" W. and a 36-mile arc centered at Nashville Metropolitan Airport, Nashville, Tenn., thence counterclockwise along the arc to the western boundary of V-7, to the point of beginning.

Bozeman, Mont.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Gallatin-Bozeman Airport (latitude 45°46'50" N., longitude 111°09'20" W.), and that airspace extending upward from 1,200 feet above the surface within 6 miles S and 8 miles N of the Bozeman VOR 097° and 277° radials extending from 8 miles E to 13 miles W of the VOR.

Bradford, Pa.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Bradford-McKean County Airport (latitude 41°48'10" N., longitude 78°38'20" W.); within 2 miles each side of the Bradford RBN 134° bearing, extending from the 7-mile radius area to 8 miles SE of the RBN; and within 2 miles each side of the Bradford VOR 138° radial, extending from the 7-mile radius area to 8 miles SE of the VOR; and that airspace extending upward from 1,200 feet above the surface bounded by a line extending from: latitude 42°32'00" N., longitude 77°58'00" W., to latitude 41°55'00" N., longitude 77°58'00" W., to latitude 41°55'30" N., longitude 78°10'00" W., to latitude 41°38'00" N., longitude 78°13'00" W., through latitude 41°00'00" N., longitude 78°35'20" W., to the south boundary of V-6; thence via the south boundary of V-6 to longitude 79°15'00" W., thence northward via longitude 79°15'00" W., to latitude 41°17'00" N., longitude 79°15'00" W., to latitude 41°30'00" N., longitude 78°57'00" W., to latitude 42°10'00" N., longitude 78°57'00" W., to latitude 42°11'30" N., longitude 78°52'00" W., to latitude 42°32'00" N., longitude 78°52'00" W., to the point of beginning.

Brainerd, Minn.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Brainerd-Crow Wing County Airport (latitude 46°23'25" N., longitude 94°08'20" W.); within 2 miles each side of the 043° bearing from Brainerd-Crow Wing County Airport, extending from the 7-mile radius area to 8 miles NE of the airport; within 2 miles each side of the 198° bearing from Brainerd-Crow Wing County Airport, extending from the 7-miles radius area to 12½ miles S of the airport; and within 5 miles NE and 8 miles SW of the 313° bearing from Brainerd-Crow Wing County Airport, extending from the airport to 12 miles NW of the airport; and that airspace extending upward from 1,200 feet above the surface within 5 miles SW and 8 miles NE of the Brainerd VOR 120° radial, extending from the VOR to 13 miles SE of the VOR; within 5 miles SE and 8 miles NW of the 043° bearing from Brainerd-Crow Wing County Airport, extending from the airport to 12 miles NE of the airport; and within 5 miles W and 8 miles E of the 198° bearing from Brainerd-Crow Wing County Airport, extending from the airport to 16 miles S of the airport.

AMENDMENTS 11/10/66 31 F.R. 12433 (Rewritten)

Bridgeport, Conn.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center 41°09'41" N., 73°07'35" W., of the Bridgeport Municipal Airport, Bridgeport, Conn.; within 2 miles each side of the Bridgeport VOR 229° radial extending SW from the 7-mile radius area for 1 mile; within a 7-mile radius of the center 41°15'51" N., 72°53'11" W., of Tweed-New Haven Airport, New Haven, Conn.; within 5 miles W and 8 miles E of the New Haven VOR 192° radial extending from the New Haven VOR for 12 miles; within 5 miles E and 5 miles W of the Hartford, Conn., VOR 223° radial extending NE from the Bridgeport 7-mile radius area for 24 miles; within 5 miles E and 5 miles W of the Poughkeepsie, N.Y., VOR 149° radial extending NW from the Bridgeport 7-mile radius area for 11 miles, within 5 miles N and 5 miles S of the Carmel, N.Y., VOR 065° radial extending from the Carmel VOR to 17 miles NE of the VOR; within 5 miles N and 5 miles S of the Carmel VOR 093° radial extending from the Carmel VOR to 28 miles E of the VOR, excluding those portions that coincide with the White Plains, N.Y., transition area.
That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at 41°31'00" N., 73°30'00" W. to 41°31'00" N., 73°20'00" W. to 41°49'00" N.,73°16'00" W. to 41°31'00" N., 72°46'00" W. to 41°18'00" N., 72°30'30" W. to 41°00'00" N., 72°45'00" W. to 41°00'00" N., 73°33'00" W. to 41°10'00" N., 73°33'00" W. to 41°20'00" N., 73°23'00" W. to 41°25'00" N., 73°30'00" W. to point of beginning.

Bridgeport, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Bridgeport Airport (latitude 33°15'42" N., longitude 97°47'48" W.); and within 2 miles each side of the Bridgeport VORTAC 135° radial, extending from the 5-mile radius area to 8 miles SE of the VORTAC.

Bristol, Pa.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center 40°07'45" N., 74°51'00" W., of 3M Airport, Bristol, Pa., said transition area effective from sunrise to sunset daily, excluding that portion that coincides with North Philadelphia, Pa., 700-foot transition area.

Brookings, S. Dak.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Brookings, S. Dak., Municipal Airport (latitude 44°18'12" N., longitude 96° 48' 40" W.); and within 8 miles NE and 5 miles SW of the 138° bearing from Brookings Municipal Airport extending from the airport to 12 miles SE of the airport; and within 5 miles NE and 8 miles SW of the 298° bearing from Brookings Municipal Airport extending from the airport to 12 miles NW of the airport.

AMENDMENT 3/3/66 31 F. R. 877 (Rewritten)

Brownsville, Tex.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Rio Grande Valley International Airport (latitude 25°54'25" N., longitude 97°25'25" W.), within 2 miles each side of the Brownsville ILS localizer N course extending from the 7-mile radius area to 8 miles N of the OM, within 2 miles each side of the Brownsville VORTAC 071° radial extending from the 7-mile radius area to 8 miles E of the VORTAC, and within 2 miles each side of the 344° bearing from latitude 25°56'50" N., longitude 97°26'15" W. extending from the 7-mile radius area to 8 miles N of latitude 25°56'50" N., longitude 97°26'15" W., excluding the portion outside the United States; and that airspace extending upward from 1,200 feet above the surface within the area bounded by a line beginning at latitude 26°30'00" N., longitude 98°18'00" W.; to latitude 26°51'00" N., longitude 97°58'30" W.; to latitude 26°50'00" N., longitude 97°51'00" W.; thence NE to a point 3 nautical miles from the shoreline at latitude 27°11'20" N.; thence 3 nautical miles from and parallel to the shoreline south to the United States/Mexican border, thence W via the United States/Mexican border to longitude 98°25'00" W.; thence N via longitude 98°25'00" W. to latitude 26°17'00" N., longitude 98° 25'00" W.; to point of beginning.

AMENDMENTS 6/23/66 31 F.R. 9000 (Changed)

Brownwood, Tex.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Brownwood Municipal Airport (latitude 31°47'40" N., longitude 98°57'25" W.); and within 2 miles each side of the Brownwood VOR 360° and 180° radials, extending from the 6-mile radius area to 8 miles N of the VOR.

Brunswick, Ga.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of NAS Glynco (latitude 31°15'30" N., longitude 81°28'00" W.), and within 2 miles each side of the Brunswick VOR 203° radial, extending from the VOR to 8 miles SW of the VOR; that airspace extending upward from 1,200 feet above the surface bounded on the N by latitude 31°30'00" N., on the E by a line extending from latitude 31°30'00" N., longitude 80°47'30" W., to latitude 31°09'40" N., longitude 81°02'40" W., to latitude 30°53'00" N., longitude 81°12'50" W., on the S by latitude 30°53'00" N., and on the W by the E boundary of V-267, excluding the portion within W-157; and that airspace extending upward from 2,000 feet MSL bounded by a line beginning at latitude 31°11'15" N., longitude 81°01'30" W., thence to latitude 30°53'00" N., longitude 80°59'55" W., to latitude 30°53'00" N., longitude 81°12'50" W., to latitude 31°09'40" N., longitude 81°02'40" W., thence to point of beginning.

Brunswick, Maine
That airspace extending upward from 700 feet above the surface within a 9-mile radius of NAS Brunswick (latitude 43°53'35" N., longitude 69°56'20" W.); within 2 miles each side of the Navy Brunswick VOR 166° radial, extending from the 9-mile radius area to 12 miles S of the VOR; within 2 miles each side of a line bearing 173° from latitude 43°48'53" N., longitude 69°55'30" W., extending from the 9-mile radius area to 12 miles S of latitude 43°48'53" N., longitude 69°55'30" W.

Bryce Canyon, Utah
That airspace extending upward from 11,500 feet MSL within 7 miles NW and 10 miles SE of the Bryce Canyon VORTAC 240° and 060° radials, extending from 20 miles SW to 9 miles NE of the VORTAC.

Buffalo, N. Y.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Niagara Falls, N. Y., Municipal Airport (latitude 43° 06' 20" N., longitude 78° 56' 55" W.); within a 7-mile radius of the Greater Buffalo International Airport (latitude 42° 56' 25" N., longitude 78° 43' 50" W.); within a 4-mile radius of Buffalo Airpark (latitude 42° 51' 40" N., longitude 78° 43' 00" W.); within 5 miles S and 8 miles N of Niagara Falls ILS localizer E course, extending from the OM to 14 miles E of the OM; within 8 miles NW and 7 miles SE of the Buffalo ILS localizer NE course, extending from the OM to 12 miles NE of the OM; within 8 miles N and 5 miles S of the Buffalo VORTAC 099° radial, extending from the VORTAC to 12 miles E of the VORTAC, and within 2 miles each side of the Buffalo ILS localizer SW course, extending from the Buffalo 7-mile radius area to 8 miles SW of the Runway 5 OM; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 43° 38' 00" N., longitude 78° 41' 00" W., to latitude 43° 21' 00" N., longitude 78° 00' 00" W., to latitude 43° 06' 00" N., longitude 78° 21' 00" W., to latitude 42° 32' 00" N., longitude 78° 21' 00" W., to latitude 42° 32' 00" N., longitude 78° 52' 00" W., to latitude 42° 37' 00" N., longitude 79° 15' 00" W., to latitude 42° 41' 00" N., longitude 79° 19' 30" W., thence via the United States/Canadian border to the point of beginning, excluding the portion outside the United States.

Burbank, Calif.
That airspace extending upward from 700 feet above the surface bounded by a line beginning at latitude 34°15'30" N., longitude 118°47'00" W.; to latitude 34°15'30" N., longitude 118°33'00" W.; to latitude 34°14'00" N., longitude 118°33'00" W.; to latitude 34°14'00" N., longitude 118°15'00" W.; to latitude 34°12' 00" N., longitude 118° 15' 00" W.; to latitude 34° 12' 00" N., longitude 117° 59' 00" W.; to latitude 33° 56' 00" N., longitude 117° 59' 00" W.; to latitude 33° 56' 00" N., longitude 118° 07' 00" W.; to latitude 34° 00' 00" N., longitude 118° 07' 00" W.; to latitude 34° 00' 00" N., longitude 118° 15' 00" W.; to latitude 34° 05' 00" N., longitude 118° 15' 00" W.; to latitude 34° 05' 00" N., longitude 118° 33' 00" W.; to latitude 34° 04' 00" N., longitude 118° 33' 00" W; to latitude 34° 04' 00" N., longitude 118° 43' 00" W; to latitude 34° 10' 00" N., longitude 118° 43' 00" W; to latitude 34° 10' 00" N., longitude 118° 47' 00" W; thence to point of beginning; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 34° 30' 00" N., longitude 118° 50' 00" W.; to latitude 34° 30' 00" N., longitude 118° 45' 00"W.; thence N along longitude 118° 45' 00" W. to the S boundary of V-137, thence along the S boundary of V-137 to longitude 118° 20' 00" W.; to latitude 34° 30' 00" N., longitude 118° 20' 00" W.; to latitude 34° 30' 00" N., longitude 117°-43' 00" W.; to latitude 34° 10' 00" N., longitude 117° 43' 00" W.; to latitude 34° 10' 00" N., longitude 117° 59' 00" W.; to latitude 34° 05' 00" N., longitude 117° 59' 00" W.; to latitude 34° 05' 00" N., longitude 118° 33' 00" W.; to latitude 34° 00' 00" N., longitude 118° 33' 00" W.; to latitude 34° 00' 00" N., longitude 118° 50' 00" W.; thence to point of beginning.

AMENDMENT 3/31/66 31 F. R. 2423 (Changed)

Burley, Idaho
That airspace extending upward from 700 feet above the surface within 2 miles each side of the Burley VORTAC 292° radial, extending from the VORTAC to 10 miles W of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within 12 miles N and 9 miles S of the Burley VORTAC 075° and 255° radials, extending from 18 miles E of the Burley VORTAC to a 14-mile radius circle centered on the Twin Falls, Idaho, VOR and the 038° radial from the Twin Falls VOR.

Burlington, Iowa
That airspace extending upward from 700 feet above the surface within 2 miles each side of the 185° bearing from the Burlington Municipal Airport (latitude 40° 47' 05" N., longitude 91° 07' 25" W.), extending from the arc of a 5-mile radius circle centered on the Burlington Municipal Airport to 7.5 miles south of the airport; and that airspace extending upward from 1,200 feet above the surface bounded by a line extending from latitude 41° 10' 00" N., longitude 91° 00' 00" W.; to latitude 41° 10' 00" N., longitude 90° 00' 00" W.; thence S to latitude 40° 35' 20" N., longitude 90° 00' 00" W.; thence W via latitude 40° 35' 20" N., to the Burlington VOR 235° radial; thence clockwise along the arc of a 14-mile radius circle centered on the Burlington Municipal Airport to longitude 91° 00' 00" W.; thence to point of beginning.

Burlington, Vt.
That airspace extending upward from 700 feet above the surface within a 10-mile radius of the center, 44°28'15" N., 73°09'10" W., of Burlington Airport, Burlington, Vt.; within 2 miles each side of the Burlington VOR 198° radial extending from the 10-mile radius to 8 miles south of the Burlington VOR; within 8 miles northeast and 5 miles southwest of the Burlington ILS northwest localizer course extending from the 10-mile radius to 12 miles northwest of the Burlington LOM; excluding that airspace that coincides with the Plattsburgh, N. Y., transition area.

That airspace extending upward from 1,200 feet above the surface within an area bounded by a line beginning at: 45°00'30" N., 72°00'00" W. to 44°55'00" N., 72°05'00" W. to 44°25'00" N., 72°20'00" W. to 43°55'00" N., 72°16'00" W. to 43°47'00" N., 72°39'00" W., 44°00'00" N., 73°16'00" W. to 44°00'00" N., 74°35'00" W. to 44°42'00" N., 74°54'00" W. to 44°42'00" N., 75°05'00" W. to 44°56'00" N., 75°05'00" W. thence easterly along the United States-Canadian Border to the point of beginning.

AMENDMENTS 2/3/66 30 F. R. 14918 (Added)

Butler, Pa.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Butler-Graham Airport (latitude 40° 46' 45" N., longitude 79° 56' 55" W.), and within 2 miles each side of the Butler RBN 180° and 002° bearings, extending from the 5-mile radius area to 8 miles S of the RBN.

Butte, Mont.
That airspace extending upward from 700 feet above the surface within 2 miles each side of the Butte, Mont., VOR 115° radial extending from a 5-mile radius circle centered on Silver Bow County Airport, Butte, Mont. (latitude 45°57'15" N., longitude 112°29'50" W.) to the VOR; and that airspace extending upward from 1,200 feet above the surface within 5 miles SW and 8 miles NE of the Butte VOR 325° radial extending from the VOR to 12 miles NW of the VOR; within 10 miles E and 7 miles W of the Butte VOR 002° and 182° radials, extending from 20 miles N to 11 miles S of the VOR; and within 10 miles N and 7 miles S of the Whitehall, Mont., VOR 096° and 276° radials, extending from 20 miles E to 19 miles W or the VOR.

AMENDMENTS 8/18/66 31 F.R. 8492 (Rewritten)

Calverton, N. Y.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Peconic Airport (latitude 40°54'55" N., longitude 72°47'35" W.), excluding the portion within the Westhampton Beach, N. Y., transition area.

Campbellsville, Ky.
That airspace extending upward from 700 feet above the surface within a 4-mile radius of the center, 37°21'22" N., 85°18'40" W. of Taylor County Airport, Campbellsville, Ky., and within 2 miles each side of the Campbellsville RBN 171° bearing extending from the 4-mile radius area to 8 miles south of the RBN, effective from 0830 to 1900 local time daily.

AMENDMENTS 2/3/66 30 F. R. 14968 (Added); Amend. Alt. 31 F. R. 288;

Camp Douglas, Wis.
That airspace extending upward from 700 feet above the surface, within a 10-mile radius of Volk Field, Camp Douglas, Wis. (latitude 43°56'25" N., longitude 90°15'20" W.), and within 2 miles each side of the Volk Field VORTAC 092° radial extending from the 10-mile radius to 12 miles E of the VORTAC; and that airspace extending upward from 1,200 feet above the surface N of V82 and V170, within a 30-mile radius of Volk Field, excluding the portions which coincide with R-6901 and R-6904 or overlie the Madison, Wis., transition area.

AMENDMENT 3/31/66 31 F. R. 2474 (Added)

Cape Decision, Alaska
That airspace extending upward from 700 feet above the surface within 2 miles each side of the 278° bearing from the Cape Decision RBN, extending from 6 miles W to 12 miles W of the RBN; and that airspace extending upward from 1,200 feet above the surface within 7 miles S and 5 miles N of the 278° and 098° bearings from the Cape Decision RBN, extending from 7 miles E of the RBN to the W boundary of Federal Airway Amber 1.

AMENDMENT 12/8/66 31 F.R. 13389 (Added)

Cape Girardeau, Mo.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Cape Girardeau Municipal Airport (latitude 37°13'32" N., longitude 89°34'13" W.) and within 5 miles E and 8 miles W of the Cape Girardeau VOR 196° radial extending from the VOR to 12 miles S; and that airspace extending upward from 1,200 feet above the surface within 5 miles W and 8 miles E of the Cape Girardeau VOR 036° radial extending from the VOR to 12 miles NE.

Carlsbad, N. Mex.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Carlsbad Municipal Airport (latitude 32°20'20" N., longitude 104°15'45" W.), and within 2 miles each side of the Carlsbad VOR 157° radial, extending from the 7-mile radius area to 8 miles southeast of the VOR; and that airspace extending upward from 1,200 feet above the surface within 5 miles southwest and 8 miles northeast of the Carlsbad VOR 157° and 337° radials, extending from 7 miles northwest to 13 miles southeast of the VOR; within 5 miles southeast and 8 miles northwest of the Carlsbad VOR 064° and 244° radials, extending from 7 miles southwest to 13 miles northeast of the VOR; and within 5 miles each side of the Carlsbad VOR 064° radial, extending from the VOR to 23 miles northeast of the VOR.

Casper, Wyo.
That airspace extending upward from 700 feet above the surface within 2 miles each side of the Casper VORTAC 216° radial, extending from 26 miles to 31 miles SW of the VORTAC; within 2 miles each side of the Casper VORTAC 235° radial, extending from 23 miles to 28 miles SW of the VORTAC, and within 2 miles each side of the Casper ILS localizer W course, extending from 5 miles W to 7 miles W of the OM; that airspace extending upward from 1,200 feet above the surface within 12 miles SE and 10 miles NW of the Casper VORTAC 216° and 036° radials, extending from 20 miles NE to 44 miles SW of the VORTAC; within 6 miles S and 13 miles N of the 270° and 090° bearings from the Casper RBN, extending from 33 miles W to 43 miles E of the RBN, and within 5 miles each side of the Casper VORTAC 235° radial, extending from 38 miles to 52 miles SW of the VORTAC; and that airspace extending upward from 9,500 feet MSL within 5 miles each side of the Casper VORTAC 235° radial, extending from 52 miles to 81 miles SW of the VORTAC.

Cecil, Wis.
That airspace extending upward from 1,200 feet above the surface within 5 miles NE and 8 miles SW of the Green Bay, Wis., VOR 320° radial extending from 17 miles NW to 37 miles NW of the Green Bay VOR.

Cedar City, Utah
That airspace extending upward from 1,200 feet above the surface within 6 miles E and 10 miles W of the Cedar City VOR 184° and 004° radials extending from 8 miles S to 20 miles N of the VOR.

Cedar Rapids, Iowa
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Cedar Rapids Municipal Airport (latitude 41° 53' 05" N., longitude 91° 42' 45" W.) and within 8 miles N and 6 miles S of the Cedar Rapids VOR 089° and 269° radials, extending from 3 miles E to 13 miles W of the VOR; and that airspace extending upward from 1,200 feet above the surface bounded on the N by latitude 42° 05' 00" N., on the E by longitude 91° 00' 00" W., on the S by latitude 41° 20' 00" N., on the SW by a line extending from latitude 41° 20' 00" N., longitude 92° 00' 00" W., to latitude 41° 30' 00" N., longitude 92° 15' 00" W., and on the W by latitude 92° 15' 00" W.

Centralia, Ill.
That airspace extending upward from 700 feet above the surface within a 4-mile radius of the Centralia Municipal Airport (latitude 38°30'40" N., longitude 89°05'35" W.), and within 2 miles each side of the Centralia VOR 031° radial, extending from the 4-mile radius area to the VOR; within a 4-mile radius of the Mount Vernon, Ill., Municipal Airport (latitude 38°19'15" N., longitude 88°51'40" W.), and within 2 miles each side of the 044° bearing from the airport, extending from the 4-mile radius area to 8 miles NE of the airport; and the airspace extending upward from 1,200 feet above the surface bounded by a line beginning at the N boundary of V-446, extending S along longitude 88°35'00" W., to latitude 38°12'00" N., thence W along latitude 38°12'00" N., to and counterclockwise along the arc of a 40-mile radius circle centered at Scott AFB, Belleville, Ill. (latitude 38°32'30" N., longitude 89°51'05" W.) to and clockwise along the arc of a 13-mile radius circle centered on the Centralia VOR to and counterclockwise along the arc of the 40-mile radius circle centered on Scott AFB to the N boundary of V-446, thence E along the N boundary of V-446 to the point of beginning.

Chadron, Nebr.
That airspace extending upward from 700 feet above the surface within a 14-mile radius of Chadron Municipal Airport (latitude 42°50'00" N., longitude 103°05'50" W.), and within 5 miles each side of the Chadron VOR 030° radial, extending from the 14-mile radius area to the VOR; and that airspace extending upward from 1,200 feet above the surface within 5 miles NW and 8 miles SE of the Chadron VOR 030° and 210° radials, extending from 5 miles NE to 14 miles SW of the VOR.

Chagrin Falls, Ohio
That airspace extending upward from 700 feet above the surface within a 4-mile radius of the center, 41°25'45" N., 81°19'50" W., of Chagrin Falls Airport, Chagrin Falls, Ohio, and within 2 miles each side of the Chardon, Ohio, VOR 235° radial extending from the 4-mile radius area to the VOR.
AMENDMENTS 1/5/67 31 F. R. 14973 (Added)

Champaign, Ill.
That airspace extending upward from 700 feet above the surface within a 12-mile radius of the Champaign, Illinois, VORTAC and within 2 miles each side of the Champaign VORTAC 326° radial extending from the 12-mile radius area to 17 miles NW of the VORTAC, excluding the area which overlies the Rantoul, Ill., transition area extending upward from 700 feet above the surface.

Chanute, Kans.
That airspace extending upward from 1,200 feet above the surface within 8 miles SE and 12 miles NW of the Chanute VOR 244° and 064° radials, extending from 12 miles SW to 15 miles NE of the VOR.

Charles City, Iowa
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Charles City, Iowa, Municipal Airport (latitude 43°04'25" N., longitude 92°36'35" W.) and within 2 miles each side of the 313° bearing from the airport, extending from the 5-mile radius area to 8 miles northwest of the airport; and that airspace extending upward from 1,200 feet above the surface within 5 miles southwest and 8 miles northeast of the 313° bearing from the airport, extending from the airport to 12 miles northwest of the airport excluding that portion which overlies the Leroy, Iowa, transition area.

Charleston, S. C.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Charleston AFB/Municipal Airport (latitude 32°53'55" N., longitude 80°02'20" W.); within 8 miles SW and 5 miles NE of the Charleston ILS localizer NW course, extending from the OM to 12 miles NW of the OM; within 8 miles SW and 5 miles NE of the Charleston VORTAC 332° radial, extending from the VORTAC to 12 miles NW of the VORTAC; that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at the INT of the SE boundary of V-3 and latitude 33°30'00" N., thence E to latitude 33°11'55" N., longitude 79°08'00" W., to latitude 32°58'30" N., longitude 79°18'00" W., to latitude 32°50'40" N., longitude 79°23'15" W., thence clockwise along the arc of a 38-mile radius circle centered on the Charleston VORTAC, to an W along a line 5 miles S of and parallel to the Charleston VORTAC 109° radial to a point 3 nmi E of the Shoreline, thence SW along a line 3 nmi from the shoreline to latitude 32°29'30" N., longitude 80°12'00" W., thence to latitude 32°45'50" N., longitude 80°30'30" W., to latitude 32°44'00" N., longitude 80°43'25" W., thence to the INT of the SE boundary of V-3 and latitude 32°44'00" N., thence NE along the SE boundary of V-3 to the point of beginning; and that airspace extending upward from 1,700 feet MSL bounded on the E by V-437 on the S by the 1,200-foot floor portion of the Charleston transition area, and on the NW by the SE boundary of V-3, excluding the portion that coincides with the Florence, S. C., transition area.

AMENDMENTS 8/18/66 31 F.R. 8909 (Rewritten)

Charleston, W. Va.
That airspace extending upward from 700 feet above the surface within a 12-mile radius of the center, 38°22'21" N, 81°35'35" W, of Kanawha Airport, Charleston, W. Va.; within 8 miles NW and 5 miles SE of the ILS localizer NE course extending from the 12-mile radius area to 12 miles NE of the ILS OM.
That airspace extending upward from 1,200 feet above the surface within the area bounded by a line beginning at: 38°00'00" N, 82°55'00" W to 38°45'00" N, 83°30'00" W to 39°00'00" N, 83°00'00" W to 39°00'00" N, 81°04'00" W to 38°13'30" N, 80°41'00" W to 38°02'00" N, 82°15'00" W to the point of beginning.

Charlotte, N. C.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Douglas Airport (latitude 35°12'58" N., longitude 80°56'22" W.); within 2 miles each side of the Charlotte VORTAC 003° radial extending from the 8-mile radius area to 14 miles N of the VORTAC; within 2 miles each side of the Fort Mill, S. C., VOR 011° radial, extending from the 8-mile radius area to the VOR; within 2 miles each side of the Charlotte VORTAC 058° radial, extending from the 8-mile radius area to 14 miles NE of the VORTAC; within 2 miles each side of the Charlotte VORTAC 171° radial, extending from the 8-mile radius area to 14 miles S of the VORTAC; within 2 miles each side of the Charlotte VORTAC 223° radial, extending from the 8-mile radius area to 14 miles SW of the VORTAC; including that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at the intersection of the E boundary of V-37 north of Charlotte and a 55-mile radius arc centered at the Douglas Airport, thence clockwise along this arc to its intersection with a line extended from the Liberty, N. C., VOR to the Chesterfield, S. C., VOR, thence south along this line to its intersection with the NW boundary of V-155, thence SW along the NW boundary of V-155 to its intersection with a 60-mile radius arc centered at Shaw AFB, Sumter, S. C. (latitude 33°58'15" N., longitude 80°28'19" W.), thence SW to latitude 34°30'00" N., longitude 81°02'00" W., thence SW along a line extending from latitude 34°30'00" N., longitude 81°02'00" W., through the intersection of a line 10 miles SW of and parallel to the centerline of V-53 and latitude 34°15'30" N., to the east boundary of V-53, thence NW along the east boundary of V-53 to its intersection with longitude 81°30'00" W., thence N along longitude 81°30'00" W., to its intersection with the N boundary of V-20, thence NE along the N boundary of V-20 to its intersection with the east boundary of V-37, thence N along the east boundary of V-37 to point of beginning.

AMENDMENTS 6/23/66 31 F.R. 5824 (Rewritten)

Charlottesville, Va.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Charlottesville-Albermarle Airport (latitude 38°08'25" N., longitude 78°27'10" W.); and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 38°43'00" N., longitude 78°58'00" W.; to latitude 38°43'00" N., longitude 78°12'00" W.; to latitude 38°51'15" N., longitude 78°12'21" W.; to latitude 38°30'00" N., longitude 77°44'00" W.; to latitude 37°40'00" N., longitude 78°14'30" W.; to latitude 37°40'00" N., longitude 79°30'30" W.; to latitude 38°00'00" N., longitude 79°30'00" W.; to the point of beginning.

Chattanooga, Tenn.
That airspace extending upward from 700 feet above the surface within a 14-mile radius of Lovell Field, Chattanooga, Tenn. (latitude 35°02'05" N., longitude 85°12'10" W.), extending clockwise from the 020° to the 250° bearings from the airport; within a 20-mile radius of Lovell Field, extending clockwise from the 250° to the 020° bearings from the airport; within 4 miles each side of the Chattanooga VORTAC 263° radial, extending between the arcs of a 14-mile and a 25-mile radius circle each centered at Lovell Field; within 8 miles E and 5 miles W of the North Chattanooga, Tenn., RBN 016° bearing, extending from the RBN to 12 miles N; that airspace extending upward from 1,200 feet above the surface within a 25-mile radius of Lovell Field; within the area SE of Chattanooga, extending from the 25-mile radius area bounded on the E by the W boundary of V-5W, on the S by a line through latitude 34°26'58" N., longitude 84°55'58" W., and latitude 34°25'30" N., longitude 84°59'30" W., and on the W by a line 9 miles W of and parallel to the Chattanooga VORTAC 152° radial; within the area S, extending from the 25-mile radius area bounded on the E by a line 9 miles W of and parallel to the Chattanooga VORTAC 152° radial, on the S by latitude 34°37'00" N., on the W by the E boundary of V-115E; within the area N, NE, and NW of Chattanooga extending from the 25-mile radius area bounded by a line beginning at the INT of the arc of a 25-mile radius circle centered at Lovell Field and a line 6 miles W of and parallel to the Chattanooga VORTAC 313° radial; thence NW along a line 6 miles W of and parallel to the Chattanooga VORTAC 313° radial, to and clockwise along the arc of a 50-mile radius circle centered on the Chattanooga VORTAC, to the W boundary of V-51W; thence S along the W boundary of V-51W to latitude 35°24'30" N., thence to latitude 35°22'45" N., longitude 84°45'00" W.; to latitude 35°17'30" N., longitude 84°45'10" W.; to latitude 35°08'20" N., longitude 84°45'35" W.; thence via latitude 35°08'20" N., to the arc of a 25-mile radius circle centered at Lovell Field; and that airspace extending upward from 3,000 feet MSL bounded on the N by V-54, on the NE by the arc of a 25-mile radius circle centered at Lovell Field, on the SE by V-115, and on the W by a line extending through latitude 34°32'00" N., longitude 85°52'15" W., and latitude 34°48'00" N., longitude 85°57'10" W., excluding the portion that coincides with the Rome, Ga., transition area.

AMENDMENTS 7/21/66 31 F.R. 7559 (Rewritten)

Cherokee, Wyo.
That airspace extending upward from 1,200 feet above the surfave within 10 miles S and 7 miles N of the Cherokee VOR 081° and 261° radials, extending from 7 miles E to 7 miles W of the VOR.

Cherokee Village, Ark.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Cherokee Village RBN (latitude 36°15'55" N., longitude 91°33'45"W.); within 8 miles southeast and 5 miles northwest of a 226° bearing from the RBN extending from the 7-mile radius area to 12 miles southwest of the RBN.

AMENDMENTS 11/10/66 31 F.R. 11460 (Added)

Cherry Point, N. C.
That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at Lat. 35°45'30" N, Long. 76°39'00" W, thence clockwise along the arc of a 60-mile radius circle centered at Lat. 34°54'30" N, Long. 76°53'00" W, to Lat. 35°05'50" N, Long. 75°51'05" W, thence 3-nmi from and parallel to the shoreline to Lat. 34°37'30" N, Long. 76°56'20" W, to Lat. 34°41'50" N, Long. 76°56'20" W, to Lat. 34° 45' 10" N, Long. 76°40'30" W, to Lat. 34°46'45" N, Long. 76°24'45" W, to Lat. 35°04'30" N, Long. 76°04' 30" W, to Lat. 35°18'15" N, Long. 76°16'40" W, to Lat. 35°23'15" N, Long. 76°34'40" W, to Lat. 35°03' 00" N, Long. 76°57'00" W, to Lat. 35°26'00" N, Long. 76°52'00" W, thence to point of beginning.

Chester, Conn.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center. 41°23'01" N., 72°30'20" W. of Chester Airport, Chester, Conn., and within 2 miles each side of the Madison VOR 062° radial extending from the 5-mile radius to the VOR.

Chesterfield, Mo.
That airspace extending upward from 700 feet above the surface within 2 miles each side of the Maryland Heights, Mo. VORTAC 243° radial extending from 7 miles SW of the VORTAC to 10.5 miles SW of the VORTAC.

AMENDMENT 12/8/66 31 F.R. 13207 (Added)

Cheyenne, Wyo.
That airspace extending upward from 700 feet above the surface within a 14-mile radius of the Cheyenne Municipal Airport (latitude 41°09'20" N., longitude 104°48'30" W.); that airspace extending upward from 1,200 feet above the surface bounded on the NE by V-6, on the SE by V-207, on the SW by V-4N and on the NW by V-524, and that airspace NW of Cheyenne within 7 miles NE and 10 miles SW of the Cheyenne VORTAC 305° radial, extending from the VORTAC to 47 miles NW of the VORTAC, excluding the portions within the Laramie, Wyo. transition area.

Chicago, Ill.
That airspace extending upward from 700 feet above the surface within the area bounded by a line beginning at latitude 41°31'00" N., longitude 87°47'00" W.; to latitude 41°29'00" N., longitude 87°34'00" W.; to latitude 41°29'00" N., longitude 87°19'00" W.; to latitude 41°55'00" N., longitude 87°19'00" W.; to latitude 42°30'00" N., longitude 87°35'00" W.; to latitude 42°38'00" N., longitude 87°52'00" W.; to latitude 42°30'00" N., longitude 87°59'00" W.; to latitude 42°25'00" N., longitude 88°10'00" W.; to latitude 42°15'00" N., longitude 88°10'00" W.; to latitude 42°15'00" N., longitude 88°25'00" W.; to latitude 41°55'00" N., longitude 88°25'00" W.; to latitude 41°53'00" N., longitude 88°31'00" W.; to latitude 41°50'00" N., longitude 88°31'00" W.; thence counterclockwise via the arc of a 5-mile radius circle centered on the Aurora Municipal Airport (latitude 41°46'14" N., longitude 88°28'16" W.) to latitude 41°48'00" N., longitude 88°22'50" W. to latitude 41°50'00" N., longitude 88°12'00" W to point of beginning and that airspace extending upward from 1,200 feet above the surface within the area bounded by a line beginning at latitude 41°55'00" N.; longitude 89°50'00" W to latitude 41°55'00" N, longitude 88°30'00" W. to latitude 42°30'00" N., longitude 88°30'00" W. to latitude 42°30'00" N., longitude 87°00'00" W. to latitude 41°20'00" N., longitude 87°00'00" W. to latitude 41°20'00" N., longitude 85°50'00" W. to latitude 41°00'00" N., longitude 85°50'00" W. to latitude 41°00'00" N., longitude 86°33'00" W. to latitude 40°45'00" N., longitude 86°33'00" W. to latitude 40°45'00" N., longitude 88°40'00" W. to latitude 41°10'00" N., longitude 88°40'00" W. to latitude 41°10'00" N., longitude 89°50'00" W. thence north to point of beginning.

Chico, Calif.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Chico Airport (latitude 39°47'45" N., longitude 121°51'25" W.), and within 2 miles each side of the Chico VOR 308° radial, extending from the 5-mile radius area to 8 miles northwest of the VOR, excluding the portion within a 1-mile radius of Ranchero Airport (latitude 39°43'10" N., longitude 121°52'10" W.).

Chicopee Falls, Mass.
That airspace extending upward from 700 feet above the surface within a 12-mile radius of the center, 42°11'40" N., 72°32'15" W., of Westover AFB, Chicopee Falls, Mass.; within 7 miles each side of the Chicopee Falls, Mass., ILS localizer NE course extending from the 12-mile radius area to 13 miles NE of the outer marker and within a 10-mile radius of the center, 42°09'25" N., 72°42'50" N., of Barnes Airport, Westfield, Mass., excluding that portion within the Hartford, Conn., transition area.
That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at: 42°55'00" N., 72°00'00" W. to 42°05'00" N., 72°00'00" W. to 41°55'00" N., 71°59'00" W. to 42°02'00" N., 72°07'00" W. to 42°02'00" N., 73°16'00" W. to 43°11'00" N., 72°39'00" W. to 43°05'00" N., 72°13'00" W. to point of beginning.

AMENDMENTS 3/3/66 31 F. R. 249 (Added)

Childress, Tex.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Childress Municipal Airport (latitude 34°25'55" N., longitude 100°17'45" W.); and that airspace extending upward from 1,200 feet above the surface within a 20-mile radius of the Childress Municipal Airport, and within 10 miles SE and 7 miles NW of the Childress VOR 244° radial, extending from the 20-mile radius area to 20 miles SW of the VOR.

China Lake NAF, Calif.
That airspace extending upward from 700 feet above the surface within 2 miles each side of the NAF China Lake TACAN 350° radial extending from 8 miles to 12 miles N of the TACAN and within 2 miles each side of the NAF China Lake TACAN 148° radial extending from 8 miles to 11 miles SE of the TACAN.

Chincoteague, Va.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of NASA Wallops Station Airport, Chincoteague, Va. (latitude 37°56'15" N., longitude 75°28'15" W.); and that airspace extending upward from 1,200 feet above the surface within a 12-mile radius of NASA Wallops Station Airport, and the area extending NE from the the 12-mile radius area bounded on the NW by the SE boundary of V-139, on the NE by the Salisbury, Md., VOR 114° radial, and on the southeast by a line 3 miles SE of and parallel to the SE boundary of V-139, excluding the portion within R-6604 and the portion outside the United States.

Cincinnati, Ohio
That airspace extending upward from 700 feet above the surface within an 11.5-mile radius of the center 39°02'56" N., 84°39'53" W. of Greater Cincinnati Airport, Covington, Ky. and within 5 miles west and 8 miles east of the Greater Cincinnati Airport south localizer extending from the 11.5 mile radius area to 15 miles south of the Runway 36 OM; within 8 miles west and 12 miles east of the Greater Cincinnati Airport north localizer course extending from the 11.5-mile radius area to 14 miles north of the Runway 18 OM. Within an 8-mile radius of the center, 39°06'14" N., 84°25'18" W., of Cincinnati Municipal (Lunken Field) Airport, Cincinnati, Ohio.
That airspace extending upward from 1,200 feet above the surface beginning at: 38°26'00" N., 85°15'00" W. to 39°12'00" N., 85°30'00" W. to 39°40'00" N., 84°25'00" W. to 39°19'00" N., 84°00'00" W. to 38°30'00" N., 83°59'00" W. to 38°20'00" N., 84°30'00" W. to point of beginning.

AMENDMENTS 10/13/66 31 F.R. 11461 (Changed)

Clarion, Pa.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 41°14'22" N., 79°25'54" W. of Rhea Airport, Clarion, Pa., and within 2 miles each side of the Clarion VOR 016° radial extending from the 5-mile radius area to the VOR. This transition area is effective from sunrise to sunset, daily.

That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at 41°17'00" N., 79°15'00" W. to 41°03'00" N., 79°15'00" W. to 40°57'00" N., 78°37'00" W. to 40°55'00" N., 78°38'00" W. to a point on the Imperial VOR 37-mile arc at 40°33'00" N, thence counterclockwise along this arc to 80°08'00" W. to the Clarion VOR to the point of beginning.

Clarksburg, W. Va.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Benedum Airport, Clarksburg, W. Va., 39°17'40" N., 80°13'40" W. and within 2 miles each side of the Clarksburg, VOR 216° radial extending southwesterly from the 7-mile radius area for 8 miles from the VOR and within 2 miles each side of the centerline of Runway 3 extended northeasterly for 7 miles from the end of the runway.

Cleveland, Ohio

That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Cleveland-Hopkins International Airport (latitude 41°24'30" N., longitude 81°51'00" W.); within a 3-mile radius of the Burke-Lakefront Airport (latitude 41°31'00" N., longitude 81°41'00" W.); within 2 miles each side of the Cleveland-Hopkins Runway 23-L-ILS localizer NE course, extending from the 8-mile radius area to the Burke-Lakefront 3-mile radius area; within 2 miles each side of the Cleveland-Hopkins Runway 5-R-ILS localizer SW course, extending from the 8-mile radius area to the Gilbert RBN; within 2 miles each side of the Strongsville VOR 192° radial, extending from the 8-mile radius area to 8 miles S of the VOR; and within 2 miles each side of the Akron, Ohio, VORTAC 319° radial, extending from the Burke-Lakefront 3-mile radius area to 10 miles NW of the airport; within a 5-mile radius of the center, 41°19'25" N., 81°51'50" W., of Strongsville Airpark, Strongsville, Ohio, and within 2-miles each side of the Strongsville VOR 261° radial extending from the Strongsville Airpark 5-mile radius area to 8 miles W of the VOR;

that airspace extending upward from 1,200 feet above the surface within the area bounded by a line beginning at 41°57'00" N., 81°18'00" W., thence clockwise along the arc of a 19-mile radius circle (centered at 41°41'00"N., 81°23'25" W.), to 41°24'20" N., 81°23'00" W., to 41°21'00" N., 81°31'00" W., thence clockwise along the arc of an 18-mile radius circle (centered at 41°24'30" N., 81°51'00" W.) to the 146° bearing from said center, thence southeast along the 146° bearing to 41°08'00" N., 81°36'00" W., to 40°53'00" N., 81°43'00" W., thence clockwise along the arc of a 37-mile radius circle (centered at 41°24'30" N., 81°51'00" W.) to 40°56'30" N., to 82°12'00" W., to 41°08'40" N., 82°32'00" W., thence clockwise along the arc of a 21-mile radius circle (centered at 41°26'00" N., 82°39'05" W.) to 41°14'00" N., 82°57'00" W., to 41°19'10" N., 82°49'20" W., thence clockwise via the arc of a 12-mile radius circle (centered at 41°26'00" N., 82°39'05" W.) to 41°36'30" N., 82°40'00" W., to 41°40'30" N., 82°40'00" W., thence east along the United States-Canada border to 42°02'20" N., 81°37'00" W. to 42°00'00" N., 81°18'00" W. to point of beginning.

AMENDMENTS 2/3/66 30 F. R. 15321 (Changed); 1/5/67 31 F. R. 14973 (Changed)

Clinton, Iowa

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Clinton Municipal Airport (latitude 41° 49' 45" N., longitude 90° 19' 50" W.), within 2 miles each side of the Cordova VOR 338° radial, extending from the 5-mile radius area to the VOR; and within 8 miles SW and 5 miles NE of the 324° bearing from the Clinton Municipal Airport, extending from the airport to 12 miles NW of the airport.

Clovis, N. Mex.

That airspace extending upward from 700 feet above the surface within a 14-mile radius of Cannon AFB, Clovis, N. Mex. (latitude 34°23'01" N., longitude 103°18'58" W.); within 2 miles each side of the 217° bearing from the Cannon AFB RBN, extending from the 14-mile radius area to 12 miles SW of the RBN, within 2 miles each side of the 225° bearing from the Cannon AFB RBN, extending from the 14-mile radius area to 8 miles SW of the RBN; within a 5-mile radius of the Clovis, N. Mex., Municipal Airport (latitude 34°25'00" N., longitude 103°05'00" W.); within 2 miles each side of the Texico, Tex., VOR 255° radial, extending from the 5-mile radius area to the Texico VOR; within 2 miles each side of the 057° bearing from the Clovis, N. Mex., RBN (latitude 34°27'30" N., longitude 103°01'30" W.) extending from the 5-mile radius area to 8 miles northeast of the Clovis RBN; within 2 miles each side of the extended center line of the Clovis Municipal Airport NE-SW runway, extending from the 5-mile radius area to 7 miles northeast of the airport; and that airspace extending upward from 1,200 feet above the surface within a 30-mile radius of Cannon AFB, extending clockwise from a 051° bearing to a 190° bearing from latitude 34°22'37" N., longitude 103°18'59" W.; within a 37-mile radius of Cannon AFB, extending clockwise from a 190° bearing to a 226° bearing from latitude34°22'37" N., longitude 103°18'59" W., thence via a line to latitude 34°01'10" N., longitude 104°04'00" W., thence to latitude 34°09'55" N., longitude 104°03'40" W., thence to latitude 34°10'00" N., longitude 103°55'00" W., thence to latitude 34°42'15" N., longitude 103°55'00" W., thence to the point of beginning; that airspace E of Clovis within 10 miles N and 7 miles S of the Texico, Tex., VOR 093° and 273° radials, extending from the 30-mile radius area to 25 miles E of the VOR; within 5 miles each side of a 084° bearing from latitude 34°22'37" N., longitude 103°18'59" W. extending from the 30-mile radius area to 51 miles E of latitude 34°22'37" N., longitude 103°18'59" W.; and that airspace extending upward from 8,000 feet MSL NW of Clovis bounded by a line beginning at latitude 34°32'30" N., longitude 103°55'00" W., thence to latitude 34°28'30" N., longitude 104°05'15" W., thence to latitude 34°38'00" N., longitude 104°10'30" W., thence to latitude 34°46'40" N., longitude 104°05'25" W., thence to latitude 34°42'15" N., longitude 103°55'00" W., thence to the point of beginning.

AMENDMENTS 11/4/66 31 F. R. 14630 (Rewritten)

Coaldale, Nev.
That airspace extending upward from 10,500 feet MSL within 9 miles northeast and 6 miles southwest of the Coaldale VORTAC 146° and 326° radials, extending from 17 miles southeast to 7 miles northwest of the VORTAC.

Coatesville, Pa.
That airspace extending upward from 700 feet above the surface within a 4-mile radius of the center, 39°59'00" N., 75°52'00" W. of Chester County Area Airport, Chester, Pa., and within 2 miles each side of the Coatesville RBN 283° bearing extending from the 4-mile radius area to 8 miles W of the RBN.

Cochise, Ariz.
That airspace extending upward from 1,200 feet above the surface within 10 miles N and 7 miles S of the Cochise VOR 096° and 276° radials, extending from 9 miles W to 20 miles E of the VOR.

Coeur d'Alene, Idaho
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Coeur d'Alene Air Terminal (latitude 47°46'30" N., longitude 116°49'05" W.); within 2 miles each side of the 072° and 252° bearings from the Coeur d'Alene RBN, extending from the 5-mile radius area to 8 miles W of the RBN, and within 2 miles each side of the 186° bearing from the Coeur d'Alene RBN, extending from the RBN to 10 miles S of the RBN.

PENDING AMENDMENT
Cold Bay, Alaska
That airspace extending upward from 700 feet above the surface within 2 miles each side of the 041° bearing from the Cold Bay RR, extending from the RR to 6 miles NE of the RR, and within 2 miles each side of the 263° bearing from the Cold Bay RR, extending from the RR to 6 miles W of the RR; and that airspace extending upward from 1,200 feet above the surface within 5 miles SE of the 041° bearing from the Cold Bay RR, extending from the RR to 18 miles NE of the RR; within 5 miles S of the 263° bearing from the Cold Bay RR, extending from the RR to 18 miles W of the RR; and within the arc of an 18-mile radius circle centered on the Cold Bay RR, extending clockwise from the 263° bearing to the 041° bearing from the RR.

AMENDMENTS 1/5/67 31 F. R. 14260 (Added); Eff. date changed (To be announced later) 31 F. R. 16127:

Coldwater, Mich.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Branch County Memorial Airport, Coldwater, Mich. (latitude 41°56'00" N., longitude 85°03'15" W.) and within 8 miles NW and 5 miles SE of the 209° bearing from the Branch County Memorial Airport extending from the airport to 12 miles SW of the airport excluding the portion within the Sturgis, Mich., transition area.

College Station, Tex.
That airspace extending upward from 700 feet above the surface within 8 miles S and 5 miles N of the College Station VOR 287° radial, extending from the VOR to 13 miles W; and that airspace extending upward from 1,200 feet above the surface within 8 miles S and 5 miles N of the College Station VOR 107° radial, extending from the VOR to 7 miles E; and within 5 miles each side of the College Station VOR 124° radial, extending from the VOR to 23 miles SE.

Colorado Springs, Colo.
That airspace extending upward from 700 feet above the surface within a 20-mile radius of Peterson Field, Colorado Springs, Colo. (latitude 38°48'35" N., longitude 104°42'20" W.), and within 5 miles west and 8 miles east of the Colorado Springs ILS localizer north course, extending from the 20-mile radius area to 21 miles north of the localizer, excluding the portion west of longitude 104°52'00" W.; that airspace extending upward from 1,200 feet above the surface bounded on the south by latitude 38°30'00" N., on the west by longitude 104°52'00" W., on the north by latitude 39°05'00" N., on the east by a line 4 n.m. west of and parallel to the Hugo, Colo., VOR 011° and 185° radials, on the southeast by the southeast boundary of V-108S and longitude 104°00'00" W., and that airspace northwest of Colorado Springs bounded on the north by latitude 39°05'00" N., on the east by longitude 104°52'00" W. and on the southwest by a line 5 miles southwest of and parallel to the Colorado Springs VORTAC 307° radial.

Columbia, Mo.
That airspace extending upward from 700 feet above the surface bounded on the N by latitude 39°09'00" N., on the W by longitude 92°31'00" W., on the S by latitude 38°53'30" N., on the E by longitude 92°14'00" W., and within 2 miles each side of the Columbia VOR 176° radial extending from the VOR to 13 miles S of the VOR; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 38°38'40" N., longitude 92°31'00" W., thence N along longitude 92°31'00" W., to latitude 38°53'30" N., thence E along latitude 38°53'30" N., to longitude 92°14'00" W., thence S along longitude 92°14'00" W., to latitude 38°43'30" N., thence SE to latitude 38°39'10" N., longitude 92°06'15" W., thence SW to latitude 38°29'40" N., longitude 92°14'45" W., thence NW to the point of beginning.

Columbia, S. C.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of the Columbia Airport (latitude 33°56'26" N., longitude 81°07'13" W.) and within 5 miles north and 8 miles south of the Columbia ILS localizer west course extending from the 9-mile radius area to 12 miles west of the OM; that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at the point of intersection of a 60-mile arc centered on Shaw AFB (latitude 33°58'15" N., longitude 80°28'19" W.) and the west boundary of V-155, extending clockwise along this arc to the west boundary of V-3, thence south along the west boundary of V-3 and west along the north boundary of V-18S to the west boundary of V-37, thence to latitude 33°08'45" N., longitude 81°22'40" W., thence counterclockwise along the boundary of R-6004 to latitude 33°23'25" N., longitude 81°37'00" W., thence north to latitude 33°46'00" N., longitude 81°37'00" W., thence to the intersection of the north boundary of V-155 and longitude 81°41'30" W., thence southwest along the north boundary of V-155 to its intersection with a line 16 miles south and parallel to the Columbia VORTAC 294° radial, thence northwest along this line to latitude 81°59'00" W., thence north to latitude 34°13'00" N., longitude 81°50'30" W., thence to the intersection of a line 10 miles southwest and parallel to the centerline of V-53 and latitude 34°15'30" N., thence northeast to latitude 34°30'00" N., longitude 81°02'00" W., thence northeast to point of beginning.

Columbus, Ga.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Muscogee County Airport (latitude 32°30'55" N., longitude 84°56'25" W.); within a 9-mile radius of Lawson AAF (latitude 32°20'20" N., longitude 84°59'35" W.); within 8 miles W and 5 miles E of the Columbus VOR 329° and 149° radials, extending from the 7-mile and 9-mile radius areas to 12 miles NW of the VOR; within 2 miles each side of the 214° bearing from the Lawson RBN, extending from the 9-mile radius area to 8 miles SW of the RBN; within 2 miles each side of the Lawson AAF VOR 209° radial, extending from the Lawson 9-mile radius area to 8 miles SW of the Lawson RBN; and that airspace extending upward from 1,200 feet above the surface bounded on the NE by the arc of a 50-mile radius circle centered at the Atlanta (Georgia) Airport (latitude 33°38'42" N., longitude 84°25'37" W.), on the E by V-97, on the S by V-56 and the arc of a 26-mile circle centered at Lawson AAF (latitude 32°20'20" N., longitude 84°59'35" W.) and on the NW by V-20; and that airspace west of longitude 84°45'00" W. within a 26-mile radius of Lawson AAF; excluding the portions within R-3002.

Columbus, Ind.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Columbus Municipal Airport (latitude 39°08'09" N., longitude 85°55'29" W.), and within 2 miles each side of the 225° bearing from the Columbus Municipal Airport extending from the 5-mile radius area to 12 miles SW of the airport, excluding that portion which overlies the Atterbury, Ind., 700-foot transition area.

AMENDMENTS 3/3/66 31 F. R. 428 (Added)

Columbus, Miss.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of Columbus AFB, Miss. (latitude 33°38'38" N., longitude 88°26'39" W.); within a 6-mile radius of Columbus-Lowndes County Airport, Miss. (latitude 33°27'52" N., longitude 88°22'50" W.); within a 5-mile radius of Oktibbeha Airport, Miss. (latitude 33°29'45" N., longitude 88°41'00" W.); within 2 miles each side of the Columbus VORTAC 275° radial, extending from the 5-mile radius area to the VORTAC; within 2 miles each side of the Columbus VORTAC 101° radial, extending from the 6-mile radius area to the VORTAC; within 2 miles each side of the 179° bearing from the Columbus radio beacon (latitude 33°27'30" N., longitude 88°23'00" W.), extending from the 6-mile radius area to 8 miles S of the radio beacon; and that
airspace extending upward from 1,200 feet above the surface within a 40-mile radius of Columbus AFB excluding that portion which coincides with the Tupelo, Miss., transition area; including that airspace SE of the 40-mile radius area bounded on the NE by V-278S, on the E by a 19-mile radius arc centered on the Tuscaloosa, Ala., VOR, on the SE by V-18, and on the W by longitude 88°00'00" W.; including that airspace N of the 40-mile radius area, bounded on the W by the Tupelo, Miss., transition area, on the N by V-176, and on the E by longitude 87°55'00" W.; and that airspace extending upward from 5,000 feet above mean sea level within 5 miles each side of the Caledonia VOR 310° radial extending from the 40-mile radius area to longitude 89°20'00" W., excluding that portion which coincides with the Tupelo, Miss., transition area; and that airspace extending upward from 10,000 feet above mean sea level SW of the 40-mile radius area bounded on the N by V-278, on the W by longitude 89°17'00" W., on the S by latitude 33°03'00" N., and on the SE by a line extending from latitude 33°03'00" N., longitude 88°57'40" W. to the intersection of longitude 88°47'00" W. and the 40-mile radius arc centered on Columbus AFB.

AMENDMENTS 9/15/66 31 F R. 9447 (Changed)

Columbus, Nebr.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Columbus Municipal Airport (latitude 41°26'50" N., longitude 97°20'25" W.), and within 8 miles NE and 5 miles SW of the Columbus VOR 141° radial extending from the VOR to 12 miles SE, and within 8 miles W and 5 miles E of the Columbus VOR 340° radial extending from the VOR to 12 miles N and within 8 miles SW and 5 miles NE of the 330° and 150° bearings from the Columbus RBN extending from 2 miles SE of the RBN to 12 miles NW of the RBN.

Columbus, N. Mex.
That airspace extending upward from 8,000 feet MSL, bounded on the E by longitude 107°13'00" W, on the S by the United States/Mexican border, on the W by longitude 107°54'00" W, and on the N by latitude 31°59'00" N.

Columbus, Ohio
That airspace extending upward from 700 feet above the surface within a 12-mile radius of the center, 39°59'30" N., 82°53'20" W., of Columbus Municipal Airport, Columbus, Ohio; within a 14-mile radius of the center, 39°48'50" N., 82°55'40" W., of Lockbourne AFB, Columbus, Ohio; within a 5-mile radius of the center, 39°45'25" N., 82°39'35" W., of Anchor Hocking Airport, Lancaster, Ohio; within 2 miles each side of the Lockbourne VOR 088° radial extending from the Anchor Hocking Airport 5-mile radius area to 8 miles E of the VOR; that airspace within a line from 39°49'35" N., 82°37'30" W., to 40°00'00" N., 82°32'30" W., to 40°10'00" N., 82°32'30" W. to 40°10'10" W., 82°53'20" W.

That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at: 40°27'28" N., 82°07'37" W. to 39°52'25" N., 82°13'00" W. to 39°40'00" N., 82°00'00" W. to 39°40'00" N., 81°47'00" W. to 39°00'00" N., 81°43'40" W. to 39°00'00" N., 83°00'00" W. to 38°45'00" N., 83°30'00" W. to 38°30'00" N., 83°18'15" W. to 38°30'00" N., 83°59'00" W. to 39°19'00" N., 84°00'00" W. to 39°05'00" N., 83°30'00" W., to 40°00'00" N., 83°15'00" W. to 40°30'00" N., 83°50'00" W. to 40°30'00" N., 83°10'00" W. to point of beginning.
AMENDMENTS 2/3/66 30 F. R. 15272 (Added); Corr: 31 F. R. 249;

Colusa, Calif.
That airspace extending upward from 700 feet above the surface within 2 miles E and 3.5 miles W of the Williams, Calif. VORTAC 015 radial, extending from the VORTAC to 11 miles N of the VORTAC; that airspace extending upward from 1,200 feet above the surface bounded on the E by the W edge of V-23, on the S by the N edge of V-200 and on the W by the W edge of V-195.
AMENDMENT 6/23/66 31 F.R. 5823 (Added)

Concord, N. H.
That airspace extending upward from 700 feet above the surface bounded by a line beginning at 43°22'00" N., 71°23'00" W. to 42°47'00" N., 71°09'00" W. to 42°38'00" N., 71°20'00" W. to 42°40'00" N., 71°35'00" W. to 42°43'00" N., 71°36'00" W. to 42°49'30" N., 71°41'30" W. to 42°51'20" N., 71°47'00" W. to 42°52'15" N., 71°43'45" W. to 42°54'00" N., 71°45'00" W. to 42°57'00" N., 71°40'00" W., to 43°17'00" N., 71°46'00" W. to point of beginning.

That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at 42°53'00" N., 71°05'00" W. to 42°43'00" N., 71°15'00" W. to 42°43'00" N., 71°40'00" W. to 42°55'00" N., 72°00'00" W. to 43°35'00" N., 71°55'00" W. to 43°45'00" N., 71°09'00" W. to point of beginning.

AMENDMENTS 6/23/66 31 F. R. 6864 (Changed); 1/5/67 31 F. R. 15237 (Changed)

Connersville, Ind.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Mettel Airport (latitude 39°41'50" N., longitude 85°07'55" W.), and within 2 miles each side of the 015° bearing from the Mettel Airport extending from the 6-mile radius area to 8 miles north of the airport.
AMENDMENTS 7/21/66 31 F.R. 7561 (Added)

Cooperstown, N. Y.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center, 42°42'45" N., 74°56'30" W. of Cooperstown Airport, Cooperstown, N. Y., effective from sunrise to sunset, daily.

Cordele, Ga.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of the Cordele Airport (latitude 31°59'15" N., longitude 83°46'24" W.); within 2 miles each side of the Vienna VORTAC 226° radial extending from the 9-mile radius area to the VORTAC; that airspace extending upward from 1,200 feet above the surface bounded on the N by V-70, on the E by V-243, on the S by latitude 32°00'00" N., and on the W by the arc of a 40-mile radius circle centered at latitude 31°35'50" N., longitude 84°05'05" W.; within the area E of the Vienna VORTAC bounded on the N by the arc of a 35-mile radius circle centered on the Macon VORTAC (latitude 32°41'27" N., longitude 83°38'50" W.), on the SE by a line 5 miles east of and parallel to the 048° radial of the Vienna VORTAC, on the SW by the 138° radial of the Vienna VORTAC.
AMENDMENT 4/28/66 31 F.R. 2888 (Added); Amend. Alt. 31 F.R. 5286

Cordova, Alaska
That airspace extending upward from 700 feet above the surface within 5 miles NW and 8 miles SE of the Cordova RR SW course, extending from 8 miles SW of the Cordova RR to 13 miles SW of the INT of the SW course of the Cordova RR and the E course of the Hinchinbrook RR; and that airspace extending upward from 1,200 feet above the surface within 5 miles NE and 8 miles SW of the Cordova RR SE course, extending from 13 miles SE of the Cordova RR to 13 miles SE of the INT of the SE course of the Cordova RR and the E course of the Hinchinbrook RR; within 8 miles N and 5 miles S of the Hinchinbrook RR E and W courses, extending from 7 miles W to 13 miles E of the Hinchinbrook RR.
AMENDMENTS 8/18/66 31 F.R. 8620 (Added)

Corona, N. Mex.
That airspace extending upward from 8,500 feet MSL, within 10 miles NE and 7 miles SW of the Corona VOR 139° and 319° radials, extending from 20 miles SE to 9 miles NW of the VOR.

Corpus Christi, Tex.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Corpus Christi International Airport (latitude 27°46'20" N., longitude 97°30'20" W.); within a 7-mile radius of NAS Corpus Christi (latitude 27°41'30" N., longitude 97°17'15" W.); within a 4-mile radius of the Sinton Airport (latitude 28°02'25" N., longitude 97°32'34" W.); within 2 miles each side of the Corpus Christi VORTAC 328° radial, extending from the 4-mile radius area to the VORTAC; within 2 miles each side of the Corpus Christi ILS localizer SE course, extending from the 6-mile radius area to 13 miles SE of the airport; within 2 miles each side of the Corpus Christi ILS localizer NW course, extending from the International Airport 6-mile radius area to 8 miles NW of the OM; within 2 miles each side of the Corpus Christi RBN 048° bearing, extending from the International Airport 6-mile radius area to 8 miles NE of the RBN; within 2 miles each side of the Navy Corpus RBN 135° bearing, extending from the NAS Corpus Christi 7-mile radius area to 8 miles SE of the RBN; and within 2 miles each side of the Navy Corpus TACAN 139° radial, extending from the NAS Corpus Christi 7-mile radius area to 12 miles SE of the TACAN; that airspace extending upward from 1,200 feet above the surface bounded on the N by the SW boundary of V-163, latitude 28°07'00" N., and the N boundary of V-20; on the NE and E by a line extending from the N boundary of V-20 through latitude 28°42'00" N., longitude 96°26'00" W., to latitude 28°37'15" N., longitude 96°17'15" W.; thence to latitude 28°14'00" N., longitude 96°46'00" W.; thence S along longitude 96°46'00" W., to 3 nautical miles from the shoreline; thence SW 3 nautical miles from and parallel to the shoreline to latitude 27°49'00" N., to latitude 27°45'30" N., longitude 96°51'00" W.; to latitude 27°28'20" N., longitude 96°45'30" W.; to latitude 27°14'30" N., longitude 96°55'30" W.; to latitude 27°23'00" N., longitude 97°06'00" W.; thence SW to a point 3 nautical miles from the shoreline at latitude 27°11'20" N., thence to latitude 26°50'00" N., longitude 97°51'00" W.; and bounded on the S and W by a line extending from latitude 26°50'00" N., longitude 97°51'00" W.; to latitude 26°51'00" N., longitude 97°58'30" W.; to latitude 27°24'00" N., longitude 98°15'30" W.; to latitude 27°24'00" N., longitude 98°27'00" W.; to latitude 28°07'00" N., longitude 98°27'00" W., through latitude 28°27'00" N., longitude 98°14'00" W., to the SW boundary of V-163; and that airspace extending upward from 4,500 feet MSL bounded on the E by longitude 98°27'00" W., on the S by latitude 27°24'00" N., on the W by the arc of a 35-mile radius circle centered on latitude 27°35'22" N., longitude 99°29'54" W.; and on the N by a line extending from the intersection of the 35-mile radius arc and latitude 27°39'10" N., to latitude 27°44'00" N., longitude 98°27'00" W.

AMENDMENTS 4/11/66 31 F. R. 5951 (Changed); 10/13/66 31 F. R. 11092 (Rewritten)

Cortez, Colo.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Montezuma County Airport, Cortez, Colo. (latitude 37°18'15" N., longitude 108°37'35" W.), and within 2 miles each side of the Cortez VOR 003° and 183° radials, extending from the 7-mile radius area to 6 miles N of the VOR; that airspace extending upward from 1,200 feet above the surface within 6 miles E and 8 miles W of the Cortez VOR 003° and 183° radials, extending from 3 miles S to 14 miles N of the VOR.

Corvallis, Oreg.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Corvallis Municipal Airport (latitude 44°29'50" N., longitude 123°17'10" W.); within 2 miles each side of the Corvallis VOR 029° radial, extending from the 7-mile radius area to 7 miles NE of the Fischer FM and within 2 miles each side of the 044° bearing from latitude 44°33'25" N., longitude 123°16'22" W., extending from the 7-mile radius area to 5 miles NE of latitude 44°33'25" N., longitude 123°16'22" W.; that airspace extending upward from 1,200 feet above the surface within 6 miles NW and 8 miles SE of the Corvallis VOR 029° and 209° radials, extending from 6 miles SW to 17 miles NE of the VOR.

Coshocton, Ohio
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Universal-Cyclops Airport (latitude 40° 12' 15" N., longitude 81° 52' 55" W.),and within 2 miles each side of the Zanesville VOR 002° radial, extending from the 6-mile radius area to 12 miles N of the VOR.

Cotulla, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Cotulla Municipal Airport (latitude 28°27'15" N., longitude 99°13'05" W.) and within 8 miles north and 5 miles south of the Cotulla VOR 085° and 265° radials, extending to 5 miles west and 12 miles east of the VOR; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 28°52'00" N., longitude 99°25'00" W., to latitude 28°54'00" N., longitude 99°05'00" W., to latitude 28°19'00" N., longitude 98°37'00" W., to latitude 28°05'00" N., longitude 98°48'00" W., to latitude 28°06'00" N., longitude 99°08'00" W., to latitude 28°08'20" N., longitude 99°18'20" W., to latitude 28°32'00" N., longitude 99°28'00" W., to point of beginning.

AMENDMENT 1/19/66 31 F. R. 1058 (Rewritten)

Crescent City, Calif.
That airspace extending upward from 1,200 feet above the surface within 10 miles E and 7 miles W of the Crescent City VOR 180° and 360° radials, extending from 8 miles N to 20 miles S of the VOR; within 5 miles each side of the Crescent City VOR 234° radial, extending from the VOR to 20 miles SW of the VOR; and within 5 miles NE and 8 miles SW of the Crescent City VOR 325° radial, extending from the VOR to 12 miles NW of the VOR.

AMENDMENT 12/8/66 31 F.R. 13315 (Rewritten)

Cross City, Fla.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Cross City Airport (latitude 29°38'05" N., longitude 83°06'15" W.); and within 2 miles each side of the 121° radial of the Cross City, Fla., VOR extending from the 8-mile radius area to 8 miles SE of the VOR.

AMENDMENTS 10/13/66 31 F.R. 10572 (Added)

Crossville, Tenn.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Crossville Memorial Airport (latitude 35°57'05" N., longitude 85°05'05" W.); within 5 miles SW and 8 miles NE of the Crossville VORTAC 154° radial, extending from the VORTAC to 12 miles SE, excluding the area SE of a line 16 miles NW of and parallel to the Chattanooga, Tenn., VORTAC 037° radial; within 8 miles N and 5 miles S of the 063° bearing from the Crossville RBN extending from the 6-mile radius area to 12 miles NE of the RBN.

AMENDMENTS 2/4/66 31 F. R. 1268 (Changed)

Crows Landing, Calif.
That airspace extending upward from 700 feet above the surface within 2 miles each side of the Crows Landing TACAN 359° radial, extending from the arc of a 5-mile radius circle centered on ALF Crows Landing (latitude 37°24'35" N., longitude 121°06'40" W.) to 7 miles N of the TACAN; that airspace extending upward from 1,200 feet above the surface bounded on the N by latitude 37°38'00" N., on the E by V-109, on the SW by V-107 and on the W by longitude 121°31'00" W. The portions within R-2525 would be used only after obtaining prior approval from appropriate authority.

AMENDMENT 3/29/66 31 F.R. 5057 (Changed)

Cumberland, Md.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center, 39°36'56" N., 78°45'51" W, of Cumberland Municipal Airport, Cumberland, Md., and within 6 miles E and 5 miles W of the Cumberland RBN 019° bearing, extending from the 7-mile radius area to 11 miles N of the RBN.

Cut Bank, Mont.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of Cut Bank Airport (latitude 48°36'41" N., longitude 112°22'45" W.); and that airspace extending upward from 1,200 feet above the surface within the arc of a 29-mile radius circle centered on the Cut Bank VOR extending from a line 5 miles NE of and parallel to the Cut Bank VOR 151° radial clockwise to a line 5 miles W of and parallel to the Cut Bank VOR 172° radial; and the area between the Cut Bank VOR 151° radial and a line 8 miles NE of and parallel to the 151° radial extending from the VOR to 12 miles SE of the VOR.

AMENDMENT 3/31/66 31 F. R. 878 (Rewritten)

Daggett, Calif.
That airspace extending upward from 700 feet above the surface within a 3-mile radius of Barstow-Daggett Airport (latitude 34°51'20" N., longitude 116°47'10" W.); withir 2 miles each side of the 050° bearing from Barstow-Daggett Airport extending from the 3-mile radius area to 6 miles NE of the airport, and within 2 miles each side of the 090° bearing from the Barstow-Daggett Airport extending from the 3-mile radius area to 6.5 miles E of the airport.

Dalhart, Texas
That airspace extending upward from 700 feet above the surface within a 9-mile radius of Dalhart Municipal Airport (latitude 36°01'10" N., longitude 102°33'10" W.), and within 2 miles each side of the Dalhart VORTAC 002° radial extending from the 9-mile radius area to 12 miles N of the VORTAC; that airspace extending upward from 1200 feet above the surface within a 12-mile radius of the Dalhart VORTAC, within 10 miles SW and 7 miles NE of the Dalhart VORTAC 324° and 144° radials extending from 20 miles NW to 9 miles SE of the VORTAC, within 10 miles W and 7 miles E of the Dalhart VORTAC 002° and 182° radials extending from 20 miles N to 9 miles S of the VORTAC; and within 5 miles each side of the Dalhart VORTAC 182° radial extending from the 12-mile radius area to 23 miles S of the VORTAC.

Dallas-Fort Worth, Tex.
That airspace extending upward from 700 feet above the surface within an area bounded by a line beginning at latitude 33°11'00" N., longitude 97°27'00" W.; to latitude 33°11'00" N., longitude 97°19'00" W.; to latitude 33°08'00" N., longitude 97°15'00" W.; to latitude 33°10'30" N., longitude 97°06'00" W.; to latitude 33°19'00" N., longitude 97°06'00" W.; to latitude 33°19'00" N., longitude 96°57'00" W.; to latitude 33°08'30" N., longitude 96°36'00" W.; to latitude 33°08'30" N., longitude 96°25'00" W.; to latitude 32°44'00" N., longitude 96°26'00" W.; to latitude 32°32'00" N., longitude 96°40'00" W.; to latitude 32°25'00" N., longitude 97°29'00" W.; thence N along longitude 97°29'00" W. to and clockwise along the arc of a 23-mile radius circle centered at latitude 32°46'20" N., longitude 97°26'30" W.; to longitude 97°28'00" W.; thence N to point of beginning; and that airspace extending upward from 1,200 feet above the surface within an area bounded by a line beginning at latitude 31°47'00" N., longitude 96°22'00" W.; to latitude 32°12'00" N., longitude 96°50'00" W.; to latitude 32°18'00" N., longitude 97°25'00" W.; to latitude 32°07'00" N., longitude 97°46'00" W.; to latitude 32°00'00" N., longitude 98°15'00" W.; to latitude 32°52'00" N., longitude 99°02'00" W.; to latitude 33°02'00" N., longitude 98°51'00" W.; to latitude 33°16'00" N., longitude 98°51'00" W.; to latitude 33°16'00" N., longitude 98°30'00" W.; to latitude 33°22'00" N., longitude 97°55'00" W.; to latitude 33°34'00" N., longitude 97°44'00" W.; to latitude 33°37'00" N., longitude 96°50'00" W.; to latitude 33°09'00" N., longitude 96°01'00" W.; to latitude 33°09'00" N., longitude 95°54'00" W.; to latitude 33°00'00" N., longitude 95°45'00" W.; to latitude 32°43'00" N., longitude 95°39'00" W.; to latitude 32°30'00" N., longitude 95°53'00" W.; to latitude 31°47'00" N., longitude 95°55'00" W.; to point of beginning.

Danbury, Conn.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 41°22'20" N., 73°29'00" W., of Danbury Airport, Danbury, Conn.; and within 2 miles each side of the centerline of Runway 35 extended from the 5-mile radius area to 7 miles N of the end of the runway, excluding that airspace which coincides with the Bridgeport, Conn., and White Plains, N. Y., 700-foot floor transition areas.

AMENDMENTS 2/3/66 30 F. R. 14969 (Added)

Danville, Ill.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Vermillion County Airport, Danville, Ill. (latitude 40° 11' 55" N., longitude 37° 35' 40" W.), within 2 miles each side of the Danville VORTAC 196° radial extending from the 5-mile radius area to the VORTAC, and within 2 miles each side of the Danville VORTAC 199° radial extending from the 5-mile radius arc to 18 miles S of the VORTAC.

AMENDMENT 12/8/66 31 F.R. 13038 (Rewritten)

Danville, Va.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center of 36°34'20" N., 79°20'05" W. of Danville Airport, Danville, Va.; within 2 miles each side of the Danville VOR 044° and 208° radials extending from the 7-mile radius area to 8 miles NE and 8 miles SW of the VOR.
That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at 37°00'00" N., 80°25'10" W. to 37°00'00" N., 78°38'00" W. to 36°33'00" N., 78°43'00" W. to 36°18'30" N., 79°27'00" W., thence counterclockwise along a 35-mile radius arc (centered at 36°06'00" N., 80°01'30" W.) to 36°36'20" N., 80°06'30" W. to 36°46'40" N., 80°07'40" W. to the point of beginning.

Darby, Alaska
That airspace extending upward from 1,200 feet above the surface within 5 miles S and 8 miles N of the 290° bearing from the Unalakleet, Alaska, RR, extending from 32 miles to 52 miles W of the RR.

Darlington, S. C.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Darlington County Airport (latitude 34°26'50" N., longitude 79°53'23" W.).

AMENDMENTS 7/21/66 31 F. R. 7217 (Added)

Darwin, Minn.
That airspace extending upward from 1,200 feet above the surface within 9 miles S and 6 miles N of the Darwin VOR 088° and 268° radials, extending from 8 miles E to 19 miles W of the VOR.

Dayton, Ohio
That airspace extending upward from 700 feet above the surface bounded by a line beginning at: 39°59'00" N., 83°40'00" W. to 39°55'00" N., 83°37'00" W. to 39°45'00" N., 83°43'00" W. to 39°39'00" N., 84°07'00" W. to 39°45'00" N., 84°24'00" W. to 39°49'00" N., 84°27'00" W. to 40°04'00" N., 84°17'00" W. to the point of beginning.
That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at: 39°19'00" N., 84°00'00" W. to 39°40'00" N., 84°25'00" W. to 40°10'00" N., 85°00'00" W. to 40°30'00" N., 84°49'00" W. to 40°32'00" N., 84°30'00" W. to 40°29'00" N., 84°14'00" W. to 40°30'00" N., 83°50'00" W. to 40°00'00" N., 83°15'00" W. to 39°05'00" N., 83°30'00" W. to the point of beginning.

AMENDMENTS 2/3/66 30 F. R. 14916 (Added)

Dayton, Ohio (Montgomery County)
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center, 39°35'20" N., 84°13'20" W., of Montgomery County Airport, Dayton, Ohio; and within 2 miles each side of the Montgomery County VOR 145° radial extending from the 6-mile radius area to 8 miles southeast of the VOR, excluding the portion which lies within the Middletown, Ohio, transition area.

AMENDMENTS 2/3/66 30 F. R. 14916 (Added)
AMENDMENTS 10/13/66 31 F.R. 10885 (Rewritten); Corr: 31 F. R. 12943;

Daytona Beach, Fla.
That airspace extending upward from 700 feet above the surface within 8 miles NW and 5 miles SE of the Daytona Beach ILS localizer SW course, extending from the OM to 12 miles SW; within 2 miles each side of the 236° bearing from the Daytona Beach OM, extending from the OM to the INT of the Daytona Beach VOR 219° radial and the Orlando, Fla., VOR 353° radials; and that airspace extending upward from 1,200 feet above the surface bounded on the N by latitude 29°33'00" N., on the W by the W edge of V-267, on the S by latitude 28°58'00" N., on the E by the limits of the territorial waters of the United States, and that airspace N of Daytona Beach bounded on the E by V-3, on the S by latitude 29°33'00" N., on the W by V-267.

Decatur, Ala.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Pryor Field (latitude 34°38'54" N., longitude 86°56'34" W.) and within 5 miles E and 8 miles W of the Decatur VOR 352° radial extending from the VOR to 12 miles N, excluding that portion which overlaps the Huntsville, Ala., transition area.

Decatur, Ill.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Decatur Municipal Airport (latitude 39°50'03" N., longitude 88°52'10" W.), and within 2 miles each side of the Decatur VOR 351° radial, extending from the 5-mile radius area to the VOR; and that airspace extending upward from 1,200 feet above the surface within a 15-mile radius of the Decatur VOR and within 10 miles S and 6 miles N of the Decatur VOR 285° radial extending from the 15-mile radius area to the arc of a 26-mile radius circle centered on Springfield, Ill., Capital Airport (latitude 39°50'35" N., longitude 89°40'35" W.).

AMENDMENTS 3/3/66 31 F. R. 427 (Rewritten)

Defiance, Ohio
That airspace extending upward from 700 feet above the surface within a 4-mile radius of the center of Bryan-Defiance Memorial Airport, Defiance, Ohio, 41°20'30" N., 84°25'30" W. and within 2 miles each side of the Defiance RBN 299° bearing extending NW from the 4-mile radius area for 4 miles.

DeLancey, N. Y.
That airsapce extending upward from 1,200 feet above the surface within the area bounded by a line beginning at: 42°40'00" N., 75°30'00" W. to 42°10'00" N., 75°25'00" W. to 42°00'00" N., 75°26'30" W. to 42°00'00" N., 75°00'00" W. to 42°01'00" N., 74°30'00" W. to 43°00'00" N., 74°30'00" W. to point of beginning.

Del Rio, Tex.
That airspace extending upward from 700 feet above the surface within a 12-mile radius of latitude 29°23'00" N., longitude 100°50'15" W.; and that airspace extending upward from 1,200 feet above the surface within a 35-mile radius of Laughlin AFB, Del Rio, Tex. (latitude 29°21'35" N., longitude 100°46'35" W.); and that airspace extending upward from 4,500 feet MSL within a 60-mile radius of Laughlin AFB; excluding the portion outside the United States and the portion extending upward from 4,500 feet MSL within Federal airways.

Delta, Utah
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Delta Municipal Airport (latitude 39° 23' 00" N., longitude 112° 30' 35" W.), and within 2 miles each side of the Delta VOR 001° and 196° radials, extending from the 5-mile radius area to 6 miles S of the VOR; and that airspace extending upward from 1,200 feet above the surface within 11 miles E and 8 miles W of the Delta VOR 016° and 196° radials, extending from 10 miles N to 20 miles S of the VOR.

Deming, N. Mex.

That airspace extending upward from 700 feet above the surface within 2 miles each side of the Deming VOR 264° radial, extending from the VOR to 3.2 miles W of the Deming VOR, and within 2 miles each side of the Deming VOR 270° radial, extending from 5.5 miles W of the Deming Municipal Airport (latitude 32° 15' 25" N., longitude 107° 43' 00" W.) to 8.5 miles W of the airport; that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 31° 47' 00" N., longitude 106° 53' 35" W., thence W along the United States/Mexican border to longitude 107° 13' 00" W., thence N along longitude 107° 13' 00" W., to latitude 31° 59' 00" N., thence W along latitude 31° 59' 00" N., to longitude 107° 54' 00" W., thence N along longitude 107° 54' 00" W., to latitude 32° 19' 15" N., longitude 107° 54' 00" W., thence to latitude 32° 24' 20" N., longitude 107° 36' 00" W., thence to latitude 32° 30' 20" N., longitude 107° 32' 58" W., thence via the arc of a 16-mile circle centered on the Deming VOR to the N boundary of V-94, thence E along the N boundary of V-94 to the W boundary of V-19, thence N along the W boundary of V-19 to latitude 32°36'25" N., thence to latitude 32°30'45" N., longitude 106°42'00" W., thence S along the W boundary of R-5107A and R-5107B to the arc of a 30-mile radius circle centered on the El Paso, Tex., International Airport (latitude 31° 48' 35" N., longitude 106° 22' 55" W.), thence counterclockwise along the 30-mile radius arc to the point of beginning; and that airspace extending upward from 8,500 feet MSL bounded on the W by the E boundary of V-110, on the N by a line extending from the E boundary of V-110 through latitude 32°44'45 N., longitude 107°20'50" W, and latitude 32°41'50" N., longitude 107°06'20" W.. to the W boundary of V-19, on the E by V-19, and on the S and SW by V-94 and the arc of a 16-mile radius circle centered on the Deming VOR.

Denver, Colo.

That airspace extending upward from 700 feet above the surface within a 22-mile radius of Stapleton Municipal Airport (latitude 39°46'30" N., longitude 104°52'40" W.); that airspace extending upward from 1,200 feet above the surface bounded on the S by latitude 39°05'00" N., on the W by longitude 105°20'00" W., on the N by latitude 40°30'00" N., on the E by longitude 104°00'00" W.; that airspace E of Denver extending upward from 7,500 feet MSL bounded on the S by latitude 39°05'00" N., on the W by longitude 104°00'00" W., on the N by latitude 40°30' 00" N. and V-132, on the E by V-169, excluding the airspace within Federal airways; that airspace NW of Denver extending upward from 11,500 feet MSL bounded on the S by V-220, on the NW by a line extending from latitude 40°11'00" N., longitude 105°30'00" W. to latitude 40°30'00" N., longitude 105°20'00" W., and on the E by longitude 105°20'00" W.; and that airspace W and SW of Denver extending upward from 12,700 feet MSL bounded on the E by longitude 105°20'00" W., on the SW by a line extending from latitude 39°05'00" N., longitude 105°20'00" W. to latitude 39°30'00" N., longitude 105°30'00" W., on the W by longitude 105°30'00" W., and on the N by V-220, excluding the airspace within the Akron and Thurman, Colo., transition area.

AMENDMENTS 3/3/66 30 F. R. 15736 (Added)

Des Moines, Iowa

That airspace extending upward from 700 feet above the surface within an 18-mile radius of Des Moines Municipal Airport (latitude 41°32'10" N., longitude 93°39'28" W.); and that airspace extending upward from 1,200 feet above the surface beginning NE of Des Moines at latitude 42°00'00" N., longitude 92°53'00" W., thence W along latitude 42°00'00" N. to and S along longitude 94°00'00" W., to and W along the S edge of V-172, to and S along longitude 94°42'00" W., to and E along the N edge of V-6, to longitude 94°25'00" W., thence SE to latitude 40°56'30" N., longitude 93°54'00" W., thence E to latitude 41°10'00" N., longitude 92°53'00" W., thence N to the point of beginning.

Detroit, Mich.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of Detroit Metropolitan Wayne County Airport (latitude 42°13'05" N., longitude 83°21'00" W.), and within an 8-mile radius of Willow Run Airport (latitude 42°14'05" N., longitude 83°31'45" W.), and within 2 miles each side of the Metropolitan Wayne County Airport ILS localizer SW course, extending from the 8-mile radius area to 8 miles SW of the OM, and within 2 miles each side of the Willow Run VOR 047° radial, extending from the 8-mile radius area to 10 miles NE of the intersection of the Willow Run Airport ILS localizer NE course and the Salem, Mich., VOR 140° radial, and within 2 miles each side of the Windsor, Ontario, ILS localizer SW course extending from the Detroit Metropolitan Wayne County Airport 8-mile radius to the Unites States/Canadian Border, excluding the portion within the Grosse Ile, Mich., control zone; and that airspace extending upward from 1,200 feet above the surface bounded on the W by longitude 84°05'00" W., on the N by latitude 42°46'00" N., on the E by the E boundary of V-42 E alternate and the United States/Canadian Border, and on the S by a line from latitude 41°45'05" N., longitude 84°05'00" W., to latitude 41°45'30" N., longitude 83°19'45" W., to latitude 41°50'39" N., longitude 83°08'47" W., to latitude 41°45'30" N., longitude 83°03'30" W., to the United States/Canadian Border at latitude 41°45'30" N., longitude 82°51'00" W.

Detroit City, Mich.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Berz Airport, Birmingham, Mich. (latitude 42°32'40" N., longitude 83°10'25" W.), and within a 23-mile radius of the Detroit City Airport (latitude 42°24'35" N., longitude 83°00'35" W.), extending from the 303° bearing from the Detroit City Airport clockwise to the 123° bearing from the Detroit City Airport excluding the Pontiac, Mich., and Mount Clemens, Mich., transition areas and the airspace outside the United States.

Devils Lake, N. Dak.

That airspace extending upward from 700 feet above the surface within a 12-mile radius of Devils Lake Municipal Airport (latitude 48°06'47" N., longituude 98°54'26" W.).

AMENDMENTS 3/3/66 30 F. R. 14707 (Added)

Dickinson, N. Dak.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Dickinson Municipal Airport (latitude 46°47'51" N., longitude 102°47'49" W.), and within 2 miles each side of the Dickinson VORTAC 013° radial, extending from the 7-mile radius area to 8 miles N of the VORTAC; and that airspace extending from 1,200 feet above the surface within 5 miles E and 8 miles W of the Dickinson VORTAC 013° radial, extending from the VORTAC to 13 miles N of the VORTAC; and within the arc of a 12-mile radius circle centered on the Dickinson VORTAC extending clockwise from the Dickinson VORTAC 259° radial to the Dickinson VORTAC 093° radial.

AMENDMENT 4/28/66 31 F. R. 2650 (Rewritten)

PENDING AMENDMENT
Dillingham, Alaska
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Dillingham Municipal Airport (latitude 59°03' N., longitude 158°31' W.), and within 2 miles each side of the Dillingham VOR 205° radial, extending from the 5-mile radius area to 10 miles SW of the VOR.

AMENDMENTS 5/27/65 30 F. R. 4391 (Added); Eff. date changed 7/22/65 30 F. R. 7098; Eff. date changed (To be announced) 30 F. R. 9300

Dixon, Ill.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Charles R. Walgreen Field, Dixon, Ill. (latitude 41°50'03" N., longitude 89°26'37" W.), and within 2 miles each side of the Polo, Ill., VORTAC 155° radial extending from the 5-mile radius area to the VORTAC.

Dodge City, Kans.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Dodge City Municipal Airport (latitude 37°45'45" N., longitude 99°58'00" W.); and that airspace extending upward from 1,200 feet above the surface within 5 miles E and 8 miles W of the Dodge City VOR 341° and 161° radials extending from a point 3 miles S of the VOR to 12 miles N of the VOR.

Douglas, Ariz.
That airspace extending upward from 700 feet above the surface within 2 miles each side of the Douglas VORTAC 347° radial extending from 6 miles to 9 miles north of the VORTAC; that airspace extending upward from 1,200 feet above the surface within a 9-mile radius of the Douglas VORTAC; within a 23-mile radius of the Douglas VORTAC extending from the 9-mile radius area clockwise from the southwest boundary of V-66 to the southeast boundary of V-66 and within 5 miles each side of the Douglas VORTAC 347° radial extending from the 23-mile radius area to the Cochise VORTAC, excluding the portion within the Cochise, Ariz., transition area.

Douglas, Ga.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Douglas Airport (latitude 31°29'10" N., longitude 82°51'15" W.), within 2 miles each side of the Alma, Ga., VORTAC 259° radial extending from the Douglas 5-mile radius area to the Alma VORTAC.

AMENDMENT 4/28/66 31 F. R. 3064 (Added)

Dover, Del.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of the center, 39°07'45" N., 75°27'50" W. of Dover AFB, Dover, Del., and within 2 miles each side of the Dover AFB ILS localizer S course extending from the 9-mile radius to 8 miles S of the LOM.
That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at: 39°26'20" N., 75°19'58" W. to 38°57'30" N., 74°59'20" W. to 38°06'40" N., 75°31'00" W. to 38°10'58" N., 75°42'50" W. to 38°15'20" N., 75°40'05" W. to 38°16'10" N., 75°42'20" W. to 38°23'00" N., 75°38'00" W. to 38°57'00" N., 75°53'00" W. to 39°10'00" N., 75°53'00" W. to point of beginning.

Dowagiac, Mich.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Cass County Memorial Airport (latitude 41°59'30" N., longitude 86°07'30" W.), and within 2 miles each side of the Keeler, Mich., 181° radial extending from the 5-mile radius area to the Keeler VOR excluding the portion within the Benton, Harbor, Mich., and South Bend, Ind., transition areas.

AMENDMENT 4/28/66 31 F. R. 3337 (Added)

Dublin, Ga.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Dublin Municipal Airport (latitude 32°33'55" N., longitude 82°59'10" W.); within 2 miles each side of the Dublin VOR 069° radial, extending from the 5-mile radius area to the VOR.

AMENDMENTS 3/24/66 31 F.R. 5250 (Changed); 4/28/66 31 F.R. 6408 (Changed)

Dublin, Va.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center 37°08'30" N., 80°41'00" W., of New River Valley Airport, Dublin, Va.; within 2 miles each side of the Pulaski VOR 208° radial extending from the 6-mile radius area to 8 miles SW of the VOR; within 2 miles each side of a line bearing 245° from latitude 37°06'00" N., longitude 80°44'30" W., extending from 6-mile radius area to 8 miles SW of 37°06'00" N., 80°44'30" W.

That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at 37°10'00" N., 80°57'00" W., to 37°10'00" N., 80°51'30" W., to 37°19'25" N., 80°49'10" W., thence clockwise along a 15 NMI arc centered on the Pulaski VOR (37°05'16" N., 80°42'43" W.) to 37°00'00" N., 80°25'10" W., to 36°46'40" N., 80°07'40" W., to 36°36'20" N., 80°06'30" W., to 36°30'00" N., 80°57'00" W., to the point of beginning.

Dubois, Idaho
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Dubois Municipal Airport (latitude 44° 09' 45" N., longitude 112° 12' 50" W.), and within 2 miles each side of the Dubois VOR 354° radial, extending from the 5-mile radius area to the VOR; and that airspace extending upward from 1,200 feet above the surface within 11 miles E and 7 miles W of the Dubois VOR 170° and 350° radials, extending from 10 miles N to 20 miles S of the VOR.

DuBois, Pa.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the DuBois-Jefferson County Airport (latitude 41°10'45" N., longitude 78°53'45" W.), and within 2 miles each side of the DuBois RBN 056° bearing, extending from the 6-mile radius area to 8 miles NE of the RBN.

Dubuque, Iowa
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Dubuque Municipal Airport (latitude 42°24'10" N., longitude 90°42'32" W.), and within 8 miles NE and 5 miles SW of the Dubuque VOR 159° and 339° radials, extending from 6 miles NW to 14 miles SE of the VOR; and that airspace extending upward from 1,200 feet above the surface bounded on the N by the S edge of V-100, on the E by the west edge of V-63, on the S by the north edge of V-172, and on the W by the east edge of V-67, excluding the portions which overlie the Cedar Rapids, Iowa, and Waterloo, Iowa, transition areas.

PENDING AMENDMENT

Dubuque, Iowa
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Dubuque Municipal Airport (latitude 42°24'10" N., longitude 90°42'32" W.), within 8 miles SW and 5 miles NE of the Dubuque VORTAC 321° radial, extending from the VORTAC to 12 miles NW, and within 8 miles NE and 5 miles SW of the Dubuque 126° radial extending from the VORTAC to 12 miles SE; and that airspace extending upward from 1,200 feet above the surface within an 18-mile radius of the Dubuque VORTAC.
AMENDMENT 2/2/67 31 F.R. 15236 (Rewritten)

Duluth, Minn.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Duluth, Minn., International Airport (latitude 46°50'28" N., longitude 92°11'35" W.); within 2 miles each side of the Duluth VORTAC 023° radial extending from the 8-mile radius area to 18 miles NE of the VORTAC; and within 2 miles each side of the Duluth ILS W course extending from the 8-mile radius area to 8 miles W of the OM; and that airspace extending upward from 1,200 feet above the surface within a 35-mile radius of Duluth International Airport; within 8 miles NW and 5 miles SE of the Duluth VORTAC 051° radial extending from the 35-mile radius area to 41 miles NE of the VORTAC; and within 8 miles E and 5 miles W of the Duluth VORTAC 197° radial extending from the 35-mile radius area to 34 miles S of the VORTAC; excluding the portion which overlies the Hibbing, Minn., transition area.

Duncan, Okla.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Halliburton Field (latitude 34° 28' 30" N., longitude 97° 57' 30" W.), and within 2 miles each side of the Duncan VOR 157° and 337° radials, extending from the 5-mile radius area to 7 miles SE of the VOR.

Dunkirk, N. Y.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 42°29'35" N., 79°16'20" W., of Dunkirk Municipal Airport, Dunkirk, N. Y.; within 2 miles northwest and 5 miles southeast of the Dunkirk, N. Y. VOR 046° radial extending from the VOR to 12 miles NE of the VOR; and within 2 miles each side of the Runway 15 centerline extended from the 5-mile radius area to 10 miles southeast of the lift-off end of the runway.

AMENDMENTS 1/5/67 31 F. R. 14771 (Added)

Durango, Colo.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the La Plata Field (latitude 37°09'12" N., longitude 107°45'04" W.), and within 2 miles SW and 3 miles NE of the Durango VOR 118° radial, extending from the 5-mile radius area to 8 miles SE of the VOR, and within 2 miles each side of the Durango VOR 225° radial, extending from the 5-mile radius area to 9 miles SW of the VOR; and that airspace extending upward from 1,200 feet above the surface within 9 miles SW and 6 miles NE of the Durango VOR 298° and 118° radials, extending from 7 miles NW to 14 miles SE of the VOR.
AMENDMENT 6/23/66 31 F.R. 5823 (Rewritten)

Dyersburg, Tenn.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Dyersburg Municipal Airport (latitude 36°00'00" N., longitude 89°24'20" W.); within 2 miles each side of the Dyersburg VORTAC 078° radial, extending from the VORTAC to 8 miles E of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within 5 miles S and 8 miles N of the Dyersburg VORTAC 078° and 258° radials, extending from 4 miles W of to 12 miles E of the VORTAC.

Eagle Lake, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Eagle Lake Airport (latitude 29°36'00" N., longitude 96°19'26" W.); and within 2 miles each side of the Eagle Lake VOR 007° radial extending from the 5-mile radius area to 8 miles N of the VOR.

East Hampton, N. Y.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of East Hampton Airport (latitude 40°57'36" N., longitude 72°15'05" W.); and within 2 miles each side of the Hampton VOR 231° radial extending from the 6-mile radius area to 8 miles SW of the VOR.

East St.Louis, Ill.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Bi-State Parks Airport (latitude 38°34'21" N., longitude 90°09'28" W.), and within 8 miles SW and 5 miles NE of the 132° bearing from the Bi-State Parks Airport extending from the airport to 12 miles SE, excluding that portion which overlies the Belleville, Ill., transition area.

AMENDMENTS 3/3/66 31 F. R. 428 (Added)

Eau Claire, Wis.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Eau Claire Municipal Airport (latitude 44°51'47" N., longitude 91°29'13" W.); and within 2 miles each side of the Eau Claire VOR 011° radial, extending from the 7-mile radius area to 8 miles N of the VOR; and within 2 miles each side of the 319° bearing from the Eau Claire Municipal Airport, extending from the 7-mile radius area to 8 miles NW of the airport; and that airspace extending upward from 1,200 feet above the surface within 8 miles S and 5 miles N of the 274° bearing from the Eau Claire Municipal Airport, extending from the airport to 12 miles W of the airport; and within the arc of a 14-mile radius circle centered on the Eau Claire VOR, extending from the Eau Claire VOR 258° radial clockwise to the Eau Claire VOR 091° radial.

AMENDMENTS 11/10/66 31 F.R. 11862 (Rewritten)

Edenton, N. C.
That airsapce extending upward from 700 feet above the surface within a 5-mile radius of the Edenton Municipal Airport (latitude 36°01'30" N., longitude 76°33'30" W.); within 2 miles each side of a line bearing 331° from latitude 36°05'00" N., longitude 76°36'00" W., extending from the 5-mile radius area to 8 miles NW of latitude 36°05'00" N., longitude 76°36'00" W.; and that airspace extending upward from 1,200 feet above the surface bounded on the N by the arc of a 55-mile radius circle centered at latitude 36°57'44" N., longitude 76°24'44" W. and a line extending from latitude 36°03'15" N., longitude 76°02'15" W. to latitude 36°13'25" N., longitude 76°47'30" W., on the E by longitude 76°30'00" W. and a line 5 miles S of and parallel to the Elizabeth City VOR 244° radial, on the S by the arc of a 60-mile radius circle centered at latitude 34°54'30" N., longitude 76°53'00" W. and on the W by V-229.

AMENDMENT 3/31/66 31 F.R. 5286 (Changed)

Edwards AFB, Calif.
That airspace extending upward from 700 feet above the surface within a 15-mile radius of Edwards AFB (latitude 34°54'20" N., longitude 117°52'55" W.), within 2 miles SE and 8 miles NW of the Edwards AFB TACAN 058° radial extending from the 15-mile radius area to 13.5 miles NE of the TACAN.

Eglin AFB, Fla.
That airspace extending upward from 700 feet above the surface within a 10-mile radius of Eglin AFB (latitude 30°29'10" N., longitude 86°31'55" W.) and within a 7-mile radius of Hurlburt AFB, Fla. (latitude 30°25'40" N., longitude 86°41'20" W.); and the airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 30°22'05" N., longitude 86°56'20" W., thence along a 25-mile radius arc centered at NAAS Saufley Field, Pensacola, Fla. (latitude 30°28'15" N., longitude 87°20'30" W.) to latitude 30°35'35" N., longitude 86°56'40" W.; to latitude 30°38'45" N., longitude 86°55'00" W.; to latitude 30°42'45" N., longitude 86°45'45" W.; to latitude 30°45'40" N., longitude 86°39'45" W.; to latitude 30°44'50" N., longitude 86°07'15" W.; to latitude 30°24'00" N., longitude 85°56'00" W.; to latitude 30°11'10" N., longitude 85°56'00" W.; thence 3 nautical miles from and parallel to the shoreline to latitude 30°19'45" N., longitude 86°23'45" W.; to latitude 29°54'00" N., longitude 86°16'00" W.; to latitude 29°54'00" N., longitude 86°45'50" W.; to latitude 30°20'50" N., longitude 86°38'50" W. thence 3 nautical miles from and parallel to the shoreline to latitude 30°20'15" N., longitude 86°48'00" W.; to latitude 30°23'20" N., longitude 86°48'00" W.; to the point of beginning.

El Centro, Calif.
That airspace extending upward from 1,200 feet above the surface within 8 miles each side of the Imperial VORTAC 088° and 268° radials, extending from 15 miles E to 15 miles W of the VORTAC, and within 15 miles W and 5 miles E of the Imperial VORTAC 360° radial, extending from the VORTAC to 25 miles N of the VORTAC, excluding the portion under the jurisdiction of Mexico.

AMENDMENTS 9/15/66 31 F.R. 9865 (changed)

El Dorado, Ark.
That airspace extending upward from 700 feet above the surface within 5 miles SE and 8 miles NW of the El Dorado VORTAC 059° radial extending from the VORTAC to 12 miles NE, within 5 miles SE and 5 miles NW of the 239° radial extending from the VORTAC to 5 miles SW; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 33°20'30" N., longitude 92°51'30" W.; to latitude 33°30'00" N., longitude 92°51'30" W.; to latitude 33°30'00" N., longitude 92°30'00" W.; to latitude 32°44'00" N., longitude 92°20'00" W.; to point of beginning.

AMENDMENTS 10/13/66 31 F.R. 11014 (Rewritten)

Elizabeth City, N. C.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of CGAS Elizabeth City (latitude 36°15'50" N., longitude 76°10'40" W.) and within 2 miles each side of the 127° bearing from the Weeksville RBN, extending from the 7-mile radius area to 8 miles SE of the RBN.

Elkins, W. Va.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center 38°53'25" N., 79°51'25" W. of Elkins-Randolph County Airport, Elkins, W. Va.; within 2 miles each side of the Elkins VOR 098° radial extending from the 7-mile radius area to the VOR; within 5 miles each side of the Elkins VOR 070° radial extending from 11 miles E to 23 miles E of the VOR, effective sunrise to sunset.
That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at: 39°10'00" N., 79°55'00" W. to 39°06'00" N., 79°42'00" W. to 38°58'00" N., 79°38'00" W. to 38°46'00" N., 79°43'00" W. to 38°44'00" N., 80°00'00" W. to 38°49'00" N., 80°23'00" W. to 38°59'00" N., 80°22'00" W. to the point of beginning.

Elko, Nev.
That airspace extending upward from 700 feet above the surface within 5 miles east and 8 miles west of the Elko VORTAC 177° radial, extending from the VORTAC to 12 miles south of the VORTAC; that airspace extending upward from 1,200 feet above the surface within a 12-mile radius of the Elko VORTAC, that airspace extending from the 12-mile radius area E of Elko bounded on the N by a line 4 n. m. S of and parallel to the Wells, Nev., VOR 256° radial, on the east by longitude 115°29'00" W., and on the south by a line 5 miles south of and parallel to the Elko VORTAC 091° radial, that airspace extending from the 12-mile radius area W of Elko bounded on the N by a line 4 n.m. SE of and parallel to the Battle Mountain, Nev., VOR 062° radial, on the west by longitude 116°20'00" W., and on the south by a line 10 miles south of and parallel to the Elko VORTAC 258° radial and within 5 miles each side of the Elko VORTAC 154° radial, extending from the 12-mile radius area to 25 miles southeast of the VORTAC; that airspace extending upward from 9,500 feet MSL S of Elko, extending from the 12-mile radius area bounded on the E by a line 4 n.m. W of and parallel to the Elko VORTAC 154° radial, on the south by the arc of a 29-mile radius circle centered on the Elko VORTAC, and on the west by a line 5 miles west of and parallel to the Elko VORTAC 177° radial; and that airspace extending upward from 12,500 feet MSL within the area bounded by the arcs of 29 and 34-mile radius circles centered on the Elko VORTAC, bounded on the east by V-293 and on the west by a line 5 miles west of and parallel to the Elko VORTAC 177° radial.

Ellensburg, Wash.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Ellensburg Municipal Airport (latitude 47°02'10" N., longitude 120°31'50" W.); and that airspace extending upward from 1,200 feet above the surface within 7 miles NW and 10 miles SE of the Ellensburg VORTAC 064° and 244° radials extending from 9 miles SW to 20 miles NE of the VORTAC, and within 8 miles NE and 5 miles SW of the Ellensburg VORTAC 131° radial extending from the VORTAC to 12 miles SE of the VORTAC.

Elmira, N.Y.
That airspace extending upward from 700 feet above the surface within a 12-mile radius of the center of Chemung County Airport Elmira, N.Y., 42°09'37" N., 76°53'35" W. within 2 miles each side of the Elmira VOR 237° radial extending SW from the 12-mile radius area for 8 miles SW of the VOR; within 5 miles SE and 8 miles NW of the airport ILS NE localizer course extending from the 12-mile radius area to 12 miles NE of the Alpine RBN.
That airspace extending upward from 1,200 feet above the surface beginning at 42°41'30" N., 76°23'00" W. to 42°40'00" N., 75°30'00" W. to 42°10'00" N., to 75°25'00" W. to 41°28'30" N., 75°29'00" W., to 41°39'30" N., 77°02'20" W. to 41°45'05" N., 77°01'05" W. to 41°48'40" N., 77°33'40" W. to 41°52'30" N., 77°33'15" W. to 41°55'00" N., 77°58'00" W. to 42°32'00" N., 77°58'00" W. to 42°32'00" N., 77°36'00" W. to 42°40'00" N., 77°23'45" W. to point of beginning.

AMENDMENTS 5/24/66 31 F.R. 7456 (Changed)

El Paso, Tex.
That airspace extending upward from 700 feet above the surface within a 15-mile radius of the El Paso International Airport (latitude 31°48'35" N., longitude 106°22'55" W.), extending clockwise from the 016° to the 196° bearings from the El Paso International Airport; within 2 miles each side of the Newman, Tex., VOR 040° radial, extending from the 15-mile radius area to 12 miles NE of the VOR, excluding the portion outside of the United States; that airspace extending upward from 1,200 feet above the surface within the area bounded by a line beginning at latitude 31°47'00" N., longitude 106°53'30" W.; thence clockwise along the arc of a 30 mile radius circle centered at the El Paso International Airport; to latitude 32°12'55" N., longitude 106°34'00" W.; to latitude 32°06'30" N., longitude 106°34'00" W.; to latitude 32°06'30" N.. longitude 106°13'40" W.; to latitude 32°19'15" N., longitude 106°01'00" W.; to latitude 32°09'15" N., longitude 105°47'20" W.; to latitude 32°26'20" N., longitude 105°30'00" W.; to latitude 32°33'20" N., longitude 105° 30'00" W.; to latitude 32°37'20" N., longitude 105°26'10" W.; to latitude 32°50'55" N.. longitude 105°14'45" W.; to latitude 32°40'40" N., longitude 104°58'10" W.; to latitude 32°26'30" N., longitude 105°10'00" W.; to latitude 32°19'15" N., longitude 105°17'00" W.; to latitude 32°00'50" N., longitude 105°17'00" W.; to latitude 32°05'45" N., longitude 104°48'00" W.; thence clockwise along the arc of a 95-mile radius circle centered at the El Paso International Airport; to latitude 31°16'30" N., longitude 104°53'40" W.; to latitude 31°25'40" N., longitude 105°14'40" W.; to latitude 31°26'20" N., longitude 105°22'15" W.; to latitude 31°25' 40" N., longitude 105°33'30" W.; to latitude 31°30'20" N., longitude 105°42'15" W.; to latitude 31°30'40" N.. longitude 106°00'30" W.; thence clockwise along the arc of a 30-mile radius circle centered at the El Paso International Airport; to latitude 31°25'30" N., longitude 106°08'30" W.; thence via the United States/ Mexican Border to point of beginning.; and that airspace extending upward from 2,000 feet above the surface bounded by a line beginning at latitude 32°18'00" N., longitude 106°34'00" W.; to latitude 32°18'00" N., longitude 106°10'30" W.; to latitude 32°25'00" N., longitude 106°06'00" W.; to latitude 32°36'00" N.. longitude 106°06'00" W.; to latitude 32°36'00" N., longitude 105°30'00" W.; to latitude 32°26'20" N., longitude 105°30'00" W.; to latitude 32°09'15" N., longitude 105°47'20" W.; to latitude 32°19'15" N., longitude 106° 01'00" W.; to latitude 32°06'30" N., longitude 106°13'40" W.; to latitude 32°06'30" N., longitude 106°34'00" W.; to point of beginning; within the area bounded by a line beginning at latitude 32°00'50" N.. longitude 105°17'00" W.; to latitude 32°19'15" N., longitude 105°17'00" W.; to latitude 32°26'30" N., longitude 105° 10'00" W.; to latitude 32°35'30" N., longitude 105°02'35" W.; thence clockwise along the arc of a 95-mile radius circle centered at the El Paso International Airport to latitude 32°05'45" N., longitude 104°48'00" W.; to point of beginning; and within the area bounded by a line beginning at latitude 31°25'30" N., longitude 106°08'30" W.; thence counterclockwise along the arc of a 30-mile radius circle centered at the El Paso International Airport; to latitude 31°30'40" N., longitude 106°00'30" W.; to latitude 31°30'20" N., longitude 105°42'15" W.; to latitude 31°25'40" N., longitude 105°33'30" W.; to latitude 31°26'20" N., longitude 105° 22'15" W.; to latitude 31°25'40" N., longitude 105°14'40" W.; to latitude 31°16'30" N., longitude 104°53'40" W.; thence clockwise along the arc of a 95-mile radius circle centered at the El Paso International Airport to latitude 30°48'15" N., longitude 105°16'35" W.; thence via the United States/Mexican Border to point of beginning.

Ely, Nev.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Ely VOR, and within 5 miles NE and 8 miles SW of the Ely VOR 303° radial, extending from the VOR to 12 miles NW; and that airspace extending upward from 1,200 feet above the surface within the arc of a 17-mile radius circle centered on the Ely VOR, extending clockwise from a line 5 miles SW of and parallel to the Ely VOR 332° radial to a line 5 miles E of and parallel to the Ely VOR 007° radial, and within 5 miles each side of the Ely VOR 167° radial, extending from the VOR to 21 miles S of the VOR.

Elyria, Ohio
That airspace extending upward from 700 feet above the surface within a 4-mile radius of the center, 41°19' 55" N., 82°06'00" W., of Elyria Airport, Elyria, Ohio, and within 2 miles each side of the Cleveland, Ohio VORTAC 120° and 300° radials extending from the 4-mile radius area to 8 miles northwest of the VORTAC.

AMENDMENTS 5/26/66 31 F.R. 6354 (Added)

Emporia, Kans.
That airspace extending upward from 700 feet above the surface within 2 miles each side of the Emporia VORTAC 134° radial extending from the arc of a 5-mile radius circle centered on the Emporia Municipal Airport (latitude 38°20'00" N., longitude 96°11'15" W.) to 8 miles SE of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within 5 miles SW and 8 miles NE of the Emporia VORTAC 134° radial extending from the VORTAC to 12 miles SE of the VORTAC.

Enid, Okla.
That airspace extending upward from 700 feet above the surface within 10 miles E and W of Vance AFB runway 17R-35L, extending to 15 miles N and S of Vance AFB (latitude 36°20'20" N., longitude 97°55'00" W.); and within 5 miles W and 8 miles E of the Woodring VOR 355° radial, extending from 2 miles SE of the VOR to 12 miles N of the VOR, and within 5 miles W and 8 miles E of the Woodring VOR 185° radial, extending from the VOR to 12 miles S; and that airspace extending upward from 1200 feet above the surface beginning SE of Enid at the intersection of the W edge of V-77, and the N edge of V-140, thence W along the N edge of V-140, to and NW along the NE edge of V-17, to and N along longitude 98°30' W., to and W along the S edge of V-190, to and NE along the SE edge of V-12, to and SE along the SW edge of V-74, to and S along the W edge of V-77 to the point of beginning, excluding the Oklahoma City and Ponca City transition areas; and that airspace extending upward from 5,000 feet MSL bounded on the E by longitude 98°30', on the S by the NE edge of V-17, on the N by the SE edge of V-12, and the S edge of V-190, excluding that airspace within 5 miles each side of a direct line from the Woodring, Oklahoma, VOR to the Gage, Okla., VOR and the Gage transition area.

Erie, Pa.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Port Erie Airport (latitude 42° 04' 56" N., longitude 80° 10' 44" W.); within 5 miles NW, and 8 miles SE of the Erie ILS localizer SW course, extending from the ILS OM to 12 miles SW of the Erie VORTAC; and within 2 miles each side of the Erie RBN 054° bearing, extending from the 7-mile radius area to 8 miles NE of the RBN; and that airspace extending upward from 1,200 feet above the surface bounded by a line extending from latitude 41° 55' 00" N., longitude 80° 35' 00" W.; to latitude 42° 14' 00" N., longitude 80° 41' 00" W.; to latitude 42° 37' 00" N., longitude 79° 15' 00" W.; to latitude 42° 32' 00" N., longitude 78° 52' 00" W.; to latitude 42° 11' 30" N., longitude 78°52'00" W.; to latitude 42°10'00" N., longitude 78°57'00" W.; to the N boundary of V-72 at longitude 78°57'00" W.; thence via the N boundary of V-72 and V-188, and the SW boundary of V-184 to the arc of a 15-mile radius circle centered on the Erie VORTAC; thence clockwise along this arc to latitude 41° 48' 10" N., longitude 80° 17' 35" W.; to latitude 41° 48' 00" N., longitude 80° 25' 00" W.; to the point of beginning.

Escanaba, Mich.
That airspace extending upward from 700 feet above the surface within 8 miles west and 5 miles east of the Escanaba VOR 007° radial, within 8 miles north and 5 miles south of the VOR 101° radial, within 8 miles south and 5 miles north of the VOR 266° radial extending from the VOR to 12 miles north, east, and west of the VOR.

AMENDMENTS 11/10/66 31 F.R. 12432 (Rewritten); 11/30/66 31 F. R. 15635 (Rewritten)

Estherville, Iowa
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Estherville, Iowa, Municipal Airport (latitude 43°24'30" N., longitude 94°44'50" W.) and within 2 miles each side of the 175° bearing from Estherville Municipal Airport, extending from the 5-mile radius area to 8 miles S of the airport; and that airspace extending upward from 1,200 feet above the surface within 5 miles W and 8 miles E of the 175° bearing from Estherville Municipal Airport, extending from the airport to 12 miles S of the airport.

Eufaula, Ala.
That airspace extending upward from 700 feet above the surface within a 4-mile radius of the Weedon, Ala., Airport (latitude 31°56'45" N., longitude 85°08'15" W.); within 2 miles each side of the Eufaula, Ala., VOR 014° radial extending from the 4-mile radius area to 8 miles NE of the VOR; and that airspace extending upward from 1,200 feet above the surface within 8 miles W and 5 miles E of the Eufaula VOR 014° radial extending from the VOR to 12 miles NE, excluding that portion which coincides with the Columbus, Ga., transition area.

AMENDMENTS 6/23/66 31 F.R. 6409 (Added)

Eugene, Oreg.
That airspace extending upward from 700 feet above the surface within 2 miles E and 8 miles W of the Eugene, Oreg., VORTAC 007° radial, extending from the VORTAC to 14 miles N of the VORTAC; within 2 miles SE and 3 miles NW of the Eugene VORTAC 030° radial, extending from the VORTAC to 13 miles NE of the VORTAC; within 2 miles each side of the Eugene VORTAC 224° radial, extending from the VORTAC to 11 miles SW of the VORTAC; within 2 miles each side of the Eugene VORTAC 187° and 172° radials, extending from the VORTAC to 9 miles S of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within 16 miles W and 10 miles E of the Eugene VORTAC 015° and 195° radials, extending from 26 miles N to 12 miles S of the VORTAC; within 6 miles E and 9 miles W of the Eugene VORTAC 172° radial, extending from the VORTAC to 39 miles S of the VORTAC; within 5 miles each side of the Eugene VORTAC 271° radial, extending from the VORTAC to V-27; and that airspace SW of Eugene bounded on the SE by the NW edge of V-121, on the NW by the SE edge of V-287, and on the N by a line 5 miles S of and parallel to the Eugene VORTAC 271° radial.

AMENDMENTS 10/13/66 31 F.R. 11286 (Rewritten)

Evansville, Ind.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center of Dress Memorial Airport, Evansville, Ind., 38°02'13" N., 87°31'58" W. and within 2 miles each side of the Evansville VOR 060° radial extending from the 7-mile radius area to the VOR and within 8 miles NW and 5 miles SE of the ILS localizer NE course extending northeasterly from the OM for 12 miles.
That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at 38°57'00" N., 86°30'00" W. to 37°26'00" N., 86°30'00" W. to 37°17'50" N., 87°18'00" W. to 37°12'50" N., 87°39'30" W. to 37°30'00" N., 88°30'00" W. to 38°39'00" N., 88°30'00" W. to 38°39'00" N., 88°00'00" W. to 38°57'00" N., 88°00'00" W. to point of beginning, excluding the portion which coincides with the Harrisburg, Ill., transition area.

Eveleth, Minn.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Eveleth-Virginia Municipal Airport (latitude 47°25'35" N., longitude 92°29'50"W.), and within 5 miles S and 8 miles N of the Eveleth VOR 092° radial, extending from the VOR to 13 miles E of the VOR.

Fairbanks, Alaska.
That airspace extending upward from 700 feet above the surface within a 20-mile radius of latitude 64°49' 40" N., longitude 147°34'00" W.; within a 7-mile radius of Eielson AFB (latitude 64°39'55" N., longitude 147°05'55" W.), and within 2 miles each side of the Eielson VOR 122° radial, extending from the 7-mile radius area to 7 miles SE of the VOR; that airspace extending upward from 1,200 feet above the surface within a 55-mile radius of Wainwright AAF (latitude 64°50'15" N., longitude 147°38'05" W.) extending clockwise from the S boundary of G-7, W of Fairbanks, to the 155° bearing from Wainwright AAF, within a 70-mile radius of Wainwright AAF, extending clockwise from the 155° bearing from Wainwright AAF to the S boundary of G-7, W of Fairbanks, and within 20 miles N and 26 miles S of the Nenana, Alaska, VORTAC 285° radial, extending from the VORTAC to 46 miles NW of the VORTAC, excluding the airspace within R-2206.

Fairmont, Minn.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Fairmont Municipal Airport (latitude 43°38'59" N., longitude 94°25'22" W.), within 2 miles NE and 3 miles SW of the 132° bearing from Fairmont Municipal Airport extending from the 5-mile radius area to 8 miles SE of the airport, and within 2 miles each side of the 319° bearing from Fairmont Municipal Airport extending from the 5-mile radius area to 8 miles NW of the airport; and that airspace extending upward from 1,200 feet above the surface within 8 miles NE and 6 miles SW of the 132° bearing from Fairmont Municipal Airport extending from the airport to 12 miles SE of the airport, and within 5 miles NE and 8 miles SW of the 139° and 319° bearings from Fairmont Municipal Airport extending from 1 mile SE to 12 miles NW of the airport.
AMENDMENT 4/28/66 31 F. R. 3337 (Added)

Fallon, Nev.
That airspace extending upward from 700 feet above the surface within a 11-mile radius of the NAAS Fallon, TACAN, and within 2 miles NE and 2.5 miles SW of the Fallon TACAN 296° radial, extending from the 11-mile radius area to 15 miles NW of the TACAN; that airspace extending upward from 1,200 feet above the surface within 11 miles NW and 7 miles SE of the Hazen, Nev., VOR 061° and 241° radials, extending from 5 miles SW to 30 miles NE of the VOR, excluding the portion W of longitude 119°00'00" W.; within 5 miles each side of the NAAS Fallon TACAN 039° radial, extending from the TACAN to 30 miles NE of the TACAN; within 12 miles SW and 10 miles NE of the Fallon TACAN 139° and 319° radials, extending from 10 miles NW to 23 miles SE of the TACAN; within a 20-mile radius of the Fallon TACAN extending clockwise from the TACAN 050° to the 110° radials; and that airspace extending upward from 9,500 feet MSL within 12 miles SW and 10 miles NE of the NAAS Fallon TACAN 139° radial, extending from 23 miles to 44 miles SE of the TACAN.

Falmouth, Mass.
That airspace extending upward from 700 feet above the surface within a 14-mile radius of Otis AFB, Falmouth, Mass. (latitude 41°39'30" N., longitude 70°31'35" W.); within a 6-mile radius of Barnstable Airport, Hyannis, Mass., (latitude 41°40'10" N., longitude 70°16'45" W.); within 5 miles NW and 8 miles SE of the Barnstable Airport ILS localizer NE course, extending from the OM to 12 miles NE of the OM; within a 4-mile radius of the Chatham Airport, Chatham, Mass. (latitude 41°41'20" N., longitude 69°59'25" W.); within a 6-mile radius of Martha's Vineyard Airport, Martha's Vineyard, Mass., (latitude 41°23'35" N., longitude 70°36'50" W.), and within 5 miles NW and 8 miles SE of the Martha's Vineyard VOR 055° radial, extending from the VOR to 12 miles NE of the VOR; within 2 miles each side of the 183° bearing from Martha's Vineyard RBN, extending from the 6-mile radius area to 8 miles S of the RBN; and within a 5-mile radius of the Oak Bluffs Airport, Oak Bluffs, Mass. (latitude 41°26'25" N., longitude 70°34'10" W.); and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning
at latitude 42°13'20" N., longitude 70°18'30" W., thence to latitude 42°10'50" N., longitude 70°03'00" W., to latitude 41°40'29" N., longitude 69°46'32" W., to latitude 41°38'00" N., longitude 69°45'10" W., to latitude 41°21'00" N., longitude 69°45'10" W., to latitude 41°09'00" N., longitude 70°00'00" W., to latitude 41°10'25" N., longitude 70°12'50" W., to latitude 41°04'00" N., longitude 70°42'30" W., to latitude 41°12'45" N., longitude 70°42'30" W., to latitude 41°21'00" N., longitude 70°48'00" W., to latitude 41°42'00" N., longitude 70°48'00" W., to latitude 41°53'30" N., longitude 70°56'30" W., thence to the point of beginning; and that airspace extending upward from 2,000 feet MSL bounded on the N by Control 1142, on the SE by Control 1143, and on the W by a line extending through latitude 41°40'29" N., longitude 69°46'32" W. and latitude 42°10'50" N., longitude 70°03'00" W., excluding the portion within the Nantucket, Mass., transition area.
AMENDMENTS 11/10/66 31 F.R. 11716 (Changed)

Farewell, Alaska
That airspace extending upward from 1,200 feet above the surface within 8 miles S and 8 miles N of the 110° and 290° bearings from the Farewell RR, extending from 13 miles W to 13 miles E of the RR.

Fargo, N. Dak.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Hector Field, Fargo, N. Dak. (latitude 46°55'04" N., longitude 96°48'58" W.), within 2 miles each side of the Fargo ILS localizer N course extending from the 7-mile radius area to 8 miles N of the RBN, within 2 miles each side of the Fargo VORTAC 007° radial, extending from the 7-mile radius area to 24 miles N of the VORTAC, and within 5 miles W and 8 miles E of the Fargo ILS localzier S course, extending from 5 miles N to 12 miles S of the LOM; and that airspace extending upward from 1,200 feet above the surface, within a 36-mile radius of the Fargo VORTAC, extending from 9 miles W and parallel to the Fargo VORTAC 353° radial, clockwise to 5 miles E and parallel to the Fargo VORTAC 034° radial, within a 30-mile radius of the Fargo VORTAC, extending from 5 miles E and parallel to the S course of the Fargo ILS localizer, clockwise to 5 miles N and parallel to the Fargo VORTAC 275° radial, within 8 miles E and 5 miles W of the Fargo VORTAC 125° radial extending from the VORTAC to 29 miles SE of the VORTAC, and within 10 miles E and 7 miles W of the Fargo VORTAC 187° radial, extending from 26 miles to 56 miles S of the VORTAC.
AMENDMENTS 3/3/66 30 F. R. 15736 (Added)

Farmington, N. Mex.
That airspace extending upward from 700 feet above the surface within an 11-mile radius of Farmington Municipal Airport (latitude 36°44'35" N., longitude 108°13'46" W.), within 2 miles each side of the Farmington VORTAC 094° radial extending from the 11-mile radius area to 8 miles E of the VORTAC, and within 2 miles each side of the Farmington VORTAC 086° radial extending from the 11-mile radius area to 12 miles E of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within a 30-mile radius of the Farmington VORTAC excluding the portion within the Durango, Colo., transition area.

Fayetteville, Ark.
That airspace extending upward from 700 feet above the surface within a 8-mile radius of the Fayetteville Municipal Airport-Drake Field (latitude 36°00'15" N., longitude 94°10'05" W.); within 8 miles SW and 5 miles NE of the Drake, Ark., VOR 328° radial extending from the VOR to 12 miles NW; within 5 miles each side of the Drake VOR 186° radial extending from the 8-mile radius area to 19 miles S of the VOR; within 6 miles W and 8 miles E of the Fayetteville, Ark., VORTAC 005° and 185° radials extending from 5 miles N to 12 miles S of the VORTAC; within a 5-mile radius of Rogers Municipal Airport, Rogers, Ark. (latitude 36°22'10" N., longitude 94°06'25" W.); and within 2 miles each side of the Rogers RBN 003° bearing extending from the 5-mile radius area to 8 miles N of the RBN; and that airspace extending upward from 1,200 feet above the surface within the area bounded by a line beginning at latitude 35°43'00" N., longitude 94°20'00" W.; to latitude 36°12'00" N., longitude 94°28'00" W.; to latitude 36°38'00" N., longitude 94°14'00" W.; to latitude 36°37'30" N., longitude 93°57'00" W.; to latitude 36°30'00" N., longitude 93°57'00" W.; to latitude 36°22'00" N., longitude 93°38'00" W.; to latitude 36°12'00" N., longitude 93°38'00" W.; to latitude 36°11'00" N., longitude 93°58'00" W.; to latitude 35°58'00" N., longitude 93°58'30" W.; to latitude 35°42'00" N., longitude 94°09'00" W.; to point of beginning.

AMENDMENT 6/23/66 31 F.R. 5825 (Rewritten); Amend. Alt. 31 F. R. 7112;

Fergus Falls, Minn.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Einar Michelson Municipal Airport (latitude 46°17'10" N., longitude 96°09'35" W.), and within 2 miles each side of the 187° bearing from Einar Michelson Municipal Airport, extending from the 5-mile radius area to 8 miles S of the airport; and that airspace extending upward from 1,200 feet above the surface within 5 miles W and 8 miles E of the 187° and 007° bearings from Einar Michelson Municipal Airport extending from 12 miles S of the airport to the S edge of V-2.

AMENDMENTS 8/18/66 31 F.R. 8749 (Added)

Findlay, Ohio
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Findlay Airport (latitude 41°00'55" N., longitude 83°40'15" W.); within 2 miles each side of the Findlay VOR 226° radial, extending from the 6-mile radius area to 8 miles SW of the VOR; and that airspace extending upward from 1200 feet above the surface bounded by a line extending from latitude 40° 51' 00" N., longitude 84° 00' 00" W.; to latitude 41° 18' 00" N., longitude 84° 07' 00" W.; to latitude 41° 11' 00" N., longitude 83° 19' 00" W.; to latitude 40° 50' 00" N., longitude 83° 30' 00" W.; to the point of beginning.

AMENDMENTS 7/12/66 31 F.R. 9446 (Changed)

Five Finger, Alaska
That airspace extending upward from 700 feet above the surface within a 4-mile radius of the Five Finger RBN, and within 2 miles each side of the 349° and 189° bearings from the Five Finger RBN, extending from the RBN to 8 miles N and 8 miles S of the RBN; and that airspace extending upward from 1,200 feet above the surface within 8 miles E and 5 miles W of the 189° and 009° bearings, extending from 7 miles N to 13 miles S of the RBN, and within 8 miles W and 5 miles E of the 349° and 169° bearings, extending from 13 miles N to 7 miles S of the RBN.

AMENDMENTS 7/21/66 31 F.R. 7352 (Rewritten)

Flagstaff, Ariz. (Pulliam Airport)
That airspace extending upward from 700 feet above the surface within a 10-mile radius of Pulliam Airport (latitude 35°08'16" N., longitude 111°40'17" W.); that airspace extending upward from 1,200 feet above the surface within an arc of a 26-mile radius circle centered on the Flagstaff VOR (latitude 35°08'50" N., longitude 111°40'24" W.), extending from a line 5 miles NW of and parallel to the Flagstaff VOR 054° radial clockwise to a line 5 miles N of and parallel to the Flagstaff VOR 297° radial, and within 9 miles N and 6 miles S of the Flagstaff VOR 096° radial extending from the 26-mile radius area to 35 miles E of the VOR, excluding that portion within R-2302.

AMENDMENTS 8/18/66 31 F.R. 7560 (Added)

Flint, Mich.
That airspace extending upward from 700 feet above the surface within a 12-mile radius of the Flint VOR, within 5 miles north and 8 miles south of the Flint ILS localizer west course, extending from the 12-mile radius area to 12 miles west of the OM; and within a 4-mile radius of Owosso City Airport, Owosso, Mich. (latitude 42°59'30" N., longitude 84°08'00" W.); and that airspace extending upward from 1,200 feet above the surface bounded on the south by latitude 42°46'00" N., on the east by the east boundary of V-42 east and longitude 83°30'00" W., on the north by latitude 43°16'00" N., and on the west by longitude 84°05'00" W.

Flippin, Ark.
That airspace extending upward from 700 feet above the surface within a 10-mile radius of the Flippin Municipal Airport (latitude 36°17'30" N., longitude 92°35'30" W), within an 8-mile radius of the Twin Lakes Airport (latitude 36°22'00" N., longitude 92°28'00" W.), within 2 miles each side of the Flippin VOR 086° radial extending from the Flippin Municipal Airport 10-mile radius area to 8 miles E of the VOR, and within 2 miles each side of the Flippin VOR 175° radial extending from the Twin Lakes 8-mile radius area to 8 miles S of the VOR; that airspace extending upward from 1,200 feet above the surface within 8 miles N and 5 miles S of the Flippin VOR 086° radial extending from the VOR to 13 miles E, and within 8 miles E and 5 miles W of the Flippin VOR 175° radial extending from the VOR to 12 miles S.

AMENDMENTS 1/5/67 31 F. R 14261 (Rewritten)

Florence, S. C.
That airspace extending upward from 1200 feet above the surface within 8 miles NW and 5 miles SE of the Florence, S. C., VORTAC 052° and 232° radials extending from 13 miles NE to 6 miles SW of the VORTAC and within 5 miles each side of the Florence VORTAC 221° radial extending from the VORTAC to 23 miles SW, excluding that portion W of the western boundary of V-3.

Fort Bragg, N.C.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Pope AFB (latitude 35°10'15" N., longitude 79°00'55" W.), excluding the portion within R-5311; within 2 miles each side of the Pope VOR 227° radial extending from the 8-mile radius area to the VOR; within 2 miles each side of the 042° bearing from the Pope RBN, extending from the 8-mile radius area to 12 miles NE of the RBN.

Fort Bridger, Wyo.
That airspace extending upward from 1,200 feet above the surface within 10 miles N and 7 miles S of the Fort Bridger VOR 079° and 259° radials, extending from 9 miles W to 20 miles E of the VOR, excluding the airspace within Federal airways.

Fort Dodge, Iowa
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Fort Dodge Municipal Airport (latitude 42°33'05" N., longitude 94°11'21" W.); and that airspace extending upward from 1,200 feet above the surface within a 15-mile radius of the Fort Dodge VORTAC; and within the area bounded by a line 5 miles NW of and parallel to the Fort Dodge VORTAC 056° radial extending from the 15-mile radius area NE to the arc of a 26-mile radius circle centered on the Fort Dodge VORTAC, thence clockwise around the arc of the 26-mile radius circle to and NE along a line 5 miles NW of and parallel to the Fort Dodge VORTAC 222° radial to the 15-mile radius area.

Fort Huachuca, Ariz.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Libby AAF, Fort Huachuca, Airz. (latitude 31°35'00" N., longitude 110°20'30" W.), within 2 miles each side of the 114° bearing from the Libby AAF RBN, extending from the 6-mile radius area to 15 miles SE of the RBN, and within 2 miles each side of the Libby AAF VOR 121° radial, extending from the 6-mile radius area to 15 miles SE of the VOR; that airspace extending upward from 1,200 feet above the surface bounded on the N by the Tucson, Ariz., transition area, on the NE by the SW edge of V-66, on the E by longitude 109°44'00" W., on the S by a line beginning at latitude 31°25'00" N., longitude 109°44'00" W., thence to latitude 31°25'00" N., longitude 110°-07'00" W., thence to latitude 31°23'00" N., longitude 110°07'00" W., thence to latitude 31°23'00" N., longitude 110°12'00" W., thence to latitude 31°25'00" N., longitude 110°12'00" W., thence tolatitude 31°25'00" N., longitude 110°30'00" W., and on the W by longitude 110°30'00" W.

AMENDMENT 5/26/66 31 F. R. 4200 (Rewritten)

Fort Jones, Calif.
That airspace extending upward from 9,500 feet MSL bounded on the NE by V-23 and V-23W, on the S by latitude 41°19'00" N., and on the W by longitude 123°01'00" W.

Fort Leonard Wood, Mo.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Forney AAF (latitude 37°44'00" N., longitude 92°09'00" W.), within 8 miles NE and 5 miles SW of the 148° bearing from Forney AAF RBN, extending from the RBN to 12 miles SE; within 8 miles NE and 5 miles SW of the Forney AAF VOR 323° radial, extending from the VOR to 12 miles NW; and that airspace extending upward from 1200 feet above the surface, within 5 miles each side of the following direct radials: Maples, Mo., VOR to Forney AAF VOR; Maples VOR to Forney AAF RBN; Vichy, Mo., VORTAC to Forney AAF VOR; Vichy VORTAC to Forney AAF RBN, excluding that portion within the Vichy transition area.

Fort Myers, Fla.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Page Field, Fort Myers, Fla. (latitude 26°35'10" N., longitude 81°51'50" W.); within 2 miles each side of the Fort Myers VORTAC 215° radial extending from the 8-mile radius area to 8 miles SW of the VORTAC; within 2 miles each side of the 222° bearing from the Fort Myers RBN extending from the 8-mile radius area to 8 miles SW of the RBN; and that airspace extending upward from 1,200 feet above the surface within a 20-mile radius of the Fort Myers VORTAC; the airspace NE of Fort Myers extending from the 20-mile radius area bounded on the W by V-7, on the NE by V-97, and on the SE by V-225; and that airspace E of Fort Myers extending from the 20-mile radius area bounded on the NW by V-225, on the E by V-157 W, and on the SW by V-7.

AMENDMENTS 11/10/66 31 F. R. 12517 (Added)

Fort Polk, La.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Polk AAF (latitude 31°02'40" N., longitude 93°11'25" W.); within 2 miles each side of the 160° bearing from the Polk AAF RBN, extending from the 5-mile radius area to 10 miles SE of the south fan marker; and within 2 miles each side of the 340° bearing from the Polk AAF RBN, extending from the 5-mile radius area to 8 miles NW of the north fan marker.

Fort Rucker, Ala.
That airspace extending upward from 700 feet above the surface within the area bounded by a line beginning at the INT of the E boundary of V-115 and the S boundary of V-70; thence NE via V-70 to V-7; thence S via V-7 to V-241; thence SW via V-241 to and clockwise along the arc of a 5-mile radius circle centered at latitude 31°03'00" N., longitude 86°19'33" W.; to latitude 31°03'00" N., longitude 86°24'30" W.; to the point of beginning; and that airspace extending upward from 1,200 feet above the surface within the area bounded by a line beginning at the INT of the E boundary of V-115 and the S boundary of V-70; thence NE via V-70 to and counterclockwise along the arc of an 11-mile radius circle centered on the Eufaula, Ala., VOR to and SW along a line 6 miles E of and parallel to the centerline of V-241 to and clockwise along the arc of a 35-mile radius circle centered at latitude 31°14'55" N., longitude 85°46'20" W., to and along the W boundary of V-7W.; to and along the N boundary of V-22; to and along the E boundary of V-115; to the point of beginning; and within 12 miles W and 8 miles E of the Crestview, Fla., VORTAC 013° radial extending from 21 miles N to 11 miles S of the INT of the Crestview VORTAC 013° and the Monroeville, Ala., VOR 110° radials, excluding the portion within R-2103.

AMENDMENTS 5/26/66 31 F. R. 7031 (Changed)

Fort Smith, Ark.
That airspace extending upward from 700 feet above the surface within a 12-mile radius of the Fort Smith Municipal Airport (latitude 35°20'10" N., longitude 94°22'04" W.); within 5 miles N and 8 miles S of the Fort Smith VORTAC 053° radial, extending from the 12-mile radius area to 12 miles NE of the VORTAC; and within 8 miles N and 5 miles S of the Fort Smith ILS localizer E course, extending from the 12-mile radius area to 12 miles E of the OM; and that airspace extending upward from 1,200 feet above the surface within an area bounded by a line beginning at latitude 36°12'00" N., longitude 94°28'00" W.; to latitude 35°43'00" N., longitude 94°20'00" W.; to latitude 35°42'00" N., longitude 94°09'00" W.; to latitude 35°58'00" N., longitude 93°58'30" W.; to latitude 35°23'30" N., longitude 93°29'00" W.; to latitude 35°14'30" N., longitude 93°31'00" W.; to latitude 34°25'00" N., longitude 94°00'00" W.; to latitude 34°25'00" N., longitude 94°39'30" W.; to latitude 35°11'30" N., longitude 94°54'00" W.; to latitude 34°33'30" N., longitude 95°37'30" W.; to latitude 34°33'30" N., longitude 95°58'30" W.; to latitude 35°11'00" N., longitude 95°55'00" W.; to latitude 35°46'00" N., longitude 95°30'00" W.; to latitude 35°46'00" N., longitude 95°06'30" W.; to the point of beginning.

Fort Stewart, Ga.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Liberty AAF (latitude 31°53'20" N., longitude 81°33'45" W.).

AMENDMENTS 10/13/66 31 F.R. 11015 (Rewritten)

Fort Stockton, Tex.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Pecos County Airport, Fort Stockton, Tex. (latitude 30°55'00" N., longitude 102°54'30" W.), and within 5 miles NE and 8 miles SW of the Fort Stockton, Tex., VORTAC 306° and 126° radials, extending from 3 miles SE to 12 miles NW of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within 10 miles each side of the Fort Stockton VORTAC 097° and 274° radials, extending from 20 miles E to 20 miles W of the VORTAC.

AMENDMENT 6/23/66 31 F.R. 8489(Rewritten)

Fortuna, Calif.
That airspace extending upward from 700 feet above the surface within 2 miles each side of the Fortuna VOR 327° radial, extending from the VOR to 8 miles NW of the VOR; and within 2 miles NE and 4.5 miles SW of the Fortuna VOR 147° radial, extending from the VOR to 3.5 miles SE of the VOR .

AMENDMENTS 10/13/66 31 F.R. 10769 (Added)

Fort Wayne, Ind.
That airspace extending upward from 700 feet above the surface within a 17-mile radius of Baer Field (latitude 40°58'50" N., longitude 85°11'25" W.); and that airspace extending upward from 1200 feet above the surface within the area bounded by a line beginning at latitude 41°40'00" N., longitude 85°30'00" W., thence to latitude 41°40'00" N., longitude 84°50'00" W.; to latitude 41°48'10" N., longitude 84°50'00" W.; to latitude 41°48'00" N., longitude 84°46'00" W.; to latitude 41°44'00" N., longitude 84°28'00" W.; to latitude 41°32'00" N., longitude 84°31'00" W.; to latitude 41°21'00" N., longitude 84°40'00" W.; to latitude 40°46'00" N., longitude 84°40'00" W.; to latitude 40°30'00" N., longitude 84°49'00" W.; to latitude 40°30'00" N., longitude 85°22'00" W.; to latitude 40°40'00" N., longitude 85°30'00" W.; to latitude 40°40'00" N., longitude 85°50'00" W.; to latitude 41°20'00" N., longitude 85°50'00" W.; to latitude 41°20'00" N., longitude 85°30'00" W.; thence to point of beginning.

Fort Yukon, Alaska
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Fort Yukon Municipal Airport (latitude 66°34'15" N., longitude 145°15'10" W.), and within 2 miles either side of the 062° bearing from the Fort Yukon RBN extending from the 5-mile radius area to 8 miles NE of the RBN; that airspace extending upward from 1,200 feet above the surface within 5 miles SE and 8 miles NW of the 062° and 242° bearings from the Fort Yukon RBN extending from 7 miles SW to 13 miles NE of the RBN.

Franklin, Pa.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Chess-Lamberton Airport, Franklin, Pa., (latitude 41° 22' 44" N., longitude 79° 51' 39" W.); within 2 miles each side of the Franklin VOR 001° radial, extending from the 6-mile radius area to 8 miles N of the VOR; and within 2 miles each side of the 099° bearing from the Franklin RBN, extending from the 6-mile radius area to 8 miles E of the RBN.

Franklin, Va.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of John Beverly Rose Field-Franklin Municipal Airport (latitude 36°41'50" N., longitude 76°54'15" W.), within 2 miles each side of the Franklin VOR 101°
radial, extending from the 5-mile radius area to the VOR, and within 2 miles each side of the 083° bearing from the John Beverly Rose Field-Franklin Municipal Airport, extending from the 5-mile radius area to 6 miles E of the airport, within 2 miles each side of the Franklin, Va., VOR 096° radial extending from the 5-mile radius to 13 miles east of the VOR.

AMENDMENTS 6/23/66 31 F. R. 6354 (Changed)

Frederick, Md.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center, 39°25'00" N., 77°22'00" W. of Frederick Airport, Frederick, Md., and within 2 miles each side of the Frederick VOR 032° radial extending from the 6-mile radius area to 8 miles northeast of the VOR.

Fredericksburg, Va.
That airspace upward of 700 feet above the surface within a 5 mile radius of the center of Shannon Airport, Fredericksburg, Virginia (latitude 38°15'40" N., longitude 77°26'20" W.) and within 2 miles either side of the Brooke, Virginia VOR 226° radial extending from the 5 mile radius area to the VOR, excluding the airspace within the Quantico, Va., transition area.

Fremont, Mich.
That airspace extending upward from 700 feet above the surface within a 4-mile radius of Fremont Airport, Fremont, Michigan (latitude 43°26'30" N., longitude 85°59'30" W.) and within 2 miles each side of the White Cloud, Michigan, VOR 236° radial, extending from the 4-mile radius area to 23 miles SW of the VOR; and that airspace extending upward from 1,200 feet above the surface within 8 miles NW, and 5 miles SE of the White Cloud VOR 236° radial, extending from 5 miles SW of the VOR to the arc of an 18-mile radius circle centered on the Muskegon County Airport (latitude 43°10'16" N., longitude 86°14'09" W) excluding the portion within the White Cloud, Michigan, transition area.

Fremont, Ohio
That airspace extending upward from 700 feet above the surface within a 4-mile radius of the center of Progress Field, Fremont, Ohio, 41°19'59" N., 83°09'46" W. and within 2 miles each side of the Fremont radio beacon 198° bearing extending from the 4-mile radius area for 4 miles.

Fresno, Calif.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Chandler Municipal Airport (latitude 36°43'55" N., longitude 119°49'05" W.); within 2 miles each side of the 232° bearing from the Fresno RBN, extending from the 5-mile radius area to 8 miles SW of the RBN; within 2 miles each side of the Fresno VORTAC 185° radial, extending from the 5-mile radius area to the VORTAC, excluding the portion within the arc of a 5-mile radius circle centered on the Fresno Air Terminal, and the portion NE of a line 2 miles SW of and parallel to the Fresno VORTAC 143° radial, extending from the arc of a 5-mile radius circle centered on Fresno Air Terminal to the VORTAC; within 2 miles W and 4 miles E of the Fresno VORTAC 158° radial, extending from the arc of a 5-mile radius circle centered on the Fresno Air Terminal to 16 miles SE of the VORTAC, and within 2 miles each side of the Fresno ILS localizer SE course, extending from the arc of a 5-mile radius circle centered on the Fresno Air Terminal to 13 miles SE of the OM; that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 36°00'00" N., longitude 119°30'00" W., to latitude 36°00'00" N., longitude 118°45'00" W., to latitude 36°56'00" N., longitude 119°20'00" W., to latitude 37°04'30" N., longitude 118°59'00" W., to latitude 37°29'00" N., longitude 119°15'00" W., to latitude 37°02'00" N., longitude 120°18'00" W., to latitude 36°37'00" N., longitude 119°56'00" W., thence E along latitude 36°37'00" N., to the W boundary of V-23; thence along the W boundary of V-23 to longitude 119°30'00" W.; thence S along longitude 119°30'00" W. to the point of beginning.

Gadsden, Ala.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Gadsden Municipal Airport (latitude 33° 58'30" N., longitude 86° 05' 20" W.) within 2 miles each side of the Gadsden VOR 233° radial, extending from the 8-mile radius area to 11 miles SW of the VOR; and that airspace extending upward from 1,200 feet above the surface within 8 miles each side of the Gadsden VOR 233° radial, extending from the VOR to 12 miles SW; and within 8 miles NW and 5 miles SE of the Gadsden VOR 042° radial, extending from the VOR to 18 miles NE.

Gage, Okla.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Gage Municipal Airport (latitude 36°17'45" N, longitude 99°46'30" W.); and that airspace extending upward from 1200 feet above the surface within 8 miles SW and 5 miles NE of the Gage VORTAC 118° and 298° radials, extending from 2 miles SE to 13 miles NW of the VORTAC, and within 12 miles E and 10 miles W of the Gage VORTAC 180° radial, extending from the VORTAC to 11 miles S of the VORTAC.

GAINESVILLE, FLORIDA
That airspace extending upward from 700 feet above the surface within 2 miles each side of the 221° bearing from latitude 29° 40' 03" N., longitude 82° 18' 07" W., extending from latitude 29° 40' 03" N., longitude 82° 18' 07" W., to 8 miles SW; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 29° 56' 20" N., longitude 82° 15' 25" W., to latitude 29° 48' 40" N., longitude 82° 01' 10" W., to latitude 29° 21' 40" N., longitude 82° 21' 30" W., to latitude 29° 28' 50" N., longitude 82° 34' 50" W., to the point of beginning.

Gaithersburg, Md.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 39°09'54" N., 77°09'39" W. of Montgomery County Airport, Gaithersburg, Md., and within 2 miles each side of the Gaithersburg RBN 008° bearing extending from the 5-mile radius area to 8 miles north of the RBN.

Galena, Alaska
That airspace extending upward from 700 feet above the surface within 2 miles each side of the Galena VORTAC 089° radial extending from the control zone extension east boundary to 12 miles E of the VORTAC; within 2 miles S and 5 miles N of the Galena VORTAC 269° radial extending from the control zone boundary to 19 miles W of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within a 28-mile radius of the Galena VORTAC; within a 40-mile radius of the Galena VORTAC extending from the 240° radial clockwise to the 298° radial and extending from the 28-mile radius area to 40 miles W of the VORTAC; and within a 35-mile radius of the Galena VORTAC extending from the 089° radial clockwise to the 119° radial and extending from the 28-mile radius area to 35 miles E of the VORTAC.

AMENDMENTS 11/10/66 31 F.R. 11594 (Rewritten)

Galesburg, Ill.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Galesburg, Ill., Municipal Airport (latitude 40°56'24" N., longitude 90°25'46" W.); within 5 miles E and 8 miles W of the Galesburg VOR 019° radial extending from the VOR to 12 miles N of the VOR; and within 5 miles NW and 8 miles SE of the Galesburg VOR 214° radial extending from the VOR to 12 miles SW of the VOR.

Galeton, Pa.
That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of the center, 41°39'50" N., 77°49'15" W., of Cherry Springs Airport, Galeton, Pa., and within 2 miles each side of the Slate Run, Pa., VOR 037° radial extending from the 5.5-mile radius area to the VOR. This transition area shall be in effect from sunrise to sunset, daily.
AMENDMENTS 6/23/66 31 F.R. 8355 (Added)

Gallup, N. Mex.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Senator Clarke Field (latitude 35°30'35" N., longitude 108°47'00" W.); within 2 miles each side of the Gallup VOR 232° radial, extending from the 8-mile radius area to 8 miles SW of the VOR; and that airspace extending upward from 1,200 feet above the surface within an area bounded by a line beginning at latitude 35°47'30" N., longitude 108°34'00" W.; to latitude 35°25'00" N., longitude 108°38'30" W.; to latitude 35°15'00" N., longitude 109°00'00" W.; to latitude 35°25'00" N., longitude 109°07'00" W.; to latitude 35°52'00" N., longitude 108°47'00" W.; to point of beginning.

AMENDMENTS 3/31/66 31 F. R. 250 (Rewritten); Correction 31 F. R. 3388

Galveston, Tex.
That airspace extending upward from 700 feet above the surface within 2 miles each side of the Galveston VOR 299° radial extending from the VOR to 8 miles NW, and within 2 miles each side of the 311° bearing from latitude 29°19'07" N., longitude 94°55'40" W. extending from latitude 29°19'07" N., longitude 95°55'40" W. to 8 miles NW.

Garden City, Kans.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Garden City Airport (latitude 37°56'09" N., longitude 100°43'47" W.), within 5 miles E and 8 miles W of the Garden City VORTAC 004° and 184° radials, extending from 7 miles S to 13 miles N of the VORTAC, and within 2 miles each side of the Garden City VORTAC 171° radial, extending from the 6-mile radius area to 9 miles S of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within a 15-mile radius of the Garden City VORTAC and within 5 miles NE and 8 miles SW of the 324° bearing from the Garden City RBN, extending from the 15-mile radius area to 13 miles NW of the RBN.

Gaylord, Mich.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Otsego County Airport (latitude 45°00'50" N., longitude 84°41'45" W.), and within 2 miles each side of the 087° bearing from Otsego County Airport extending from the 6-mile radius area to 8 miles E of the airport; and that airspace extending upward from 1,200 feet above the surface within 8 miles N and 5 miles S of the 087° bearing from Otsego County Airport extending from the airport to 12 miles E of the airport and within 5 miles each side of the 304° bearing from Otsego County Airport extending from the airport to V-193.

AMENDMENTS 7/21/66 31 F.R. 7561 (Added)

Glasgow, Mont.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Glasgow Municipal Airport (latitude 48°12'54" N., longitude 106°37'06" W.); within 2 miles each side of the 100° and 279° bearings from Glasgow Municipal Airport, extending from the 5-mile radius area to 8 miles E and W of the airport and within 2 miles each side of the Glasgow AFB VOR 197° radial extending from the 5-mile radius area to the arc of a 9-mile radius circle centered on Glasgow AFB (latitude 48°25'00" N., longitude 106°31'40" W.).

AMENDMENT 3/31/66 31 F. R. 1145 (Rewritten); 11/10/66 31 F. R. 11862 (Rewritten)

Glasgow AFB, Mont.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of Glasgow AFB (latitude 48°25'00" N., longitude 106°31'40" W.); that airspace extending upward from 1,200 feet above the surface within a 35-mile radius of Glasgow AFB; and that airspace extending upward from 6,700 MSL within a 50-mile radius of Glasgow AFB, excluding the portion North of Latitude 49°00'00" N.

AMENDMENT 3/31/66 31 F. R. 1145 (Rewritten)

Glens Falls, N. Y.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center, 43°20'32" N., 73°36'35" W. of Warren County Airport, Glens Falls, N. Y. and within 2 miles each side of the Glens Falls VOR 172° radial extending from the 7-mile radius area to 15 miles south of the VOR; within 2 miles each side of the centerline of Runway 30 extended from the 7-mile radius area to 14 miles west of the end of the runway; and within 2 miles each side of the centerline of Runway 1 extended from the 7-mile radius area to 13.5 miles north of the end of the runway.

AMENDMENTS 2/3/66 30 F. R. 15273 (Rewritten)

Goldsboro, N. C.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of Seymour Johnson AFB (latitude 35°20'20" N., longitude 77°57'50" W.); excluding the airspace within a 1.5-mile radius of the Goldsboro Municipal Airport (latitude 35°26'55" N., longitude 78°05'00" W.); witnin 2 miles each side of the ILS localizer W course, extending from the 9-mile radius area to 12 miles W of the LOM; within 2 miles each side of the Seymour Johnson TACAN 253° radial, extending from the 9-mile radius area to 14 miles W of the TACAN; within 2 miles each side of the Seymour Johnson VOR 256° radial, extending from the 9-mile radius area to 12 miles W of the VOR; including that airspace extending upward 1,200 feet above the surface to the base of the continental control area bounded on the N by the arc of a 55-mile radius circle centered at latitude 36°57'44" N., longitude 76°24'44" W., on the E by a line extending along the W boundary of V-1 until intercepting an arc of a 15-mile radius circle centered at the Kinston VORTAC, thence clockwise along the 15-mile radius circle to the W boundary of V-1W, thence SW along the W boundary of V-1W to latitude 35°11'25" N., thence W along latitude 35°11'25" N. to the W boundary of V-213, thence SW along the W boundary of V-213 to the INT of a line 4 NM S of and parallel to the Fayetteville, N. C., VOR 098° radial, on the S by a line 4 NM S of and parallel to the Fayetteville, N. C., VOR 098° radial, on the W by a line extending along longitude 78°30'00" W., and on the NW by a line extending through latitude 35°30'00" N., longitude 78°30'00" W. and latitude 36°38'15" N., longitude 77°19'15" W.; including that airspace extending upward from 2,700 feet MSL bounded on the N by a line 4 NM S of and parallel to the Fayetteville, N. C., VOR 098° radial, on the E by V-213, on the S by the 1,200-foot portion of the Myrtle Beach, S. C., transition area, on the W by a line extending from latitude 34°18'30" N., longitude 79°00'00" W., to the INT of a line 4 NM S of and parallel to the Fayetteville, N. C., VOR 098° radial and longitude 78°30'00" W.

AMENDMENTS 8/18/66 31 F. R. 8679 (Changed); Amend. Alt. 31 F. R. 9446
AMENDMENTS 11/10/66 31 F.R. 11461 (Changed); Correction 31 F.R. 12084; 12/6/66 31 F.R. 15798 (Changed)

Goodland, Kana
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Renner Field (latitude 39°21'45" N., longitude 101°42'00" W.); and within 2 miles each side of the Goodland VORTAC 022° radial, extending from the 6-mile radius to 8 miles N of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within 5 miles E and 8 miles W of the Goodland VORTAC 022° radial extending from the VORTAC to 13 miles N of the VORTAC, and within 5 miles E and 8 miles W of the Goodland VORTAC 352° and 172° radials, extending from 2 miles S of the VORTAC to 12 miles N of the VORTAC.

AMENDMENTS 8/4/66 31 F.R. 11015 (Changed)

Gordonsville, Va.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 38°09'20" N., 78°10'15" W., of Gordonsville Municipal Airport, Gordonsville, Va.; within 2 miles each side of the Gordonsville VOR 356° radial extending from the 5-mile radius area to the VOR.

AMENDMENTS 3/3/66 30 F. R. 16071 (Added)

Gorman, Calif.
That airspace extending upward from 1,200 feet above the surface bounded on the E by Long. 118°45' 00" W, on the S by Lat. 34°30'00" N, on the W by Long. 119°30'00" W, and on the N by Lat. 35°05'00" N.

Goshen, Ind.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Goshen, Ind., Airport (latitude 41°31'43" N., longitude 85°47'48" W.), and within 2 miles each side of the Goshen, Ind., VORTAC 090° radial extending from the 5-mile radius area to the VORTAC.

AMENDMENTS 6/1/66 31 F.R. 7736 (Rewritten)

Grand Canyon, Ariz. (Grand Canyon National Park Airport)
That airspace extending upward from 700 feet above the surface within a 3-mile radius of Grand Canyon National Park Airport (latitude 35°57'10" N., longitude 112°08'35" W.), and within 2 miles each side of the Grand Canyon VOR 211° radial extending from the 3-mile radius area to 8 miles SW of the VOR; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 36°00'00" N., longitude 112°27'00" W., to latitude 36°05'00" N., longitude 112°00'00" W., to latitude 35°42'00" N., longitude 112°00'00" W., to latitude 35°42'00" N., longitude 112°07'00" W., to latitude 35°38'00" N., longitude 112°07'00" W., to latitude 35°38'00" N., longitude 112°27'00" W., thence to point of beginning.

AMENDMENTS 7/21/66 31 F. R. 6960 (Added)

Grand Forks, N. Dak. (International Airport)
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Grand Forks International Airport (latitude 47°57'06" N., longitude 97°11'08" W.), within 5 miles W and parallel to the Grand Forks VOR 173° radial extending from the 8-mile radius area to 4 miles S of the radius area, within 8 miles E and parallel to the Grand Forks VOR 173° radial extending from the 8-mile radius area to 4 miles S of the radius area, within a 10-mile radius of the Grand Forks Air Force Base (latitude 47°57'35" N., longitude 97°24'10" W.); and that airspace extending upward from 1,200 feet above the surface within a 35-mile radius of the Grand Forks Air Force Base (latitude 47°57'35" N., longitude 97°24'10" W.), extending clockwise from the eastern edge of V 181E S of Grand Forks to the east edge of V 181 N of Grand Forks.

AMENDMENTS 3/3/66 31 F. R. 428 (Added)

Grand Island, Nebr.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Grand Island Municipal Airport (latitude 40°58'04" N., longitude 98°13'51" W.); and within 5 miles E and 8 miles W of the Grand Island VORTAC 360° radial extending from the 8-mile radius to a point 12 miles N of the VORTAC; and within 5 miles NE and 8 miles SW of the Grand Island VORTAC 304° radial extending from the 8-mile radius to a point 12 miles NW of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within 5 miles E and 8 miles W of the Grand Island VORTAC 360° radial extending from 12 miles N of the VORTAC to the S edge of V-172; and within 5 miles E of the Grand Island VORTAC 180° radial and 5 miles W of the Grand Island VORTAC 201° radial bounded on the N by the arc of an 8-mile radius circle centered on Grand Island Municipal Airport, bounded on the S by a line 5 miles NW of and parallel to the Hastings VOR 066° radial, bounded on the W by a line 5 miles NE of and parallel to the Hastings VOR 338° radial.

AMENDMENTS 9/15/66 31 F.R. 9400 (Rewritten)

Grand Isle, La.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Grand Isle seaplane base (latitude 29° 15' 45" N., longitude 89° 57' 40" W.), and within 2 miles each side of the Grand Isle RBN 052° bearing, extending from the 5-mile radius area to the RBN.

Grand Junction, Colo.
That airspace extending upward from 1,200 feet above the surface within a 35-mile radius of the Grand Junction VORTAC, within 5 miles each side of the Grand Junction VORTAC 166° radial extending from the 35-mile radius area to 38 miles S of the VORTAC, within 5 miles each side of the Grand Junction ILS localizer NW course extending from the 35-mile radius area to the INT of the localizer NW course and the Grand Junction VORTAC 318° radial, and that airspace extending upward from 12,700 feet MSL within 5 miles each side of the Grand Junction VORTAC 074° radial, extending from the 35-mile radius area to 63 miles E of the VORTAC excluding the airspace within Federal airways.

AMENDMENT 5/26/66 31 F. R. 4201 (Rewritten)

Grand Rapids, Mich.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Kent County airport, Grand Rapids, Mich. (latitude 42°53'00" N., longitude 85°31'35" W.), within 2 miles each side of the Grand Rapids ILS W course, extending from the 7-mile radius to 16 miles W of the Kent County Airport; and that airspace extending upward from 1,200 feet above the surface bounded on the N by a line 6 miles N of and parallel to the centerline of V-216 E of the Muskegon, Mich., VORTAC, and on the W, S and E by the arc of an 18-mile radius circle centered on the Muskegon County Airport (latitude 43° 10' 16" N., longitude 86° 14' 09" W.), and a line beginning at latitude 42° 54' 35" N., longitude 86° 13' 00" W., extending to latitude 42° 45' 25" N., longitude 86° 23' 40" W.; to latitude 42° 35' 00" N., longitude 86° 17' 30" W.; to latitude 42° 35' 00" N., longitude 86° 00' 00" W.; to latitude 42° 38' 00" N., longitude 86° 00' 00" W.; to latitude 42° 38' 00" N., longitude 85° 15' 00" W.; to latitude 43° 16' 00" N., longitude 85° 15' 00" W.; to latitude 43° 16' 00" N., longitude 85° 02' 00" W.; to latitude 43° 27' 00" N., longitude 85° 02' 00" W.

Grand Rapids, Minn.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Grand Rapids Municipal Airport (latitude 47°12'45" N., longitude 93°30'35" W.), and within 2 miles each side of the Grand Rapids VOR 160° radial, extending from the VOR to 8 miles south of the VOR; and that airspace extending upward from 1,200 feet above the surface within 8 miles east and 5 miles west of the Grand Rapids VOR 160° radial, extending from the VOR to 12 miles south of the VOR.

AMENDMENTS 11/10/66 31 F.R. 11595 (Added)

Grandview, Mo.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Richards-Gebaur AFB, Grandview, Mo. (latitude 38°50'50" N., longitude 94°33'20" W.), within 2 miles each side of the Richards-Gebaur (AF) VOR 180° radial, extending from the 8-mile radius area to 12 miles S of the VOR, within 2 miles each side of the Richards-Gebaur AFB ILS localizer S course, extending from the 8-mile radius area to 12 miles S of the LOM, within 2 miles each side of the Richards-Gebaur AFB TACAN 195° radial, extending from the 8-mile radius area to 12 miles S of the TACAN, within 2 miles W and 6 miles E of Richards-Gebaur AFB Runway 36 centerline extended to the N, extending from the 8-mile radius area to 10 miles N of the N end of the runway, excluding the Kansas City, Mo., transition area, and within an 8-mile radius of the NAS Olathe Airport (latitude 38°50'00" N., longitude 94°53'30" W.); and that airsapce extending upward from 1,200 feet above the surface within the area bounded on the S by latitude 38°00'00" N., on the W by the E edge of V-12, on the N by the S arc of a 10-mile radius circle centered on the Kansas City, Mo., Municipal Airport (latitude 39°07'20" N., longitude 94°35'30" W.), and on the E by the W edge of V-205, excluding the Emporia, Kansas., and Wichita, Kans., transition areas.

Grantsburg, Wis.
That airspace extending upward from 1,200 feet above the surface within 8 miles W and 5 miles E of the Grantsburg VOR 018° and 198° radials, extending from 7 miles S to 13 miles N of the VOR.

Great Bend, Kans.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Great Bend Municipal Airport (latitude 38°20'50" N., longitude 98°51'47" W.); and within 2 miles each side of the 301° bearing from Great Bend Municipal Airport, extending from the 7-mile radius area to 10 miles NW of the airport; and that airspace extending upward from 1200 feet above the surface within 5 miles NE and 8 miles SW of the 301° bearing from Great Bend Municipal Airport, extending from the airport to 14 miles NW of the airport.

AMENDMENT 12/8/66 31 F.R. 13115 (Rewritten)

Great Falls, Montana
That airspace extending upward from 700 feet above the surface within a 20-mile radius of Malmstrom AFB (latitude 47°30'35" N., longitude 111°11'35" W.); and that airspace extending upward from 1,200 feet above the surface within a 40-mile radius of Malmstrom AFB; within 12 miles N and 8 miles S of the Great Falls VOR 074° radial, extending from the 40-mile radius area to 61 miles E of the VOR; and within 12 miles S and 8 miles N of the Great Falls VOR 271° radial, extending from the 40-mile radius area to 56 miles W of the VOR.

Greeley, Colo.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Weld County Airport (latitude 40°25'35" N., longitude 104°37'45" W.), and within 2 miles each side of the Gill VOR 038° and 218° radials, extending from the 6-mile radius area to 8 miles NE of the VOR; that airspace extending upward from 1,200 feet above the surface within 10 miles NW and 7 miles SE of the Gill VOR 038° and 218° radials, extending from 20 miles NE to 13 miles SW of the VOR.

AMENDMENTS 3/31/66 31 F. R. 693 (Added); Corr: 31 F. R. 6827;

Green Bay, Wis.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Austin-Straubel Airport, Green Bay, Wis. (latitude 44°29'15" N., longitude 88°07'45" W.), within 2 miles each side of the Green Bay VORTAC 326° radial, extending from the 6-mile radius area to 8 miles NW of the VORTAC, and within 2 miles each side of the Green Bay ILS localizer SW and NE courses, extending from 8 miles SW to 21 miles NE of the OM.

Greensboro, N. C.
That airspace extending upward from 700 feet above the surface within a 8-mile radius of the Greensboro-High Point Airport (latitude 36°05'36" N., longitude 79°56'34" W.); within 2 miles each side of the Greensboro ILS localizer SE course extending from the 8-mile radius area to 8 miles SE of the Greensboro VORTAC 087° radial; within 2 miles each side of the Greensboro VORTAC 207° radial extending from the 8-mile radius area to 8 miles SW of the VORTAC; within 2 miles each side of the Greensboro VORTAC 034° radial extending from the 8-mile radius area to 16 miles NE of the VORTAC; within 2 miles each side of the extended centerline of Runway 5 extending from the 8-mile radius area to 8 miles NE of the airport reference point.

AMENDMENTS 2/3/66 30 F.R. 15209 (Rewritten); Amend. Alt. 31 F.R. 536; 4/28/66 31 F.R. 6408 (Changed
AMENDMENT 5/26/66 31 F.R. 4838 (Rewritten)

Greenville, Miss.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Greenville Municipal Airport (latitude 33°29'05" N., longitude 90°59'06" W.); within 2 miles each side of the Greenville VOR 358° radial, extending from the 8-mile radius area to 8 miles N of the VOR; and that airspace extending upward from 1,200 feet above the surface within 8 miles W and 5 miles E of the Greenville VOR 178° and 358° radials extending from 12 miles N to 4 miles S of the VOR.

AMENDMENTS 8/18/66 31 F.R. 8871 (Rewritten)

Greenville, S. C.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Greenville-Spartanburg Airport (latitude 34°53'48" N., longitude 82°13'04" W.); within 2 miles each side of the Greenville-Spartanburg localizer north course extending from 6.5 miles north of the airport to 20 miles north; within an 8-mile radius of the Greenville Downtown Airport (latitude 34°50'53" N., longitude 82°21'04" W.); within 5 miles west and 8 miles east of the Greenville Downtown Airport localizer south course extending from the OM to 12 miles south; within a 7-mile radius of the Donaldson Center Airport (latitude 34°45'30" N., longitude 82°22'35" W.); and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at the intersection of the southeast boundary of V-222 and the north boundary of V-296 extending southeast along V-296 and south along longitude 81°30'00" W. to the northwest boundary of V-454, thence southwest along V-454 to and counterclockwise along a 15-mile radius arc centered on the Greenwood, S. C., VOR to a 30-mile radius arc centered at latitude 34°48'45" N., longitude 82°20'30" W., thence clockwise along this arc to the southeast boundary of V-222, thence northeast along V-222 to point of beginning.
AMENDMENTS 7/21/66 31 F.R 7559 (Changed)

Greenville, Tex.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Majors Airport (latitude 33°04'00" N., longitude 96°03'45" W.); and within 2 miles each side of the Majors VOR 188° radial, extending from the 7-mile radius area to 8 miles S of the VOR.

Greenwood, Miss.
That airspace extending upward from 700 feet above the surface within 2 miles each side of the Greenwood VOR 243° and 063° radials extending from the Greenwood control zone to 8 miles SW of the VOR; that airspace extending upward from 1200 feet above the surface within 8 miles SE and 5 miles NW of the Greenwood VOR 243° and 063° radials extending from 5 miles NE of the VOR to 14 miles SW, and within 5 miles each side of the Greenwood VOR 063° radial extending from 5 miles NE of the VOR to 18 miles NE.

Greenwood, S. C.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Greenwood, S.C., VOR; within 2 miles each side of the Greenwood VOR 099° and 259° radials extending from the 5-mile radius area to 8 miles east and west of the VOR; and that airspace extending upward from 1,200 feet above the surface within a 15-mile radius of the Greenwood VOR bounded on the north by a 30-mile radius arc centered at latitude 34°48'45" N., longitude 82°20'30" W.; within 5 miles each side of the 099° and 259° radials extending from the 15-mile radius area to 17 miles east and west of the VOR, excluding the portion which coincides with the Atlanta, Ga., transition area.

Grosse Ile, Mich.
That airspace extending upward from 700 feet above the surface within 2 miles each side of the 209° bearing from the Grosse Ile RBN, extending from the RBN to 8 miles SW of the RBN, excluding the portion within the Grosse Ile, Mich., control zone.

Groton, Conn.
That airspace extending upwards from 700 feet above the surface within the area bounded by a line beginning at 41°10'30" N., 72°00'00" W. to 41°12'00" N., 72°10'00" W. to 41°18'00" N., 72°14'00" W. to 41°27'00" N., 72°09'00" W. to 41°25'00" N., 71°42'00" W. to 41°18'00" N., 71°42'00" W. to 41°16'00" N., 71°49'00" W. to 41°13'00" N., 71°48'00" W. to point of beginning.
AMENDMENTS 6/23/66 31 F. R. 6584 (Rewritten)

Guam Island
That airspace extending upward from 700 feet above the surface bounded by a line beginning at latitude 13°46'35" N. longitude 144°51'15" E., thence clockwise along the arc of a 12-nmi radius circle centered on Anderson AFB (latitude 13°35'00" N., longitude 144°55'00" E.), to latitude 13°23'50" N., longitude 145°01'00" E., thence to latitude 13°08'45" N., longitude 144°29'20" E., thence to latitude 13°29'45" N., longitude 144°18'30" E., thence to point of beginning; and that airspace extending upward from 1,200 feet above the surface within a 100-nmi radius of the Agana VOR, excluding the portion within R-7201 and W-517.

Gulfport, Miss.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Gulfport Municipal Airport (latitude 30°24'27.5" N., longitude 89°04'05" W.), within 8 miles SW and 5 miles NE of the Gulfport VOR 325° radial extending from the VOR to 12 miles NW, and within 2 miles each side of Keesler AFB Runway 3/21 centerline extending from 6 to 8 miles SW of Keesler AFB (latitude 30°24'39.2" N., longitude 88°55'25.9" W.); and that airspace extending upward from 1,200 feet above the surface within the area bounded by a line beginning at latitude 29°55'00" N., longitude 89°18'00" W., thence N to latitude 30°41'00" N., longitude 89°18'00" W., thence NW to latitude 30°54'00" N., longitude 89°35'00" W., thence NE to latitude 31°08'00" N., longitude 89°23'00" W., thence counterclockwise along an arc 20 miles in radius centered on the Hattiesburg, Miss., VOR to the southern boundary of V-222, thence E along the southern boundary of V-222 to longitude 88°37'00" W., thence S to latitude 30°32'00" N., longitude 88°37'00" W., thence E to latitude 30°32'00" N., longitude 88°15'00" W., thence SE to latitude 30°14'00" N., longitude 88°01'30" W., thence S to latitude 30°09'15" N., longitude 88°01'30" W., thence three nautical miles from and parallel to the shoreline to latitude 30°11'00" N., longitude 88°41'40" W., thence W to latitude 30°10'00" N., longitude 88°51'00" W., thence S to latitude 29°55'00" N., longitude 88°51'00" W., thence W to point of beginning, excluding the portion within R-4401.

Gulkana, Alaska
That airspace extending upward from 1,200 feet above the surface within 7 miles east and 10 miles west of the Gulkana TACAN 350° and 170° radials extending from 18 miles north to 25 miles south of the TACAN.

AMENDMENT 5/26/66 31 F. R. 4396 (Rewritten)

Gunnison, Colo.
That airspace extending upward from 11,200 feet MSL within 8 miles S and 5 miles N of the Gunnison VORTAC 270° and 090° radials, extending from 12 miles W to 7 miles E of the VORTAC.

Gustavus, Alaska
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Sisters Island, Alaska, VOR; and that airspace extending upward from 1,200 feet above the surface within 22 miles SW and 19 miles NE of the 145° and 325° bearings from the Gustavus RR, extending from 16 miles NW to 48 miles SE of the RR.

Guthrie, Tex.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of latitude 33°38'25" N., longitude 100°20'50" W.; within 5 miles W and 8 miles E of the Guthrie, Texas, VOR 002° radial, extending from the VOR to 12 miles N; and within 2 miles each side of the Guthrie VOR 182° radial extending from the 6-mile radius area to the VOR; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 34°05'00" N., longitude 100°17'00" W.; to latitude 33°56'00" N., longitude 99°42'30" W.; to latitude 33°12'00" N., longitude 100°35'00" W.; to latitude 33°43'00" N., longitude 100°49'00" W., to point of beginning.

Guymon, Okla.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Guymon Municipal Airport (latitude 36°40'45" N., longitude 101°30'30" W.); and that airspace extending upward from 1,200 feet above the surface within 8 miles E and 5 miles W of the 359° and 179° bearings from the Guymon Municipal Airport, extending from the airport to 12 miles N and S of the airport.

Hagerstown, Md.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center, 39°42'30" N., 77°43'45" W., of Hagerstown Airport, Hagerstown, Md.; and within 2 miles each side of the Hagerstown VOR 239° radial extending from the 7-mile radius area to 8 miles SW of the VOR.

Hamilton, Ohio
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center 39°21'58" N., 84°31'30" W. of Hamilton Airport, Hamilton, Ohio; and within 2 miles north and 5 miles south of a 279° bearing from the Hamilton RBN extending from the 7-mile radius area to 8 miles west of the RBN excluding the portions within the Cincinnati, Ohio and Middletown, Ohio, transition areas.

Hanksville, Utah
That airspace extending upward from 1,200 feet above the surface within 10 miles SE and 7 miles NW of the Hanksville VORTAC 241° and 061° radials, extending from 9 miles NE to 20 miles SW of the VORTAC, excluding the airspace within Federal airways.

Harlingen, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Harlingen Municipal Airport (latitude 26°12'10" N., longitude 97°45'10" W.), and within 2 miles each side of the Harlingen VOR 337° and 157° radials extending from the 5-mile radius area to 8 miles N. of the VOR.

Harrisburg, Ill.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Harrisburg-Raleigh Airport (latitude 37°48'50" N., longitude 88°32'56" W.), and within 2 miles each side of the 064° bearing extending from the RBN to a point 8 miles northeast; and that airspace extending upward from 1,200 feet above the surface within 10 miles northwest and 5 miles southeast of the 064° and 244° bearing from the RBN, extending from a point 6 miles southwest to 15 miles northeast of the RBN.

Harrisburg, Pa.
That airspace extending upward from 700 feet above the surface within a 12-mile radius of the center, 40°12'59" N., 76°51'03" W. of Harrisburg-York State Airport, Harrisburg, Pa., and within 5 miles S and 8 miles N of the Harrisburg ILS localizer W course extending from the 12-mile radius area to 12 miles west of the OM· within 5 miles N and 8 miles S of a line bearing 276° from a point 40°13'27" N., 76°52'40" W. extending from the 12-mile radius area to 12 miles W of said point; within an area 2 miles S and 7 miles N of the Olmsted TACAN 118° and 298° radials extending from the 12-mile radius area to 14 miles SE and 20 miles NW of the TACAN.

That airspace extending upward from 1,200 feet above the surface beginning at: 41°00'00" N., 75°45'00" W. to 40°40'00" N., 76°00'00" W. to 40°30'00" N., 76°00'00" W. to 40°30'00" N., 76°15'00" W. to 40°15'00" N., 76°00'00" W. to 40°10'00" N., 75°44'00" W. to 39°50'00" N., 75°44'00" W. to 39°50'00" N., 77°22'00" W. to 40°10'00" N., 77°37'00" W. to 40°10'00" N., 77°55'00" W. to 40°36'00" N., 77°55'00" W. to 40°47'27" N., 76°53'04" W. to 40°48'20" N., 76°41'30" W. to 40°55'20" N., 76°43'00" W. to point of beginning.

Harrison, Ark.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Boone County Airport (latitude 36°15'55" N., longitude 93°09'20" W.) within 2 miles each side of the Harrison VOR 316° radial, extending from the 5-mile radius area to 8 miles NW of the VOR; and that airspace extending upward from 1,200 feet above the surface within 8 miles NE and 5 miles SW of the Harrison VOR 316° and 136° radials, extending from 13 miles NW to 7 miles SE of the VOR.

AMENDMENTS 12/21/66 31 F. R. 16764 (Rewritten)

Hartford, Conn.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of the center 41°56' 24" N., 72°41'10" W. of Bradley Field, Windsor Locks, Conn.; within 2 miles each side of the airport ILS localizer SW course extending from the 9-mile radius area to 8 miles SW of the OM; within 2 miles each side of the centerline of Runway 33 extended from the 9-mile radius area to 13 miles NW of the end of the runway; within 2 miles each side of the centerline of Runway 6 extended from the 9-mile radius area to 12 miles NE of the end of the runway; within a 10-mile radius of the center of Bradley Field extending clockwise between lines bearing 327° to 028° from the airport; within a 9-mile radius of the center 41°45'08" N., 72°37'21" W. of Rentschler Field, East Hartford, Conn.; within a 12-mile radius of Rentschler Field extending clockwise from 110° to 240° bearing from the airport; within 5 miles NW and 5 miles SE of the Hartford VOR 223° radial extending from the VOR to a point 15 miles SW.

That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at 42°02'00" N., 72°07'00" W. to 41°55'00" N., 71°59'00" W. to 41°40'00" N., 72°08'00" W. to 41°18'00" N., 72°30'30" W. to 41°31'00" N., 72°46'00" W. to 41°49'00" N., 73°16'00" W. to 42°02'00" N., 73°16'00" W. to the point of beginning.

Hastings, Nebr.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Hastings Municipal Airport (latitude 40°36'20" N., longitude 98°25'30" W.), within 2 miles each side of the 323° bearing from Hastings Municipal Airport extending from the 7-mile radius zone to 8 miles NW of the airport; within 2 miles each side of the 338° bearing from Hastings Municipal Airport extending from the 7-mile radius zone to 9.5 miles N of the airport, and within 2 miles each side of the 143° bearing from Hastings Municipal Airport extending from the 7-mile radius zone to 8 miles SE of the airport; and that airspace extending upward from 1,200 feet above the surface within 8 miles NE and 5 miles SW of the 143° bearing from Hastings Municipal Airport extending from the Hastings Municipal Airport to 14 miles SE, within 5 miles E and 9 miles W of the 338° bearing from the Hastings Municipal Airport extending from the Hastings Municipal Airport to 13 miles N, and within 5 miles each side of the 066° bearing from Hastings Municipal Airport extending from the Hastings Municipal Airport to the S edge of V-138 and the area bounded on the S by a line 5 miles S of and parallel to the 286° bearing from Hastings Municipal Airport on the N by V-8 S and on the E by a line 9 miles W of and parallel to the 338° bearing from Hastings Municipal Airport.

AMENDMENTS 10/13/66 31 F.R. 10770 (Rewritten)

Hattiesburg, Miss.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Hattiesburg Municipal Airport (latitude 31° 16' 00" N., longitude 89° 15' 15" W.); within 2 miles each side of the Hattiesburg VOR 154° radial, extending from the 5-mile radius area to the VOR; within 2 miles each side of the 315° bearing from the Hattiesburg Municipal Airport, extending from the 5-mile radius area to 12 miles NW of the airport; and that airspace extending upward from 1,200 feet above the surface within a 20-mile radius of the Hattiesburg VOR; within a 15-mile radius of the Laurel Municipal Airport, Laurel, Miss. (latitude 31° 40' 10" N., longitude 89° 10' 20" W.); and within 5 miles each side of the Laurel VOR 150° radial, extending from the 15-mile and the 20-mile radius areas to 23 miles SE of the VOR.

AMENDMENTS 1/5/67 31 F. R. 15087 (Changed)

Hawaiian Islands.
That airspace extending upward from 14,500 feet MSL within the area bounded by lines beginning at latitude 22°24'N., longitude 161°15' W., to latitude 23°53' N., longitude 159°30' W., to latitude 22°31' N., longitude 156°05' W., to latitude 21°47' N., longitude 155°32' W., to latitude 19°44' N., longitude 153°15' W., to latitude 18°20' N., longitude 153°32° W., to latitude 17°15' N., longitude 155°40' W., to latitude 19°43' N., longitude 158°00' W., to latitude 20°46' N., longitude 159°29' W., to latitude 21°18' N., longitude 159°32' W., to latitude 21°30' N., longitude 159°32' W., to latitude 21°30' N., longitude 161°00' W., to latitude 21°56' 30" N., longitude 161°20' W., to the point of beginning. The airspace within control area extensions, transition areas, Federal airways, R-3107, warning areas and the airspace less than 1,500 feet above the terrain are excluded.

Hays, Kans.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Hays Municipal Airport (latitude 38°51'00" N., longitude 99°16'30" W.); and that airspace extending upward from 1,200 feet above the surface within 8 miles E and 5 miles W of the 176° bearing from Hays Municipal Airport, extending from the airport to 18 miles S of the airport.

Hayward and Cable, Wis.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Hayward, Wis., Municipal Airport (latitude 46°01'25" N., longitude 91°26'35" W.); and within a 5-mile radius of Cable Union Airport, Cable, Wis. (latitude 46°11'35" N., longitude 91°15'00" W.); and within 2 miles each side of the 025° bearing from Hayward Municipal Airport extending from the Hayward Municipal Airport 5-mile radius area to 15 miles NE of the airport; and within 2 miles each side of the 230° bearing from Cable Union airport, extending from the Cable Union Airport 5-mile radius area to 17 miles SW of the airport; and that airspace extending upward from 1,200 feet above the surface within 5 miles SE and 8 miles NW of the 025° bearing from Hayward Municipal Airport, extending from 7 miles to 19 miles NE of the airport; and within 5 miles NW and 8 miles SE of the 230° bearing from Cable Union Airport, extending from 4 miles to 21 miles SW of the airport; and 5 miles each side of the 029° bearing from Hayward Municipal Airport extending from 6 miles NE of the airport to V-217.

AMENDMENT 2/2/67 31 F.R. 15237 (Added)

Hazleton, Pa.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center 40°59'11" N., 75°59'38" W. of Hazleton Airport, Hazleton, Pa., within 2 miles each side of the 076° bearing from the Hazleton RBN extending from the 7-mile radius area to 8 miles E of the RBN and within 2 miles each side of the Hazleton VOR 263° radial extending from the 7-mile radius area to 8 miles W of the VOR.

Helena, Mont.
That airspace extending upward from 700 feet above the surface within 6 miles N and 8 miles S of the Helena VORTAC 089° and 269° radials extending from 18 miles E to 7 miles W of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within 8 miles S and 9 miles N of the Helena VORTAC 089° and 272° radials extending from 12 miles E to 45 miles W of the VORTAC, within the area bounded on the N by a line 5 miles N of and parallel to the Helena VORTAC 089° radial and on the SW by a line 5 miles SW of and parallel to the Helena VORTAC 119° radial extending from the VORTAC to the arc of an 18-mile radius circle centered on the VORTAC, and the area bounded on the NW by a line 6 miles NW of and parallel to the Great Falls, Mont., VORTAC 222° radial, on the NE by the arc of a 40-mile radius circle centered on Malmstrom AFB (latitude 47°30'35" N., longitude 111° 11'35" W.), on the SE by a line 5 miles SE of and parallel to the Helena VORTAC 023° radial and on the South by a line 9 miles N of and parallel to the Helena VORTAC 089° and 272° radials.

AMENDMENTS 10/13/66 31 F.R. 10770 (Rewritten)

Henderson, Ky.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center 37°47'30" N., 87°40'50" W., of Henderson Airport, Henderson, Ky., within 2 miles each side of the Evansville VOR 152° radial extending from the 5-mile radius to the VOR, said area effective sunrise to sunset daily, excluding the portion which coincides with the Evansville 700-foot transition area.

Hibbing, Minn.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Chisholm-Hibbing Airport (latitude 47°23'20" N., longitude 92°50'25" W.); within 5 miles NW and 8 miles SE of the 210° bearing from Chisholm-Hibbing Airport, extending from the airport to 12 miles SW of the airport; within 2 miles each side of the 060° bearing from Chisholm-Hibbing Airport, extending from the 7-mile radius area to 14 miles NE of the airport; within 2 miles each side of the Hibbing VOR 313° radial, extending from the 7-mile radius area to 8 miles NW of the intersection of the Hibbing VOR 313° and the Eveleth VOR 273° radials; and that airspace extending upward from 1,200 feet above the surface within 5 miles SW and 8 miles NE of the Hibbing VOR 133° and 313° radials, extending from 8 miles NW to 13 miles SE of the VOR; within 8 miles NW and 5 miles SE of the 060° bearing from Chisholm-Hibbing Airport, extending from the airport to 18 miles NE of the airport; and within 5 miles NE and 8 miles SW of the Hibbing VOR 313° radial, extending from 12 miles NW of the intersection of the Hibbing VOR 313° and the Eveleth VOR 273° radials to 8 miles NW of the VOR.

Hickory, N. C.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Hickory Municipal Airport (latitude 35°44'24" N., longitude 81°23'30" W.); within a continuous corridor 2 miles each side of the Hickory VOR 223° and 058° radials, extending from the 8-mile radius area to 8 miles NE of the VOR; and that airspace extending upward from 1,200 feet above the surface within 5 miles NW and 8 miles SE of the Hickory VOR 058° radial, extending from the VOR to 12 miles NE of the VOR; within 5 miles NW and 8 miles SE of the 043° bearing from a reference point at latitude 35°44'00" N., longitude 81°23'30" W., extending from the reference point to 12 miles NE.

Hillsboro, Oreg.
That airspace extending upward from 700 feet above the surface witnin a 5-mile radius of the Hillsboro Airport (latitude 45°32'15" N., longitude 122°56'30" W.), and within 2 miles of each side of the Newberg, Oreg., VORTAC 007° and 187° radials, extending from the 5-mile radius area to 1 miles S of the VORTAC; that airspace extending upward from 1,200 feet above the surface within 15 miles SE and 10 miles NW of the Newberg VORTAC 024° and 204° radials, extending from 12 miles NE to 27 miles SW of the VORTAC.

AMENDMENTS 8/18/66 31 F.R. 8620 (Added)

Hilo, Hawaii
That airspace extending upward from 700 feet above the surface within a 7-mile radius of General Lyman Field, Hilo, Hawaii (latitude 19° 43' 20" N., longitude 155° 03' 20" W.), extending from a line 3 miles SW of and parallel to the Hilo VOR 334° radial clockwise to a line 3 miles SW of and parallel to the Hilo VOR 154° radial; and that airspace extending upward from 1200 feet above the surface within a 30-mile radius of the Hilo VOR, extending from the arc of a 7-mile radius circle centered on General Lyman Airport clockwise from a line 3 miles southwest of and parallel to the Hilo 334° radial to a line 5 miles south of and parallel to the Hilo VOR 121° radial; and within a 12-mile radius of the Hilo VOR, extending from the arc of a 5-mile radius circle centered on General Lyman Airport clockwise from the Hilo VOR 121° radial to a line 7 miles southwest of and parallel to the Hilo VOR 149° radial, and within 10 miles northwest and 7 miles southeast of the Hilo VOR 034° radial, extending from the 30-mile radius area to 53 miles northeast of the VOR.

Hobart, Okla.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Hobart Municipal Airport; within 5 miles W and 8 miles E of the Hobart VOR 003° and 183° radials, extending from 5 miles N to 12 miles S of the VOR; within an 8-mile radius of the Clinton-Sherman AFB; within 5 miles W and 8 miles E of the Burns Flat VOR 360° and 180° radials, extending from 5 miles N to 12 miles S of the VOR; within an 8-mile radius of the Altus AFB; within 5 miles W and 8 miles E of the 360° and 180° bearings from latitude 34°33'53" N., longitude 99°16'24" W.; extending from 24 miles N to 12 miles S of latitude 34°33'53" N., longitude 99°16'24" W.; that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 34°08'00" N., longitude 99°05'00" W.; to latitude 34°15'00" N., longitude 99°30'00" W.; to latitude 34°40'00" N., longitude 99°59'00" W.; to latitude 35°20'00" N., longitude 99°54'00" W.; to latitude 35°50'00" N., longitude 99°43'00" W.; to latitude 35°44'00" N., longitude 99°03'00" W.; to latitude 34°58'00" N., longitude 98°33'00" W.; to latitude 34°42'00" N., longitude 98°46'00" W.; to latitude 34°21'00" N., longitude 98°46'00" W.; to point of beginning; and that airspace extending upward from 8,000 feet MSL bounded by a line beginning at latitude 34°40'00" N., longitude 99°59'00" W.; thence W via latitude 34°40'00" N., to and counterclockwise along the arc of a 20-mile radius circle centered at the Childress, Tex., Municipal Airport (latitude 34°25'55" N., longitude 100°17'45" W.) to longitude 100°27'00" W.; to latitude 35°00'00" N., longitude 100°32'00" W.; to latitude 35°20'00" N., longitude 100°00'00" W.; to latitude 35°54'00" N., longitude 100°18'00" W.; to latitude 35°50'00" N., longitude 99°43'00" W.; to latitude 35°20'00" N., longitude 99°54'00" W.; to point of beginning. The portion of the transition area extending upward from 8,000 feet MSL is excluded from Federal airways.

AMENDMENTS 8/23/66 31 F. R 11462 (Changed); 10/27/66 31 F. R. 14453 (Changed)

Hobbs, N. Mex.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of Lea County Airport (latitude 32°41'19" N., longitude 103°13'01" W.); and within 2 miles each side of the Hobbs VOR 222° radial, extending from the 9-mile radius area to 8 miles SW of the VOR; and that airspace extending upward from 1,200 feet above the surface within an area bounded by a line beginning at latitude 33°09'30" N., longitude 103°01'00" W.; to latitude 32°59'00" N., longitude 102°43'30" W.; to latitude 32°36'30" N., longitude 102°07'20" W.; to latitude 32°19'35" N., longitude 102°55'10" W.; to latitude 32°13'40" N., longitude 102°56'30" W.; to latitude 32°15'35" N., longitude 103°07'00" W.; to latitude 32°33'00" N., longitude 103°29'00" W.; to latitude 33°00'00" N., longitude 103°18'00" W.; to point of beginning.

Homer, Alaska
That airspace extending upward from 1,200 feet above the surface, within 8 miles S and 5 miles N of the 265° and 085° bearings from the Homer RR, extending from 13 miles W to 7 miles E of the RR; and within 8 miles NW and 5 miles SE of the Homer VOR 224° and 044° radials, extending from 13 miles SW to 7 miles NE of the VOR.

AMENDMENTS 7/21/66 31 F.R. 7352 (Rewritten)

Honolulu, Hawaii.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of NAS Barber's Point (latitude 21°18'35" N., longitude 158°04'30" W.) and the airspace S and SW of Honolulu beginning at latitude 21°20'35" N., longitude 157°51'05" W., thence S to latitude 21°15'30" N., longitude 157°49'15" W., thence SW to latitude 21°09'50" N., longitude 158°09'50" W., thence NW to latitude 21°11'25" N., longitude 158°10'50" W., thence NE via a line 4 miles SE of and parallel to the Honolulu VORTAC 242° radial to its INT with a 7-mile radius circle centered on NAS Barber's Point, thence counterclockwise via the arc of this 7-mile radius circle to and counterclockwise via the arc of a 5-mile radius circle centered on Honolulu International Airport to the point of beginning; and that airspace extending upward from 1,200 feet above the surface within a 30-mile radius of latitude 21°19'33" N., longitude 157°59'15" W., extending clockwise from latitude 21°09'00" N., longitude 158°24'45" W. to latitude 21°15'00" N., longitude 157°31'45" W., thence W to latitude 21°15'00" N., longitude 157°36'30" W., thence within a 25-mile radius of latitude 21°19'33" N., longitude 157°59'15" W., extending clockwise from latitude 21°15'00" N., longitude 157°36'30" W. to latitude 21°10'10" N., longitude 158°20'30" W., thence W to point of beginning; that airspace S of Honolulu within 12 miles E and 8 miles W of the Honolulu VORTAC 180° radial, extending from the 25-mile radius area to 68 miles S of the VORTAC; that airspace W of Honolulu, extending from the 30-mile radius area bounded by a line beginning at latitude 21°24'15" N., longitude 158°26'45" W., thence to latitude 21°42'05" N., longitude 158°54'00" W., thence to latitude 21°13'30" N., longitude 159°04'50" W., thence to latitude 21°07'30" N., longitude 158°31'00" W., thence to latitude 21°09'00" N., longitude 158°24'45" W., excluding the portion within W-318, the portion below 4,000 feet MSL within W-322D and the portion within Kaneohe control zone and Kaneohe, Hawaii, transition area.

AMENDMENTS 8/11/66 31 F.R. 10666 (Changed)

Honolulu, Hawaii (Wheeler AFB)
That airspace extending upward from 700 feet above the surface within 2 miles each side of the Honolulu VORTAC 358° radial extending from the arc of a 3-mile radius circle centered on Wheeler AFB (latitude 21°29'00" N., longitude 158°02'30" W.) to the INT of the Honolulu, Hawaii, VORTAC 358° and the Koko Head, Hawaii, VOR 298° radials.

Hope, Minn.
That airspace extending upward from 1,200 feet above the surface within 9 miles E and 6 miles W of the Farmington, Minn., VOR 184° radial, extending from 38 miles S to 65 miles S of the VOR.

Hopewell, Va.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center 37°18'20" N., 77°13'10" W. of Hopewell Airport, Hopewell, Va.; and within 2 miles each side of the Hopewell VOR 253° and 073° radials extending from the 5-mile radius area to 8 miles NE of the VOR, excluding the portion that coincides with the Richmond, Va., transition area. This transition area is effective from sunrise to sunset, daily.

AMENDMENTS 3/3/66 30 F. R. 16071 (Added)

Hopkinsville, Ky. (Campbell AAF)
That airspace extending upward from 700 feet above the surface within a 14-mile radius of the center, 36°40'11" N., 87°29'13" W. of Campbell Army Airfield; within 5 miles SE and 8 miles NW of the Campbell RBN 045° bearing extending from the 14-mile radius area to 12 miles NE of the RBN; within 5 miles NW and 8 miles SE of the Clarksville, Tenn., VOR 064° radial extending from the 14-mile radius area to 12 miles NE of the VOR.
That airspace extending upward from 1,200 feet above the surface within the area bounded on the E by V-7, on the SE by V-57, on the S by V-16N and V-140, and by a line commencing at the N edge of V-140 at 87°55'15" W. to 36°28'00" N., 88°19'50" W. to 36°34'45" N., 88°03'00" W. to 36°44'45" N., 88°09'55" W. to 36°53'20" N., 88°07'05" W. to 37°12'50" N., 87°39'30" W. to the W edge of V-7 at latitude 37°17'50" N.
That airspace extending upward from 2,500 feet MSL within 5 miles each side of the Paducah, Ky., VOR 109° radial bounded on the E by the aforementioned 1,200-foot transition area and on the W by a line between 36°54'00" N., 88°42'15" W. and 37°01'30" N., 88°35'00" W.

Hoquiam, Wash.
That airspace extending upward from 700 feet above the surface within 2 miles each side of the Hoquiam VORTAC 069° radial, extending from the arc of a 5-mile radius circle centered on Bowerman Field, Hoquiam, Wash., (latitude 46°58'15" N., longitude 123°56'05" W.), to 20 miles E of the VORTAC; within 2 miles each side of the Hoquiam VORTAC 089° radial, extending from the arc of a 5-mile radius circle centered on Bowerman Field to 20 miles E of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within 8 miles N and 8 miles S of the Hoquiam VORTAC 069° and 249° radials, extending from 13 miles W to 15 miles E of the VORTAC.

AMENDMENTS 6/23/66 31 F. R. 8685 (Added)

Hot Springs, Ark.
That airspace extending upward from 700 feet above the surface within a 12-mile radius of Memorial Field (latitude 34°28'40" N., longitude 93°05'45" W.); and within 8 miles S and 5 miles N of the 248° bearing from latitude 34°26'57" N., longitude 93°10'43" W., extending from the 12-mile radius area to 12 miles W of latitude 34°26'57" N., longitude 93°10'43" W.

Hot Springs, Va.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center 37°57'00" N., 79°49'00 W., of Ingalls Field, Hot Springs, Va., and within 2 miles each side of the Hot Springs RBN 056° bearing extending from the 6-mile radius area to 8 miles NE of the RBN.

Houghton, Mich.
That airspace extending upward from 700 feet above the surface within 5 miles SE and 8 miles NW of the Houghton VOR 060° radial extending from the VOR to 12 miles NE;and that airspace extending upward from 1,200 feet above the surface, within a 12-mile radius of the Houghton VOR; within 5 miles NW and 8 miles SE of the 020° bearing from the Houghton RBN, extending from the 12-mile radius area to 14 miles NE of the RBN; and within 8 miles NE and 5 miles SW of the Houghton VOR 135° radial, extending from the 12-mile radius area to 14 miles SE of the VOR.

Houlton, Maine
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center, 46°07'25" N., 67°47'40" W., of Houlton International Airport, Houlton, Maine; within 2 miles each side of the Houlton VOR 198° radial extending from the 7-mile radius area to 8 miles south of the VOR.
That airspace extending upward from 1,200 feet above the surface within an area beginning at the intersection southeast of Presque Isle, Maine, of the United States-Canadian border and a 40-mile radius arc centered at 46°57'05" N., 67°53'10" W. (Loring AFB), thence clockwise along this arc to 46°33'00" N., to 45°56'00" N., 68°36'00" W. to 45°38'00" N., 67°40'30" W. thence along the United States-Canadian border to the point of beginning, excluding the airspace within Canada.

AMENDMENTS 2/3/66 30 F. R. 14917 (Added)

Houma, La.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Houma Municipal Airport (latitude 29° 34' 10" N., longitude 90° 39' 40" W.), and within 2 miles each side of the Tibby, La., VOR 123° radial, extending from the 5-mile radius area to the VOR.

Houston, Tex.
That airspace extending upward from 700 feet above the surface bounded by a line beginning at latitude 29°25' 00" N., longitude 95°30'00" W., to latitude 29°30'00" N., longitude 95°32'00" W., to latitude 29°46'00" N., longitude 95°27'00" W., to latitude 29°52'00" N., longitude 95°03'00" W., to latitude 29°40'00" N., longitude 94°57' 00" W., to latitude 29°32'00" N., longitude 95°00'00" W., to point of beginning, and that airspace extending upward from 700 feet above the surface within a 4-mile radius of Spaceland Airpark (latitude 29°30'30" N., longitude 95°03'01" W.) and within 2 miles each side of the 306° bearing from the League City RBN (latitude 29°28'00" N., longitude 94°59'08" W.) extending from the 4-mile radius area to the RBN; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 30°35'00" N., longitude 95°21'00" W., to latitude 30°28'00" N., longitude 94°09'00" W., thence S via longitude 94°09'00" W., to and counterclockwise along the arc of a 25-mile radius circle centered at latitude 29°54'40" N., longitude 94°02'40" W., to a point 3 nautical miles from the shoreline at longitude 94°10'00" W., thence SW 3 nautical miles from and parallel to the shoreline to latitude 28°22'00" N., thence W via latitude 28°22'00" N., to longitude 96°30'00" W., thence N via longitude 96°30'00" W., to the N boundary of V-20, thence NE along V-20 to the INT of the N boundary of V-20, and a line through latitude 28°43'40" N., longitude 96°
28'00" W., and latitude 28°47'25" N., longitude 96°35'20" W., to latitude 28°47'25" N., longitude 96°35'20" W., to latitude 28°52'50" N., longitude 96°28'30" W., to latitude 29°08'00" N., longitude 97°00'00" W., to latitude 29°30'00" N., longitude 96°39'30" W., to latitude 29°54'00" N., longitude 96°49'00" W., to latitude 30°26'00" N., longitude 96°58'30" W., to latitude 30°30'30" N., longitude 96°32'00" W., to latitude 31°17'00" N., longitude 96°11'00" W., to latitude 31°19'00" N., longitude 95°56'00" W., to point of beginning, excluding the portion within the Corpus Christi and College Station, Tex., transition areas.

AMENDMENTS 11/10/66 31 F.R. 12083 (Rewritten); Corr: 31 F. R. 14880

Hugo, Colo.
That airspace SW of Hugo, Colo., VOR, extending upward from 8,500 feet MSL, bounded on the N by the S edge of V-108S, on the E by the W edge of V-169, on the S by the N edge of V-210, and on the W by the E edge of V-81, and that airspace SE of Hugo VOR bounded on the W by the E edge of V-169, on the S by the N edge of V-10, and on the NE by the SW edge of V-263,
excluding the airspace within Federal airways and the Pueblo and Colorado Springs, Colo., transition areas.

AMENDMENTS 10/13/66 31 F.R. 10772 (Added); Correction 31 F.R. 11594

Huntingburg, Ind.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Huntingburg Airport (latitude 38°15'05" N., longitude 86°57'20" W.), and within 2 miles each side of the 247° bearing from the Huntingburg Airport extending from the 6-mile radius area to 8 miles southwest of the airport.

AMENDMENTS 8/18/66 31 F.R. 8575 (Added)

Huntington, W. Va.
That airspace extending upward from 700 feet above the surface within the area bounded by a line beginning at: 38°15'00" N., 82°20'00" W to 38°15'00" N, 82°45'00" W to 38°36'00" N, 82°58'00" W to 38°43'00" N, 82°42'00" W to 38°27'00" N, 82°20'00" W to point of beginning.

Huntsville, Ala.
That airspace extending upward from 700 feet above the surface within a 15-mile radius of latitude 34°40'00" N., longitude 86°37'30" W.; including that airspace extending upward from 1,200 feet above the surface within a 31-mile radius of latitude 34°46'30" N., longitude 86°36'30" W.

Huron, S. Dak.
That airspace extending upward from 700 feet above the surface within 7 miles NE and 8 miles SW of the Huron ILS localizer NW and SE courses extending from 6 miles SE to 14 miles NW of the outer marker.

Hutchinson, Kans.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Hutchinson Municipal Airport (latitude 38°03'56" N., longitude 97°51'38" W.) and within a 7-mile radius of the Hutchinson ANG Base (latitude 37°55'35" N., longitude 97°54'20" W.), and within 2 miles each side of the 166° bearing from Hutchinson ANG Base extending from the 7-mile radius area to a point 5 miles S, and within 8 miles NW and 5 miles SE of the 222° radial of the Hutchinson VORTAC extending from the VORTAC to a point 12 miles SW, and within 8 miles W and 5 miles E of the 342° radial of the Hutchinson VORTAC extending from the VORTAC to a point 12 miles N and within 8 miles NE and 5 miles SW of the Hutchinson ILS localizer NW course extending from the 8-mile radius area to a point 12 miles NW of the OM; and that airspace extending upward from 1,200 feet above the surface within a 30-mile radius of the Hutchinson VORTAC and within 8 miles W and 5 miles E of the Hutchinson VORTAC 025° radial extending from the 30-mile radius area to a point 40 miles N of the VORTAC, and within 5 miles SW and 8 miles NE of the Hutchinson VORTAC 296° radial extending from the 30-mile radius area to 33 miles NW of the VORTAC, and the area SW of Hutchinson bounded on the NE by the arc of the 30-mile radius circle centered on the Hutchinson VORTAC, on the S by the N edge of V-12N, on the NW by the SE edge of V-280, excluding the Wichita transition area.

AMENDMENTS 10/13/66 31 F.R. 10414 (Rewritten)

Idaho Falls, Idaho
That airspace extending upward from 700 feet above the surface within 8 miles NW and 5 miles SE of the Idaho Falls VOR 030° and 223° radials, extending from 12 miles SW to 12 miles NE of the VOR; and that airspace extending upward from 1,200 feet above the surface bounded on the east by longitude 111°45'00" W., and a line 9 miles E of and parallel to the Idaho Falls VOR 033° and 213° radials, on the S by latitude 43°17'00" N., on the W by the E boundary of V-257 and on the N by a line extending from latitude 43°52'30" N., longitude 112°10'50" W., to latitude 43°45'00" N., longitude 112°06'00" W., to latitude 43°45'00" N., longitude 111°45'00" W., excluding the portion within the Dubois, Idaho, transition area.

Iliamna, Alaska
That airspace extending upward from 1,200 feet above the surface within 6 miles W. and 8 miles E. of the 016° and 196° bearings from the Iliamna RBN, extending from 7 miles N. to 13 miles S. of the RBN.

AMENDMENTS 8/18/66 31 F.R. 8747 (Rewritten)

Imperial, Nebr.
That airspace extending upward from 1,200 feet above the surface within 8 miles NE and 5 miles SW of the 137° and 317° bearings from Imperial Municipal Airport, Imperial, Nebr. (latitude 40°30'38" N., longitude 101°37'25" W.), extending from 7 miles NW to 13 miles SE of the airport.

Independence, Kans.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Independence Municipal Airport (latitude 37°09'30" N., longitude 95°46'30" W.), and within 8 miles NE and 5 miles SW of the 157° bearing from the Independence Municipal Airport extending from the Airport to a point 12 miles SE.

Indiana, Pa.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center, 40°37'57" N., 79°06'18" W. of Indiana County Jimmy Stewart Airport, Indiana, Pa., and within 2 miles each side of the 091° bearing from the Indiana RBN extending from the 6-mile radius area to 7 miles E of the RBN.

Indianapolis, Ind.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Weir Cook Municipal Airport, Indianapolis, Ind. (latitude 39°43'35" N., longitude 86°17'05" W.); within 8 miles SE and 5 miles NW of the Indianapolis ILS localizer SW course, extending from the 8-mile radius area to 12 miles SW of the OM; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 40°07'00" N., longitude 87°23'00" W.; to latitude 40°07'00" N., longitude 86°00'00" W.; to latitude 40°00'00" N., longitude 86°00'00" W.; to latitude 40°00'00" N., longitude 85°30'00" W.; to latitude 39°30'00" N., longitude 85°30'00" W.; to latitude 39°30'00" N., longitude 86°06'00" W.; to latitude 38°57'00" N., longitude 86°06'00" W.; to latitude 38°57'00" N., longitude 88°00'00" W.; to longitude 88°00'00" W., and the N boundary of V-50; thence to point of beginning.

International Falls, Minn.
That airspace extending upward from 700 feet above the surface within 8 miles NE and 5 miles SW of the International Falls VOR 129° and 309° radials extending from 4 miles NW to 14 miles SE of the VOR; and within 8 miles SW and 5 miles NE of the International Falls VOR 320° radial extending from the VOR to 12 miles NW of the VOR; and that airspace extending upward from 1,200 feet above the surface within 8 miles SW and 5 miles NE of the 325° bearing from radio station CFOB extending from the radio station to 12 miles NW of the radio station excluding the portions outside of the United States.

Iowa City, Iowa
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Iowa City Municipal Airport (latitude 41° 38' 25" N., longitude 91° 32' 50" W.), and within 2 miles each side of the Iowa City VOR 024° radial, extending from the 6-mile radius area to the VOR.

Iron Mountain, Mich.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Ford Airport, Iron Mountain, Mich. (latitude 45°49'00" N., longitude 88°07'00" W.); and within 5 miles NE and 8 miles SW of the Iron Mountain VOR 142° radial extending from the VOR to 12 miles SE of the VOR; and within 5 miles W and 8 miles E of the 182° bearing from Ford Airport, extending from the airport to 12 miles S of the airport; and within 5 miles N and 8 miles S of the 276° bearing from the Ford Airport, extending from the airport to 12 miles W of the airport.

AMENDMENTS 7/21/66 31 F.R. 8357 (Added)

Ironwood, Mich.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Gogebic County Airport, Ironwood, Mich. (latitude 46°31'30" N., longitude 90°08'00" W.); within 5 miles north and 8 miles south of the Ironwood VOR 257° radial, extending from the 8-mile radius area to 16 miles west of the VOR; and within 5 miles south and 8 miles north of the Ironwood VOR 077° radial, extending from the 8-mile radius area to 12 miles east of the VOR.

AMENDMENTS 3/3/66 30 F. R. 12385 (Added)

Islip, N. Y.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Long Island-MacArthur Airport (latitude 40°47'50" N., longitude 73°06'00" W.); and within 2 miles each side of the Long Island-MacArthur Airport localizer SW course extending from the 7-mile radius area to 8 miles SW of the OM; and within 2 miles each side of the NE ILS localizer course extending from the 7-mile radius area to 9 miles NE of the localizer.

AMENDMENTS 6/23/66 31 F.R. 7507 (Changed)

Ithaca, N.Y.
That airspace extending upward from 700 feet above the surface within a 12-mile radius of the center 42°29'25" N., 76°27'30" W. of Tompkins County Airport, Ithaca, N.Y., and within 5 miles SW and 8 miles NE of the Ithaca VOR 305° radial extending from the VOR to a point 12 miles NW, excluding that portion which overlies the Elmira, N.Y., transition area.

Jackson, Mich.
That airspace extending upward from 700 feet above the surface within a 13-mile radius of the Jackson VOR; and that airspace extending upward from 1,200 feet above the surface bounded on the west by longitude 84°50'00" W., on the north by latitude 42°30'00" N., on the east by longitude 84°05'00" W., and on the south by a line beginning at latitude 41°48'10" N., longitude 84°50'00" W., to latitude 41°48'00 N., longitude 84°46'00" W., to latitude 41°41'00" N., longitude 84°16'00" W., to latitude 41°45'00" N., longitude 84°11' 45" W., to latitude 41°45'05" N., longitude 84°05'00" W.

Jackson, Miss.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Allen C. Thompson Field (latitude 32°18'40" N., longitude 90°04'35" W.); within a 6-mile radius of Hawkins Field (latitude 32°20'10" N., longitude 90°13'15" W.); within a 5-mile radius of Bruce Campbell Field, Madison, Miss. (latitude 32°26'15" N., longitude 90°06'05" W.); within 2 miles each side of the Jackson VORTAC 195° radial extending from the VORTAC to 1 mile S; within 2 miles each side of the Jackson VORTAC 142° radial extending from the VORTAC to 1 mile SE; within 2 miles each side of the Allen C. Thompson Field ILS localizer N course extending from the control zone to 8 miles N of the OM; within 2 miles each side of a 008° bearing from the Jackson RBN extending from the Hawkins Field 6-mile radius area to 8 miles N of the RBN; and that airspace extending upward from 1,200 feet above the surface within a 35-mile radius circle centered at latitude 32°26'30" N., longitude 90°05'00" W., excluding the portion which coincides with the Yazoo City, Miss., transition area.

Jackson, Tenn.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of McKellar Field (latitude 35°35'55" N., longitude 88°54'55" W.); and that airspace extending upward from 1,200 feet above the surface within 8 miles E and 5 miles W of the McKellar VOR (latitude 35°36'12.5" N., longitude 88°54'37.4" W.) 208° radial, extending from the VOR to 12 miles SW; within 5 miles each side of the McKellar VOR 212° radial, extending from the VOR to 27 miles SW; and that airspace bounded on the N by V-140S, on the E by V-16N, on the S by V-16, and on the W by V-11E.

AMENDMENTS 10/13/66 31 F.R. 11016 (Rewritten)

Jackson, Wyo.
That airspace extending upward from 700 feet above the surface within a 5-mile radius circle centered on Jackson Hole Airport, Wyo. (latitude 43°36'24" N., longitude 110°44'13" W.); that airspace extending upward from 1,200 feet above the surface within 6 miles W and 9 miles E of the Jackson VOR (latitude 43°36'30" N., longitude 110°44'02" W.) 200° and 020° radials, extending from 23 miles S to 11 miles N of the VOR, and within 6 miles N and 9 miles S of the Dunoir, Wyo., VOR 282° and 102° radials, extending from 8 miles E to 21 miles W of the VOR.

AMENDMENT 5/26/66 31 F.R. 5686 (Added)

Jacksonville, Fla.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Thomas Cole Imeson Airport (latitude 30°25'15" N., longitude 81°38'15" W.); within 2 miles each side of the Jacksonville ILS localizer SW course, extending from the OM to 8 miles SW of the OM; within 2 miles each side of the Jacksonville VORTAC 070° radial, extending from the Thomas Cole Imeson 7-mile radius area to 12 miles E of the VORTAC; within a 7-mile radius of NS Mayport (latitude 30°23'30" N., longitude 81°25'25" W.); within 2 miles each side of the Navy Mayport TACAN 038° radial, extending from the NS Mayport 7-mile radius area to 12 miles NE of the TACAN; within 2 miles each side of the 050° bearing from the Navy Mayport RBN (latitude 30°23'36" N., longitude 81°25'34" W.), extending from the 7-mile radius area to 12 miles NE of the RBN; within a 5-mile radius of Craig Municipal Airport (latitude 30°20'10" N., longitude 81°30'50" W.); within a 7-mile radius of NAS Jacksonville (latitude 30°14'10" N., longitude 81°40'40" W.); within an 8-mile radius of NAS Cecil Field (latitude 30°13'00" N., longitude 81°52'45" W.); and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at the intersection of the SW boundary of V-243W and the E boundary of V-157, thence SE via the SW boundary of V-243W, to and E along latitude 30°53'00" N., to and SW along the SE boundary of V-3E, to and clockwise along the arc of a 25-mile radius circle centered on the Jacksonville VORTAC, to and E along latitude 30°17'30" N. to longitude 81°01'30" W., thence to latitude 30°09'00" N., longitude 81°02'15" W., to latitude 29°54'00" N., longitude 81°02'15" W., thence W to latitude 29°58'20" N. and the W boundary of V-267, thence S via the W boundary of V-267 to latitude 29°44'00" N., thence to latitude 29°44'00" N., longitude 82°04'45" W., to latitude 29°48'40" N., longitude 82°01'10" W., to latitude 29°-58'20" N., longitude 82°15'25" W., to latitude 29°49'30" N. longitude 82°20'15" W., thence N via the E boundary of V-157 to the point of beginning; and that airspace extending upward from 2,000 feet above the surface bounded by a line beginning at latitude 30°53'00" N. and the SE boundary of V-3E, thence to latitude 30°53'00" N., longitude 80°59'55" W., to latitude 30°43'50" N., longitude 80°59'00" W., to latitude 30°17'30" N., longitude 81°01'30" W., thence W along latitude 30°17'30" N., to and counterclockwise along the arc of a 25-mile radius circle centered on the Jacksonville VORTAC, to and NE along the SE boundary of V-3E to the point of beginning; and that airspace extending upward from 3,500 feet MSL bounded by a line beginning at latitude 29°44'00" N., and the W boundary of V-267, thence S via the W boundary of V-267, to and W along latitude 29°00'00" N., to and NW along the NE boundary of V-159 to latitude 29°29'45" N., longitude 82°-15'25" W., thence to latitude 29°44'00" N., longitude 82°04'45" W., thence to the point of beginning.

Jacksonville, N. C.
That airspace extending upward from 700 feet above the surface within 2 miles each side of the New River TACAN 236° radial, extending from the 5-mile radius control zone to 8 miles SW of the TACAN.

AMENDMENTS 7/29/66 31 F.R. 10515 (Rewritten)

Jamestown, N. Y.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Jamestown Municipal Airport (latitude 42° 09' 10" N., longitude 79° 15' 30" W.); within 2 miles each side of the Jamestown VOR 071° and 251° radials, extending from the 7-mile radius area to 8 miles NE of the VOR; and within 2 miles each side of the 060° bearing from the Jamestown Municipal Airport, extending from the 7-mile radius area to 12 miles NE of the airport.

Jamestown, N. Dak.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Jamestown, N. Dak., Municipal Airport (latitude 46°55'48" N., longitude 98°40'42" W.); and within 2 miles each side of the Jamestown VOR 190° radial extending from the 7-mile radius area to 8 miles S of the VOR; and that airspace extending upward from 1,200 feet above the surface within 8 miles E and 5 miles W of the Jamestown VOR 010° and 190° radials, extending from 4 miles N to 13 miles S of the VOR.

AMENDMENTS 3/3/66 30 F. R. 13948 (Added)

PENDING AMENDMENT

Jamestown, N. Dak.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Jamestown Municipal Airport (latitude 46°55'55" N., longitude 98°40'40" W.); and that airspace extending upward from 1,200 feet above the surface within a 17-mile radius of Jamestown Municipal Airport.

AMENDMENTS 2/2/67 31 F. R. 16127 (Rewitten)

Janesville, Wis.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Rock County Airport, Janesville, Wis. (latitude 42°37'12" N., longitude 89°02'25" W.); and within 5 miles SE and 8 miles NW of the Janesville VOR 239° radial, extending from the 8-mile radius area to 12 miles SW of the VOR; and within 2 miles each side of the Janesville VOR 038° radial, extending from the 8-mile radius area to 20 miles NE of the VOR.

Jefferson, Iowa
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Jefferson Municipal Airport (latitude 42°00'30" N., longitude 94°20'30" W.), and within 8 miles NE and 5 miles SW of the 152° bearing from the Jefferson RBN, extending from the RBN to 12 miles SE; and that airspace extending upward from 1,200 feet above the surface within 5 miles each side of the 183° radial of the Fort Dodge, Iowa, VORTAC, extending from the Fort Dodge VORTAC, S to the Jefferson RBN; and within 5 miles each side of the 127° bearing from the Jefferson RBN, extending from the RBN SE to the W edge of V-13W and the N edge of V-172, excluding the Fort Dodge, Iowa, and Des Moines, Iowa, transition areas.

Jefferson, Ohio
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Ashtabula-Jefferson Airport (latitude 41° 45' 00" N., longitude 80° 46' 00" W.), and within 5 miles NW and 8 miles SE of the Jefferson VORTAC 061° radial, extending from the VORTAC to 12 miles NE of the VORTAC.

Jefferson City, Mo.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Jefferson City Memorial Airport (latitude 38°35'33" N., longitude 92°09'39" W.), within 2 miles each side of the Jefferson City VOR 308° radial extending from the 8-mile radius area to 8 miles NW of the VOR; and within 5 miles NE and 8 miles SW of the Jefferson City VOR 119° radial extending from the VOR to 12 miles SE.

Johns Island, S. C.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Johns Island Airport
(latitude 32°42'00" N., longitude 80°00'00" W.), excluding that portion within R-6003 and the Charleston, S.C., 700-foot transition area.

AMENDMENT 4/28/66 31 F. R. 3064 (Added)

Johnson City, Tex.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Johnson City, Tex., airport (latitude 30°15'20" N., longitude 98°37'15" W.); and within 2 miles each side of the 175° bearing from the Johnson City RBN extending from the 7-mile radius area to 8 miles S of the RBN.

Johnston Island, Johnston Atoll
That airspace extending upward from 1,200 feet above the surface within a 100-nmi radius of the Johnston Island RBN.

AMENDMENTS 11/10/66 31 F.R. 12432 (Added)

Johnstown, Pa.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center, 40°18'55" N., 78°50'00" W. of Johnstown-Cambria County Airport, Johnstown, Pa.; within 2 miles each side of the Johnstown VOR 320° radial extending from the 7-mile radius area to 8 miles NW of the VOR; within 2 miles each side of the Johnstown VOR 044° radial extending from the 7-mile radius area to 8 miles NE of the VOR; and within 5 miles NW and 8 miles SE of the Johnstown 215° radial extending from the VOR to 12 miles SW of the VOR.
That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at 40°33'00" N., 79°32'00" W., to 40°55'00" N., 78°38'00" W. to 40°55'00" N., 78°28'00" W. to 40°44'06" N., 78°19'53" W. to 40°36'00" N., 77°55'00" W. to 40°10'00" N., 77°55'00" W. to 40°10'00" N., 77°37'00" W. to 39°50'00" N., 77°22'00" W. to 39°50'00" N., 77°47'00" W. to 39°30'00" N., 78°30'00" W. to 39°30'00" N., 78°58'00" W. to 39°25'00" N., 78°58'00" W. to 39°25'00" N., 79°20'00" W. to 40°02'00" N., 79°51'30" W. thence counterclockwise along a 37-mile arc of the Imperial, Pa., VOR to the point of beginning.

Jonesboro, Ark.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Jonesboro Municipal Airport (latitude 35°49'50" N., longitude 90°38'55" W.), and within 2 miles each side of the 056° bearing from the airport, extending from the 5-mile radius area to 8 miles NE of the airport.

Joplin, Missouri
That airspace extending upward from 700 feet above the surface within 2 miles each side of the Joplin ILS localizer NW course, extending from the arc of a 5-mile radius circle centered at the Joplin, Missouri, Municipal Airport (latitude 37°09'00" N., Longitude 94°29'50" W.), to 8 miles NW of the OM, and the airspace extending upward from 1200 feet above the surface within 8 miles NE and 6 miles SW of the Joplin ILS localizer NW and SE courses, extending from 12 miles NW to 31 miles SE of the OM, and within 5 miles each side of the Neosho VOR 345° radial extending north from the Neosho VOR to the Joplin ILS OM.

Junction, Tex.
That airspace extending upward from 700 feet above the surface within 5 miles NE and 8 miles SW of the Junction VOR 330° radial, extending from the VOR to 13 miles NW; and that airspace extending upward from 1,200 feet above the surface within 5 miles NE and 8 miles SW of the Junction VOR 150° radial, extending from the VOR to 7 miles SE; and within 5 miles each side of the Junction VOR 150° radial, extending from 7 miles SE to 23 miles SE of the VOR.

Juneau, Alaska
That airspace extending upward from 1,200 feet above the surface within a 20-mile radius of the Coghlan Island, Alaska, RBN; that airspace NW of Juneau bounded on the E by B-79, on the NW by B-38, and on the SW by a line 19 miles NE of and parallel to the 145° and 325° bearings from the Gustavus, Alaska, RR, and that airspace S of Juneau, extending from the 20-mile radius area, bounded on the NE by B-79, and on the SW by B-38, excluding the portion within the Gustavus, Alaska, transition area.

Kahului, Hawaii
That airspace extending upward from 700 feet above the surface bounded on the SW by a line 2 miles SW of and parallel to the Maui VOR 331° radial, on the N by a 7-mile radius circle centered on the Kahului Airport (latitude 20° 54' 00" N., longitude 156° 26' 00" W.), on the SE by a line 2 miles SE of and parallel to the Maui VOR 061° radial, and on the S by the arc of a 5-mile radius circle centered on the Kahului Airport; and that airspace extending upward from 1,200 feet above the surface within a 30-mile radius of Kahului Airport, extending clockwise from V-6 NW of Kahului to V-6 NE of Kahului, and that airspace E of Kahului bounded on the N by a line 8 miles N of and parallel to the Maui VOR 080° radial on the S by V-6, extending from the 30-mile radius area to 45 miles E of the VOR.

Kailua, Kona, Hawaii
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Kona Airport (latitude 19°38'49" N., longitude 156°00'45" W.), and within 2 miles each side of the Kona VORTAC 323° radial, extending from the 5-mile radius area to the INT of the Kona VORTAC 323° and Upolu Point VOR 207° radials; and that airspace extending upward from 1,200 feet above the surface bounded on the NE by V-5W and the arc of a 5-mile radius circle centered on the Kona Airport, on the S by a line 5 miles S of and parallel to the Kona VORTAC 281° radial, and on the W by the arc of a 25-mile radius circle centered on the Kona VORTAC.

AMENDMENTS 11/10/66 31 F.R. 12433 (Rewritten)

Kalispell, Mont.
That airspace extending upward from 700 feet above the surface within 2 miles each side of the Kalispell VOR 332° radial, extending from the arc of a 5-mile radius circle centered on Flathead County Airport (latitude 48°18'49" N., longitude 114°15'16" W.) to the VOR; and that airspace extending upward from 1200 feet above the surface within 5 miles E and 8 miles W of the Kalispell VOR 166° and 346° radials extending from 14 miles S to 7 miles N of the VOR.

AMENDMENTS 2/3/66 30 F. R. 14489 (Added)

Kaneohe, Hawaii.
That airspace extending upward from 700 feet above the surface bounded by a line beginning at latitude 21°23'15" N., longitude 157°46'30" W., thence counterclockwise along the arc of a 5-mile radius circle centered on MCAS Kaneohe (latitude 21°27'30" N., longitude 157°46'30" W.) to latitude 21°29'25" N., longitude 157°50'45" W., thence to latitude 21°32'45" N., longitude 157°51'20" W., thence clockwise along the arc of an 8-mile radius circle centered on MCAS Kaneohe to latitude 21°23'00" N., longitude 157°41'00" W., thence to point of beginning, and within 2 miles on each side of the MCAS Kaneohe TACAN 351° radial, extending from the 8-mile radius area to 12 miles N of the TACAN; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 21°32'45" N., longitude 157°51'20" W., thence to latitude 22°00'45" N., longitude 157°56'00" W., thence clockwise via the arc of a 40-mile radius circle centered on the MCAS Kaneohe TACAN to V-12, thence SW along the NW boundary of V-12 to latitude 21°23'00" N., longitude 157°39'50" W.; thence to latitude 21°23'00" N., longitude 157°41'00" W.; thence counterclockwise via the arc of an 8-mile radius circle centered on MCAS Kaneohe to the point of beginning.

AMENDMENTS 8/11/66 31 F.R. 10666 (Changed)'

Kankakee, Ill.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Greater Kankakee Airport (latitude 41°04'17" N., longitude 87°50'56" W.), and within 2 miles each side of the Peotone, Ill., VORTAC 192° radial extending from the 5-mile radius area to the VORTAC; and within 2 miles each side of the 042° and 222° bearings from the Greater Kankakee Airport extending from the 5-mile radius area to 8 miles NE and SW of the airport.

Kansas City, Mo.
That airspace extending upward from 700 feet above the surface within a 10-mile radius of Kansas City Municipal Airport (latitude 39°07'20" N., longitude 94°35'30" W.), within 2 miles each side of the Riverside, Mo., VOR 018° radial and 2 miles W of the Kansas City ILS localizer N course, extending from the 10-mile radius area to 8 miles N of the OM; within an 8-mile radius of the Mid-Continent International Airport (latitude 39°18'05" N., longitude 94°43'36" W.), and within 2 miles each side of the Mid-Continent ILS localizer N and S courses, extending from the 8-mile radius area to 13 miles N of the airport and to 8 miles S of the Mid-Continent OM; within a 7-mile radius of the Sherman AAF (latitude 39°22'05" N., longitude 94°54'45" W.); and that airspace extending upward from 1,200 feet above the surface bounded on the SE by the arc of a 42-mile radius circle centered on the Kansas City Municipal Airport, beginning at the W boundary of V-205 and extending counterclockwise to the S boundary of V-12 thence along the S boundary of V-12 to longitude 93°30'00" W., thence N along longitude 93°30'00" W. to SE boundary of V-10 thence direct to latitude 39°47'45" N., longitude 93°34'30" W., thence SW along the NW boundary of V-10 to the E boundary of V-161, thence W to latitude 39°44'00" N., longitude 94°43'20" W., thence SW to latitude 39°30'00" N., longitude 94°49'00" W., thence W along latitude 39°30'00" N., to the SW boundary of V-71 thence NW along the SW boundary of V-71 to longitude 95°09'00" W., thence S along longitude 95°09'00" W., to the SE boundary of V-10, thence NE along the SE boundary of V-10 to the arc of a 10-mile radius circle centered on the Kansas City Municipal Airport, thence counterclockwise to the W boundary of V-205, thence S along the W boundary of V-205 to the point of beginning; and that airspace extending upward from 5,000 feet MSL bounded on the W by longitude 93°30'00" W., on the S by V-4 on the E by V-424 on the N by V-116 and on the NW by V-206; and within an area bounded on the W by longitude 93°30'00" W., on S by V-116 on the E by V-206 and and on the N by V-10, and within an area bounded on the W by V-161 and the E by V-10 and on the N by V-50.

AMENDMENTS 3/3/66 31 F. R. 429 (Rewritten)
AMENDMENTS 11/10/66 31 F.R. 12432 (Rewritten); Corr. 31 F.R. 14261

Kearney, Nebr.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Kearney Municipal Airport (latitude 40°43'36" N., longitude 99°00'31" W.) and within 5 miles E and 8 miles W of the Kearney VOR 192° radial extending from the VOR to a point 12 miles S, and within 5 miles E and 8 miles W of the Kearney VOR 343° radial extending from the VOR to a point 12 miles N, and within 5 miles E and 8 miles W of the Kearney VOR 360° radial extending from the VOR to a point 18 miles N.

Keene, N. H.
That airspace extending upward from 700 feet above the surface bounded by a line beginning at: 43°01'00" N., 72°27'00" W. to 43°01'00" N., 72°13'00" W. to 42°55'00" N., 72°00'00" W. to 42°51'30" N., 71°54'00" W. to 42°28'00" N., 71°54'00" W. to 42°28'00" N., 72°27'00" W. to the point of beginning excluding that portion within the Boston, Mass., transition area.
AMENDMENTS 3/3/66 31 F. R. 249 (Added)

Kenai, Alaska
That airspace extending upward from 1,200 feet above the surface within 12 miles each side of the 227° bearing from the Kenai, Alaska, RR extending from the southwest boundary of the Anchorage, Alaska, 1,200-foot transition area to 29 miles SW of the RR.
AMENDMENTS 8/18/66 31 F.R. 8358 (Added)

Keokuk, Iowa
That airspace extending upward from 700 feet above the surface within a 4-mile radius of Keokuk Municipal Airport (latitude 40° 27' 35" N., longitude 91° 25' 50" W.), within 2 miles each side of the 311° bearing from the Keokuk RBN (latitude 40° 27' 45" N., longitude 91° 26' 00" W.), extending from the 4-mile radius area to 8 miles NW of the RBN; and that airspace extending upward from 1,200 feet above the surface within 8 miles SW and 5 miles NE of the 311° bearing from the Keokuk RBN, extending from the RBN to 12 miles NW of the RBN, and within 5 miles each side of the 131° bearing from the Keokuk RBN, extending from the RBN to 12 miles SE of the RBN.

Key West, Fla.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of NAS Key West (Boca Chica) (latitude 24°34'26" N., longitude 81°41'18" W.); within 2 miles each side of the 251° bearing from the Navy Key West UHF RBN, extending from the 7-mile radius area to 23 miles W of the UHF RBN; within 2 miles each side of the Navy Key West TACAN 246° radial, extending from the 7-mile radius area to 16 miles SW of the TACAN; and that airspace extending upward from 1,200 feet above the surface bounded by a line extending from latitude 25°04'05" N., longitude 81°58'15" W., thence clockwise along the arc of a 35-mile radius circle centered at the Key West VORTAC to latitude 24°08'50" N., longitude 82°04'35" W., to latitude 24°13'00" N., longitude 82°02'30" W., to latitude 24°13'00" N., longitude 82°21'00" W., to latitude 24°25'00" N., longitude 82°32'00" W., to latitude 24°45'00" N., longitude 82°32'00" W., to latitude 24°45'00" N., longitude 81°56'50" W., to latitude 24°49'00" N., longitude 81°55'00" W., to the point of beginning, including the airspace NE of Key West bounded on the N by B-19, on the E and S by V-3, and on the SW by the 35-mile radius circle, excluding the portion within W-173 and W-465.

AMENDMENTS 10/13/66 31 F.R.11014 (Rewritten)

Killeen, Tex.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Hood AAF (latitude 31°08'15" N., longitude 97°42'50" W.), within a 7-mile radius of Robert Gray AAF (latitude 31°04'20" N., longitude 97°49'45" W.); within 8 miles W and 5 miles E of the Hood VOR 352° and 172° radials extending from 5 miles N to 12 miles S of the VOR; that airspace extending upward from 1,200 feet above the surface within the area bounded by a line beginning at latitude 30°48'00" N., longitude 97°39'00" W.; to latitude 30°48'00" N., longitude 98°03'00" W.; to latitude 30°33'30" N., longitude 98°31'30" W.; to latitude 31°13'00" N., longitude 98°38'00" W.; to latitude 31°23'31" N., longitude 97°47'45" W.; to latitude 31°22'33" N., longitude 97°42'45" W.; to latitude 31°20'48" N., longitude 97°40'32" W.; to latitude 31°19'37" N., longitude 97°40'32" W.; to latitude 31°13'45" N., longitude 97°32'35" W.; to latitude 31°06'06" N., longitude 97°32'42" W.; to latitude 30°57'00" N., longitude 97°36'00" W.; to point of beginning.

AMENDMENTS 10/13/66 31 F.R. 11014 (Rewritten)

PENDING AMENDMENT
Kingman, Ariz.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Kingman Municipal Airport (latitude 35°15'31" N., longitude 113°56'20" W.); within 2 miles each side of the Kingman VOR 025° radial, extending from the 5-mile radius area to 7 miles NE of the VOR; that airspace extending upward from 1,200 feet above the surface within 5 miles SE and 9 miles NW of the Kingman VOR 025° and 205° radials, extending from 38 miles NE to 13 miles SW of the VOR.
AMENDMENTS 2/2/67 31 F. R. 15798 (Added)

King Salmon, Alaska
That airspace extending upward from 1,200 feet above the surface within a 25-mile radius of the King Salmon Airport (latitude 58°41' N., longitude 156°39' W.) and within 47 miles SW and 15 miles NE of the 312° bearing from the King Salmon RR, extending from the RR to 85 miles NW; and that airspace extending upward from 14,500 feet MSL outside of the United States within a 172-mile radius of the King Salmon VOR. Federal airways, Control 1217, Control 1400, Control 1401, Control 1484, the Kodiak, Alaska, Control area extension and the Anchorage control area extension are excluded from the portion extending upward from 14,500 feet MSL.

Kingsville, Tex.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of NAAS Kingsville (North) (latitude 27°30'10" N., longitude 97°48'25" W.); within 2 miles each side of the Kingsville TACAN 321° radial, extending from the 7-mile radius area to 12 miles NW of the TACAN; within 2 miles each side of the Kingsville UHF RBN 321° bearing, extending from the 7-mile radius area to 12 miles NW of the UHF RBN; within 2 miles each side of the Kingsville TACAN 187° radial, extending from the 7-mile radius area to 12 miles S of the TACAN; within 2 miles each side of the Kingsville VOR 135° radial, extending from the 7-mile radius area to 12 miles SE of the VOR.

Kinston, N. C.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Stallings Field (latitude 35°19'40" N., longitude 77°37'05" W.); within 2 miles each side of the 046° radial of the Kinston VORTAC extending from the 5-mile radius area to 8 miles NE of the VORTAC; within 2 miles each side of the 225° radial of the Kinston VORTAC, extending from the 5-mile radius area to 11 miles SW of the VORTAC.

AMENDMENTS 10/13/66 31 F.R. 11092 (Rewritten)

Kirksville, Mo.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Kirksville Municipal Airport (latitude 40°05'45" N., longitude 92°32'50" W.), and within 2 miles each side of the Kirksville VORTAC 316° radial, extending from the 5-mile radius area to 8 miles NW of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within 8 miles SW and 6 miles NE of the Kirksville VORTAC 316° and 136° radials, extending from 12 miles NW to 12 miles SE of the VORTAC.

Klamath Falls, Oreg.
That airspace extending upward from 700 feet above the surface within a 15-mile radius of Klamath Falls VORTAC; that airspace extending upward from 1,200 feet above the surface within a 25-mile radius of Klamath Falls VORTAC; that airspace extending upward from 7,500 feet MSL within the area bounded by the arcs of 25- and 40-mile radius circles centered on the Klamath Falls VORTAC, extending clockwise from the VORTAC 095° radial to a line 5 miles E of and parallel to the VORTAC 165° radial, and within the area bounded by the arcs of 25- and 40-mile radius circles centered on the Klamath Falls VORTAC, extending clockwise from the VORTAC 245° to the 290° radials; that airspace extending upward from 9,000 feet MSL within the area bounded by the arcs of 25- and 40-mile radius circles centered on the Klamath Falls VORTAC extending clockwise from the VORTAC 320° to the 095° radials; that airspace extending upward from 9,500 feet MSL within the area bounded by the arcs of 25- and 40-mile radius circles centered on the Klamath Falls VORTAC, extending clockwise from a line 5 miles E of and parallel to the VORTAC 165° radial to the 245° radial; and that airspace extending upward from 11,000 feet MSL within the area bounded by the arcs of 25- and 40-mile radius circles centered on the Klamath Falls VORTAC, extending clockwise from the VORTAC 290° to the 320° radials.
PENDING AMENDMENT
In the description of Klamath Falls, Oreg., transition area "290" is deleted wherever it appears and "295" is substituted therefor.
AMENDMENTS 3/2/67 32 F. R. 50 (Changed)

Knoxville, Tenn.
That airspace extending upward from 700 feet above the surface within a 21-mile radius of McGhee-Tyson Airport, Knoxville, Tenn. (latitude 35°48'40" N., longitude 83°59'35" W.), within the area NW of Knoxville extending from the 21-mile radius area bounded on the SW by a line 5 miles S of and parallel to the Knoxville VORTAC 290° radial, on the NW by the arc of a 27-mile radius circle centered on the McGhee-Tyson Airport, and on the NE by a line 5 miles SW of and parallel to the Knoxville VORTAC 321° radial; and that airspace extending upward from 1,200 feet above the surface within the area NE of Knoxville bounded on the NW by V-97 E alternate, on the NW by a line extending from the E boundary of V-97E through latitude 36°35'50" N., longitude 83°36'00" W., to latitude 36°33'10" N., longitude 83°28'00" W., to latitude 36°36'10" N., longitude 83°25'25" W., through latitude 36°29'00" N., longitude 83°11'15" W., to the NW boundary of V-16 N alternate, and on the SE by V-16N; within the area W and SW of Knoxville bounded by a line beginning at latitude 36°10'35" N., longitude 84°31'40" W., thence clockwise along the arc of a 40-mile radius circle centered on the Knoxville VORTAC to the W boundary of V-97, thence S along V-97 to V-54, thence W along V-54 to V-51, thence N along V-51 to a line 16 miles NW of and parallel to the Chattanooga, Tenn., VORTAC 037° radial, thence NE along this line to a line 8 miles NE of and parallel to the Crossville VORTAC 154° and 334° radials, thence NW along this line to latitude 35°54'35" N., longitude 84°53'50" W., thence to latitude 36°14'00" N., longitude 84°41'40" W., thence to the point of beginning; and that airspace extending upward from 7,500 feet MSL within the area S of Knoxville bounded on the E by V-267, on the S by latitude 35°12'00" N., and on the W by V-97.

AMENDMENT 4/28/66 31 F. R. 3338 (Changed)

Kukaklek, Alaska
That airspace extending upward from 1,200 feet above the surface within 9 miles SE. and 6 miles NW. of the 056° and 236° bearings from the INT of the NE. course of the King Salmon, Alaska, R.R. and a bearing of 145° from the Big Mountain, Alaska, RBN, extending from 8 miles NE. to 19 miles SW. of the INT.

AMENDMENTS 8/18/66 31 F.R. 8747 (Rewritten)

Kwajalein Island, Marshall Islands
That airspace extending upward from 700 feet above the surface within a 12-nmi radius of the Kwajalein TACAN; and that airspace extending upward from 1,200 feet above the surface within a 100-nmi radius of the Kwajalein TACAN.

AMENDMENTS 8/18/66 31 F.R. 8620 (Added)

La Crosse, Wis.

That airspace extending upward from 700 feet above the surface within a 9-mile radius of La Crosse Municipal Airport (latitude 43°52'38" N., longitude 91°15'21" W.), and within 2 miles each side of the La Crosse VOR 185° radial extending from the 9-mile radius area to 15 miles S of the VOR; and that airspace extending upward from 1,200 feet above the surface within 8 miles E and 5 miles W of the La Crosse VOR 185° radial extending from the VOR to 18 miles S of the VOR, within 8 miles SW and 5 miles NE of the La Crosse VOR 322° radial extending from the VOR to 12 miles NW of the VOR, and within 8 miles SW and 5 miles NE of the 305° bearing from the La Crosse RBN extending from the RBN to 12 miles NW of the RBN.

AMENDMENT 3/31/66 31 F. R. 2474 (Added)

Laconia, N. H.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 43°34'24" N., 71°25'30" W. of Laconia Airport, Laconia, N. H.; within 2 miles each side of the 247° bearing from the Laconia RBN extending from the 5-mile radius area to 8 miles SW of the RBN.

Lafayette, Ind.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Purdue University Airport, Lafayette, Ind. (latitude 40°24'45" N., longitude 86°56'10" W.); within 2 miles each side of the Purdue University ILS W course, extending from the 6-mile radius area to 8 miles W of the OM; within a 5-mile radius of Halsmer Airport, Lafayette, Ind. (latitude 40°23'35" N., longitude 86°48'25" W.); within 2 miles each side of the Lafayette VORTAC 129° radial, extending from the 5-mile radius area to 6 miles SE of the Halsmer Airport; and that airspace extending upward from 1,200 feet above the surface bounded on the E by longitude 86°33'00" W., on the S by latitude 40°07'00" N., on the W by longitude 87°23'00" W., and on the N by latitude 40°45'00" N.

Lafayette, La.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of latitude 30°02'15" N., longitude 91°53'00" W., within 2 miles each side of the Lafayette VOR 139° radial extending from the 5-mile radius area to the VOR, within 2 miles each side of the Lafayette ILS localizer north course extending from the OM to 1 mile S, within 2 miles each side of the Lafayette ILS localizer S course extending from the arc of a 5-mile radius circle centered on the Lafayette Airport (latitude 30°12'00" N., longitude 91°59'40" W.) to 14 miles S of the airport, and within 2 miles each side of the Lafayette VOR 172° radial extending from the VOR to 8 miles south; and that airspace extending upward from 1,200 feet above the surface within an area bounded by a line beginning at latitude 30°46'20" N., longitude 91°50'40" W., to latitude 30°07'40" N., longitude 91°36'45" W., to latitude 30°13'00" N., longitude 90°57'00" W., to latitude 29°53'00" N., longitude 91°00'00" W., to latitude 29°47'00" N., longitude 91°11'00" W., to latitude 29°36'00" N., longitude 91°11'00" W., thence west via latitude 29°36'00" N., to and clockwise along the arc of a 35-mile radius circle centered at latitude 30°02'15" N., longitude 91°53'00" W., to latitude 29°56'00" N., thence north to latitude 30°32'00" N., longitude 92°15'00" W., to point of beginning; within 8 miles north and 5 miles south of the White Lake VOR 090° and 270° radials extending from 7 miles west to 13 miles east of the VOR, and within 8 miles south and 5 miles north of the White Lake VOR 091° and 271° radials extending from 7 miles east to 13 miles west of the VOR.

LaGrange, Ga.
That airspace extending upward from 700 feet above the surface within a 4-mile radius of Callaway Airport, LaGrange, Ga. (latitude 33°00'30" N., longitude 85°04'30" W.) and within 2 miles each side of the LaGrange VOR 110° radial, extending from the 4-mile radius zone to the VOR.

La Grange, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Rocky Creek Ranch Airport (latitude 29°55'30" N., longitude 96°48'12" W.) and within 2 miles each side of the Industry VOR 262° radial extending from the 5-mile radius area to the VOR.
AMENDMENTS 7/21/66 31 F.R. 8358 (Added)

Lake Charles, La.
That airspace extending upward from 700 feet above the surface within a 4-mile radius of East Lake Charles Airport (latitude 30°13'25" N., longitude 93°08'55" W.), within 2 miles each side of the Lake Charles VORTAC 339° radial extending from the 4-mile radius area to the VORTAC, and within 2 miles each side of the Lake Charles ILS localizer NW course extending from the OM to 8 miles NW of the OM; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 30°37'00" N., longitude 92°50'00" W., to latitude 30°24'00" N., longitude 92°26'00" W., to latitude 29°45'30" N., longitude 93°00'00" W., thence W via latitude 29°45'30" N., to and counterclockwise along the arc of a 25-mile radiu circle centered at latitude 29° 54'40" N., longitude 94°02'40" W., to longitude 93°57'00" W., thence to point of beginning.
AMENDMENTS 9/15/66 31 F.R. 9602 (Rewritten)

Lake City, Mich.
That airspace extending upward from 1,200 feet above the surface within 6 miles SW and 10 miles NE of the Traverse City, Mich., VOR 136° radial, extending from 8 miles NW to 19 miles SE of the INT of the Traverse City VOR 136° radial and the White Cloud, Mich., VOR 033° radial.

Lake Jackson, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Lake Jackson Airport (latitude 29°02'15" N., longitude 95°27'20" W.); within 2 miles each side of the Lake Jackson VOR 343° radial extending from the 5-mile radius area to 8 miles NW of the VOR, and within 2 miles each side of the Lake Jackson VOR 158° radial extending from the 5-mile radius area to 8 miles SE of the VOR.

Lakeland, Fla.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Lakeland Airport, Lakeland, Fla. (latitude 27°59'17" N., longitude 82°00'56" W.); within 5 miles northwest and 8 miles southeast of the Lakeland VORTAC 233° radial extending from the 5-mile radius area to 12 miles SW of the VORTAC.

Lake Placid, Fla.
That airspace extending upward from 1,200 feet above the surface bounded on the E by V-267, on the SE by V-225, on the SW by V-157, on the NW by a line extending from the E boundary of V-157 and latitude 27°14'10" N., to latitude 27°22'00" N., longitude 81°08'00" W., to latitude 27°45'00" N., longitude 81°08'00" W., and on the N by latitude 27°45'00" N.

Lamar, Colo.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Lamar Airport (latitude 38°04'10" N., longitude 102°41'25" W.) and within 2 miles each side of the Lamar VOR 180° and 360° radials, extending from the 6-mile radius area to 8 miles [illegible] feet above the surface within 8 miles W and 6 miles E of the Lamar VOR 180° and 360° radials, extending from 15 miles S to 13 miles N of the VOR.

Lanai, Hawaii
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Lanai Airport (latitude 20°47'30" N., longitude 156°57'00" W.).

Lancaster, Pa.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center, 40°07'16" N., 76°17'47" W. of Lancaster Airport, Lancaster, Pa., and within 5 miles SW and 8 miles NE of the Lancaster VOR 128° radial extending from the VOR to 12 miles SE; within 5 miles N and 8 miles S of the Lancaster VOR 260° radial extending from the VOR to 12 miles W; within 2 miles each side of the Lancaster VOR 045° radial extending from the 7-mile radius area to 8 miles NE, excluding the portion coinciding with the Harrisburg, Pa., 700-foot transition area.

Land O'Lakes, Wis.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Land O'Lakes Municipal Airport (latitude 46°09'15" N., longitude 89°12'40" W.); and within 8 miles SW and 5 miles NE of the 311° bearing from the Land O'Lakes Airport, extending from the airport to 12 miles NW of the airport; and that airspace extending upward from 1,200 feet above the surface within 4 nm each side of the Rhinelander, Wis., VOR 018° radial, extending from the arc of a 12-mile radius circle centered on the Rhinelander VOR to the Land O'Lakes Airport.

Lansing, Mich.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Capital City Airport, Lansing, Mich. (latitude 42°46'40" N., longitude 84°35'20" W.), within 2 miles each side of the Lansing ILS localizer W course, extending from the 7-mile radius area to 8 miles W of the INT of the Lansing ILS localizer W course and the Lansing VOR 358° radial, and within 2 miles each side of the Lansing ILS localizer E course, extending from the 7-mile radius area to 14 miles E of the OM; and that airspace extending upward from 1,200 feet above the surface bounded on the N by latitude 43°16'00" N., on the E by longitude 84°05'00" W., on the S by a line beginning at latitude 42°30'00" N., longitude 84°05'00" W., to latitude 42°30'00" N., longitude 84°50'00" W., to latitude 42°38'00" N., longitude 84°50'00" W., to latitude 42°38'00" N., longitude 85°15'00" W., and on the W by longitude 85°15'00" W.; and within the area bounded on the N by V-216, on the E by longitude 84°25'00" W., on the S by latitude 43°16'00" N., and on the W by longitude 85°02'00" W.

Laramie, Wyo.
That airspace extending upward from 1,200 feet above the surface within 6 miles W and 10 miles E of the Laramie VOR 332° and 152° radials, extending from 12 miles NW to 8 miles SE of the VOR.

Laredo, Tex.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of Laredo AFB (latitude 27°32'35" N., longitude 99°27'40" W.); within 2 miles each side of the Laredo VORTAC 147° radial extending from the 9-mile radius area to 12 miles SE of the VORTAC, and within 2 miles each side of the 327° bearing from latitude 27°35'22" N., longitude 99°29'54" W., extending from the 9-mile radius area to 12 miles NW of the RBN; and that airspace extending upward from 1,200 feet above the surface bounded by the arc of a 35-mile radius circle centered on the Laredo RBN; excluding that portion outside the United States; and that airspace extending upward from 4,500 feet MSL within an area bounded by a line beginning at latitude 27°44'00" N., longitude 98°27'00" W.; to latitude 28°07'00" N., longitude 98°27'00" W.; to latitude 28°05'00" N., longitude 98°48'00" W.; to latitude 28°06'00" N., longitude 99°08'00" W.; to latitude 28°08'20" N., longitude 99°18'20" W.; to latitude 28°32'00" N., longitude 99°28'00" W.; to latitude 28°52'00" N., longitude 99°25'00" W.; to latitude 28°20'00" N., at the United States-Mexico border; thence SE along the United States-Mexico border to the NW portion of the arc of a 35-mile radius circle centered at the Laredo RBN; thence clockwise along this arc to latitude 27°39'10" N., to point of beginning, excluding the portion extending upward from 4,500 feet MSL within Federal Airways.

AMENDMENTS 4/11/66 31 F.R. 5951 (Changed)

Las Vegas, Nev.
That airspace extending upward from 700 feet above the surface bounded by a line beginning at latitude 36°11' 00" N., longitude 115°28'00" W., to latitude 36°11'00" N., longitude 115°11'00" W., to latitude 36°24'00" N., longitude 115°00'00" W., to latitude 36°18'00" N., longitude 114°51'00" W., to latitude 36°00'00" N., longitude 114°50'00" W., to latitude 35°52'00" N., longitude 115°11'00" W., to latitude 35°52'00" N., longitude 115°28'00" W., thence to point of beginning; that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 36°16'00" N., longitude 116°08'00" W., to latitude 36°16'00" N., longitude 115°32'00" W., to latitude 36°58'00" N., longitude 114°41'00" W., to latitude 36°58'00" N., longitude 114°07'00" W., to latitude 36°47'00" N., longitude 113°59'00" W., to latitude 36°44'00" N., longitude 114°05'00" W., to latitude 36°25'00" N., longitude 114°05'00" W., to latitude 36°19'00" N., longitude 114°14'00" W., to latitude 35°39'00" N., longitude 114°14'00" W., to latitude 35°39'00" N., longitude 114°57'00" W., to latitude 35°30'00" N., longitude 115°02'00" W., to latitude 35°00'00" N., longitude 115°02'00" W., to latitude 35°00'00" N., longitude 115°24'00" W., to latitude 35°14'00" N., longitude 115°24'00" W., to latitude 35°14'00" N., longitude 115°50'00" W., to latitude 35°36'00" N., longitude 115°50'00" W., to latitude 36°06'00" N., longitude 116°18'00" W., to latitude 36°13'00" N., longitude 116°18'00" W., thence to point of beginning; that airspace extending upward from 9,000 feet MSL within 5 miles each side of the Boulder, Nev., VORTAC 085° radial, extending from longitude 114°14'00" W., to 65 miles east of the VORTAC; and that airspace extending upward from 9,500 feet MSL within 5 miles each side of the Boulder VORTAC 049° radial extending from longitude 114°05'00" W., to 81 miles northeast of the VORTAC.

Las Vegas, N. Mex.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Las Vegas Municipal Airport (latitude 35°39'25" N., longitude 105°08'35" W.)and that airspace extending upward from 1,200 feet above the surface within 10 miles SE and 7 miles NW of the Las Vegas VORTAC 035° and 215° radials, extending from 23 miles NE to 14 miles SW of the VORTAC.

Latrobe, Pa.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center 40°16'35" N., 79°23'56" W. of Westmoreland-Latrobe Airport, Latrobe, Pa., and within 2 miles each side of the Latrobe VOR 014° radial extending from the 5-mile radius area to 8 miles N of the VOR.

Laurel, Miss.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Laurel Municipal Airport (latitude 31° 40' 10" N., longitude 89° 10' 20" W.); within 8 miles SW and 5 miles NE of the Laurel VOR 330° radial extending from the VOR to 12 miles NW.

Lawrenceville, Ga.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Gwinnett County Airport (latitude 33°58'53" N., longitude 83°57'50" W.); within 2 miles each side of the Norcross VORTAC 077° radial extending from the Norcross VORTAC to 16 miles east.

AMENDMENTS 9/15/66 31 F.R. 10025 (Added)

Lawrenceville, Va.
That airspace extending upward from 700 feet above the surface within a 4-mile radius of the center, 36°46'20" N., 77°47'45" W., of Lawrenceville Municipal Airport, Lawrenceville, Va.; and within 2 miles each side of the Lawrenceville, Va., VOR 118° radial extending from the 4-mile radius area to the VOR. This transition area shall be in effect from sunrise to sunset daily.

AMENDMENTS 12/8/66 31 F. R. 12943 (Added)

Lawton, Okla.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Lawton Municipal Airport (latitude 34°34'15" N., longitude 98°24'55" W.), within 8 miles W and 5 miles E of the Lawton VOR 357° and 177° radials, extending from 5 miles N to 12 miles S of the VOR, and within 2 miles each side of the 180° bearing from the Fort Sill RBn extending from the 7-mile radius area to the RBn; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 34°21'00" N., longitude 98°46'00" W., to latitude 34°42'00" N., longitude 98°46'00" W., to latitude 34°58'00" N., longitude 98°33'00" W., thence E via latitude 34°58'00" N., to and counterclockwise along the arc of a 57-mile radius circle centered at latitude 35°25'50" N., longitude 97°35'10" W., to longitude 97°25'00" W., thence S via longitude 97°25'00" W., to and counterclockwise along the arc of a 25-mile radius circle centered at the Ardmore Municipal Airport, Ardmore, Okla. (latitude 34°18'00" N., longitude 97°00'50" W.), to latitude 34°10'00" N., thence W via this latitude, to latitude 34°10'00" N., longitude 97°49'00" W., to point of beginning, excluding the portion within R-5601A.

Lebanon, N. H.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of the center, 43°47'35" N., 72°18'10" W. of Lebanon Regional Airport, Lebanon, N. H., extending clockwise from the 210° to the 030° bearing from the airport and within a 15-mile radius of Lebanon Regional Airport extending clockwise from the 030° to the 210° bearing from the airport.
That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at: 43°11'00" N., 72°39'00" W. to 43°47'00" N., 72°39'00" W. to 43°55'00" N., 72°16'00" W. to 43°43'00" N., 71°50'00" W. to 43°35'00" N., 71°55'00" W. to 42°55'00" N., 72°00'00" W. to 43°05'00" N., 72°13'00" W. to the point of beginning.

AMENDMENTS 2/3/66 30 F. R. 15015 (Added)

Leesburg, Va.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center, 39°04'45" N., 77°33'26" W., of Leesburg Municipal (Godfrey) Airport and within 2 miles each side of a bearing 079° from the Poolesville, Md., RBN extending from the 6-mile radius area to 8 miles east of the RBN, excluding the portion within the Washington, D. C., transition area.

AMENDMENTS 2/3/66 30 F. R. 15015 (Added); Correction 30 F. R. 16105

Lemoore, Calif.
That airspace extending upward from 700 feet above the surface within a 10-mile radius of the NAS Lemoore TACAN; and that airspace extending upward from 1,200 feet above the surface bounded on the E by a line extending from latitude 36° 46' 00" N., longitude 120° 03' 50" W., to latitude 36° 37' 00" N., longitude 119° 56' 00" W., to latitude 36° 37' 00" N., longitude 119° 44' 10" W., thence S along the W boundary of V-23 to longitude 119° 30' 00" W., thence to latitude 35° 43' 50" N., longitude 119° 30' 00" W., on the S by latitude 35° 43' 50" N., on the W by V-485 S of the Priest, Calif., VOR and V-113 N of the Priest VOR, and on the N by V-230.

Lewiston, Idaho
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Lewiston, Nez Perce County Airport (latitude 46°22'34" N., longitude 117°00'53" W.) and within 2 miles either side of the Lewiston VOR 266° radial extending from the 5-mile radius area to the VOR, including the airspace extending upward from 1,200 feet above the surface within 8 miles NW and 5 miles SE of the Lewiston VOR 075° radial extending from the VOR to 12 miles NE of the VOR.

Lewistown, Mont.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Lewistown Municipal Airport (latitude 47°02'39" N., longitude 109°28'15" W.); and within 2 miles each side of the Lewistown VOR 104° and 289° radials extending from 19 miles E to 8 miles W of the VOR; and that airspace extending upward from 1200 feet above the surface within 5 miles N and 8 miles S of the Lewistown VOR 109° and 289° radials extending from 7 miles E to 13 miles W of the VOR and within the area W of the Lewistown VOR bounded on the S by a line 5 miles S and parallel to the Lewistown VOR 259° radial, on the W by the arc of a 30-mile radius circle centered on the Lewistown VOR and on the N by a line 5 miles N of and parallel to the Lewistown VOR 289° radial.

Lexington, Ky.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center, 38°02'10" N., 84°36'15" W. of Blue Grass Field, Lexington, Ky., and within 2 miles each side of the Lexington Blue Grass ILS localizer NE course extending from the 7-mile radius area to 13 miles NE of the localizer; within 5 miles SE and 8 miles NW of the Lexington Blue Grass ILS SW course extending from the Lexington RBN to 12 miles SW of the RBN and within 2 miles each side of the Lexington VORTAC 304° radial extending from the 7-mile radius area to the VORTAC.
That airspace extending upwards from 1,200 feet above the surface beginning at: 38°24'00" N., 85°00'00" W. to 38°20'00" N., 84°30'00" W. to 38°30'00" N., 83°59'00" W. to 38°30'00" N., 83°18'00" W. to 38°00'00" N., 82°55'00" W. to 37°56'00" N., 83°40'00" W. to 37°39'00" N., 83°40'00" W. to 37°30'00" N., 83°46'00" W. to 37°24'00" N., 84°00'00" W. to 37°25'00" N., 85°00'00" W. to point of beginning.

Lexington, Tenn.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Franklin Wilkins Airport (latitude 35°39'07" N., longitude 88°22'47" W.); within 2 miles each side of the Jacks Creek VOR 165° radial extending from the 5-mile radius area to 8 miles SE of the VOR; and the airspace extending upward from 1200 feet above the surface within 5 miles W and 8 miles E of the Jacks Creek VOR 345° and 165° radials extending 4 miles NW and 12 miles SE of the VOR.

Liberal, Kans.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of Liberal Municipal Airport (latitude 37°02'30" N., longitude 100°57'30" W.), and within 5 miles NE and 8 miles SW of the 328° radial of the Liberal VOR, extending from the VOR to 12 miles NW; and that airspace extending upward from 1,200 feet above the surface within 5 miles E and 8 miles W of the 025° radial of the Liberal VOR, extending from the VOR to 12 miles N, and within 6 miles SW and 9 miles NE of the 153° radial of the Liberal VOR, extending from the VOR to 14 miles SE.

§71.181 TRANSITION AREAS

Liberty, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Liberty Air Service Airport (latitude 30°04'30" N., longitude 94°41'50" W.); and within 2 miles each side of Daisetta VOR 303° radial extending from the 5-mile radius area to the VOR.

Lihue, Hawaii
That airspace extending upward from 700 feet above the surface within the area bounded on the NW by a line 5 miles NW of and parallel to the Lihue VOR 041° radial, on the NE by the arc of a 7-mile radius circle centered on the Lihue Airport (latitude 21° 59' 00" N., longitude 159° 21' 00" W.), on the SE by a line 2 miles NE of and parallel to the Lihue VOR 130° radial, and on the SW by the arc of a 5-mile radius circle centered on Lihue Airport; and that airspace extending upward from 1,200 feet above the surface within a 25-mile radius of the Lihue VOR, extending from the 7-mile radius area clockwise from a line 5 miles NW of and parallel to the Lihue VOR 041° radial to V-2.

Lima, Ohio
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center 40°42'31" N., 84°01'37" W. of Allen County Airport, Lima, Ohio; within 2 miles each side of the Lima VOR 090° radial extending from the 6-mile radius area to 8 miles east of the VOR.
That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at 40°30'00" N., 83°10'00" W. to 40°30'00" N., 83°50'00" W. to 40°29'00" N., 84°14'00" W., to 40°32'00" N., 84°30'00" W. to 40°51'00" N., 84°30'00" W., 40°51'00" N., 84°00'00" W., to 40°50'00" N., 83°30'00" W. to the point of beginning.

Lincoln, Nebr.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of the Lincoln Airport (latitude 40°50'45" N., longitude 96°45'20" W.) and within the area bounded by a line 5 miles west of and parallel to the Lincoln ILS localizer south course clockwise along a 17-mile arc centered on the Lincoln Airport to a line 2 miles east of and parallel to the Lincoln VORTAC 015° radial, within 5 miles west and 9 miles east of the Lincoln ILS localizer south course extending from the 9-mile radius to 13 miles south of the ILS OM; and that airspace extending upward from 1,200 feet above the surface bounded on the east by longitude 96°23'00" W., on the south by the north edge of V-216, on the west by longitude 97°02'00" W., a 29-mile arc centered on the Lincoln Airport and a line 8 miles NW of and parallel to the Lincoln VORTAC 040° radial, and on the northeast by a 30-mile arc centered on the Lincoln VORTAC and the area within 6 miles S and 5 miles N of the Lincoln VORTAC 267° radial extending from the 29-mile arc to 34 miles W of the VORTAC.

AMENDMENTS 8/18/66 31 F.R. 8910 (Rewritten); Correction 31 F.R. 11595

Little Rock, Ark.
That airspace extending upward from 700 feet above the surface within an area beginning at latitude 34°28'00" N., longitude 92°22'00" W., to latitude 34°28'00" N., longitude 92°32'00" W., to latitude 34°37'00" N., longitude 92°33'00" W., to latitude 35°06'00" N., longitude 92°18'00" W., to latitude 35°06'00" N., longitude 91°58'00" W., to latitude 34°47'00" N., longitude 91°56'00" W., to latitude 34°31'00" N., longitude 92°01'00" W., to point of beginning, and within 2 miles each side of the Little Rock VORTAC 137° radial, extending from the VORTAC to the north boundary of the Pine Bluff, Ark., transition area; and that airspace extending upward from 1,200 feet above the surface within an area bounded by a line beginning at latitude 34°26'00" N., longitude 93°31'00" W., to latitude 35°00'00" N., longitude 93°13'00" W., to latitude 35°28'00" N., longitude 92°25'00" W., to latitude 35°23'00" N., longitude 91°34'00" W., to latitude 34°46'00" N., longitude 91°15'00" W., to latitude 33°53'00" N., longitude 91°56'00" W., to latitude 34°17'00" N., longitude 93°26'00" W. to point of beginning, including the airspace bounded on the N by V-54, on the S by V-16, and on the W by a line through latitude 34°46'00" N, longitude 91°15'00" W and latitude 33°53'00" N, longitude 91°56'00" W; and that airspace extending upward from 5,000 feet MSL within an area bounded by a line beginning at latitude 35°00'00" N, longitude 93°13'00" W., to latitude 35°44'00" N., longitude 92°57'00" W., to latitude 35°59'00" N., longitude 92°00'00" W., to latitude 35°33'00" N., longitude 91°32'00" W., to latitude 35°23'00" N., longitude 91°34'00" W., to latitude 35°28'00" N., longitude 92°25'00" W., to point of beginning; excluding the portion extending upward from 5,000 feet MSL that lies within federal airways.

Livingston, Mont.
That airspace extending upward from 1,200 feet above the surface within 5 miles NE and 8 miles SW of the Livingston VORTAC 150° and 330° radials, extending from 7 miles SE to 14 miles NW of the VORTAC; and within a 12-mile radius of the Livingston VORTAC, extending from the 261° VORTAC radial clockwise to the 085° VORTAC radial.

AMENDMENTS 3/3/66 31 F. R. 83 (Added)

London, Ky.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of the center 37°05'20" N., 84°04'27" W. of Corbin-London Memorial Airport, London, Ky., and within 2 miles each side of the London VOR 205° radial extending from the 8-mile radius area to 8 miles SW of the VOR.
That airspace extending upward from 1200 feet above the surface bounded by a line beginning at 36°50'00" N., 84°18'00" W. to 37°13'00" N., 84°18'00" W. to 37°13'00" N., 83°52'00" W. to 36°50'00" N., 83°52'00" W. to the point of beginning.

Lone Rock, Wis.
That airspace extending upward from 1,200 feet above the surface within 10 miles S and 7 miles N of the Lone Rock VORTAC 089° and 269° radials, extending from 9 miles E to 20 miles W of the VORTAC.

Lone Star, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Lone Star Airport (latitude 32°55'40" N., longitude 94°44'50" W.); and within 2 miles each side of the 316° bearing from the Lone Star RBN, extending from the 5-mile radius area to 8 miles NW of the RBN.

Longview, Tex.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Gregg County Airport, Longview, Tex. (latitude 32°23'05" N., longitude 94°42'45" W.); within 2 miles each side of the Gregg County ILS localizer NW course, extending from the 6-mile radius area to 8 miles NW of the OM, within 2 miles each side of the Gregg County ILS localizer SE course, extending from the 6-mile radius area to 14 miles SE of the airport, and within 2 miles each side of the Gregg County VOR 313° radial extending from the 6-mile radius area to 8 miles NW of the VOR.

Los Angeles, Calif.
That airspace extending upward from 700 feet above the surface bounded by a line beginning at latitude 34°05'00" N., longitude 118°33'00" W.; to latitude 34°05'00" N., longitude 118°15'00" W.; to latitude 34°00'00" N., longitude 118°07'00" W.; to latitude 33°56'00" N., longitude 117°53'00" W.; to latitude 33°46'00" N., longitude 117°45'00" W.; to latitude 33°39'00" N., longitude 117°30'00" W.; to latitude 33°30'00" N., longitude 117°30'00" W.; to latitude 33°30'00" N., longitude 117°45'00" W.; to latitude 33°45'00" N., longitude 118°15'00" W.; to latitude 33°45'00" N., longitude 118°22'00" W.; to latitude 33°53'00" N., longitude 118°33'00" W.; thence to point of beginning; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 34°00'00" N., longitude 119°05'00" W.; to latitude 34°00'00" N., longitude 118°33'00" W.; to latitude 33°53'00" N., longitude 118°33'00" W.; to latitude 33°45'00" N., longitude 118°22'00" W.; to latitude 33°45'00" N., longitude 118°15'00" W.; to latitude 33°30'00" N., longitude 117°45'00" W.; to latitude 33°30'00" N., longitude 118°34'00" W.; to latitude 33°28'30" N., longitude 118°34'00" W.; to latitude 33°28'30" N., longitude 119°07'00" W.; to latitude 33°52'03" N., longitude 119°06'59" W.; thence to point of beginning.

Louisville, Ky.
That airspace extending upward from 700 feet above the surface within a 12-mile radius of the center, 38°10'33" N., 85°44'12" W. of Standiford Field, Louisville, Ky., within 5 miles E and 8 miles W of the Standiford ILS localizer S course extending from the 12-mile radius area to 12 miles S of the OM; within a 6-mile radius of the center, 37°54'25" N., 85°58'15" W. of Godman AAF, Fort Knox, Ky., within 5 miles E and 8 miles W of the 167° radial of the Fort Knox VOR (37°54'27" N., 85°58'23" W.) extending from the VOR to 12 miles S of the VOR; within 2 miles each side of the 326° radial of the Fort Knox VOR extending from the 6-mile radius area to 8 miles NW of the VOR; within 2 miles each side of the 354° bearing from the Fort Knox RBN extending from the 6 mile radius area to 8 miles N of the RBN; within 2 miles each side of the Fort Knox VOR 005° radial extending from the 6-mile radius area to 8 miles N of the VOR.
That airspace extending upward from 1,200 feet above the surface beginning at 37°26'00" N., 86°30'00" W. to 38°57'00" N., 86°30'00" W. to 38°57'00" N., 86°06'00" W. to 39°10'00" N., 86°06'00" W. to 39°10'00" N., 85°39'00" W. to 39°12'00" N., 85°30'00" W. to 38°26'00" N., 85°15'00" W. to 38°24'00" N., 85°00'00" W. to 37°25'00" N., 85°00'00" W. to 37°05'00" N., 85°11'00" W. to 37°00'00" N., 85°34'00" W. to 37°32'00" N., 85°45'00" W.; to point of beginning.

AMENDMENTS 2/3/66 30 F. R. 14968 (Added)

Lovelock, Nev.
That airspace extending upward from 1,200 feet above the surface within 10 miles N and 7 miles S of the Lovelock VORTAC 068° and 248° radials, extending from 20 miles E to 7 miles W of the VORTAC, and within 7 miles NW and 10 miles SE of the Lovelock VORTAC 058° and 238° radials, extending from 20 miles SW to 7 miles NE of the VORTAC.

Lubbock, Tex.
That airspace extending upward from 700 feet above the surface within a 20-mile radius of latitude 33°42'15" N., longitude 101°54'45" W.; and that airspace extending upward from 1,200 feet above the surface within an area bounded by a line beginning at latitude 34°40'00" N., longitude 102°18'00" W., to latitude 34°40'00" N., longitude 100°45'00" W., to latitude 34°05'00" N., longitude 100°17'00" W.; to latitude 33°43'00" N., longitude 100°49'00" W.; to latitude 33°12'00" N., longitude 100°35'00" W.; to latitude 33°11'00" N., longitude 101°07'00" W.; to latitude 32°59'00" N., longitude 102°43'30" W.; to latitude 33°09'30" N., longitude 103°01'00" W.; to latitude 33°30'00" N., longitude 103°30'00" W.; to latitude 34°22'00" N., longitude 102°22'00" W.; to point of beginning; excluding that airspace within the Childress, Tex., transition area.

Lucin, Utah
That airspace extending upward from 1,200 feet above the surface within 10 miles N and 7 miles S of the Lucin VOR 096° and 276° radials, extending from 9 miles W to 20 miles E of the VOR, excluding the airspace within Federal airways.

Lufkin, Tex.
That airspace extending upward from 700 feet above the surface within 8 miles E and 5 miles W of the Lufkin VOR 157° radial, extending from the VOR to 12 miles SE; within 5 miles each side of the Lufkin VOR 337° radial extending from the VOR to 5 miles NW, and that airspace extending upward from 1,200 feet above the surface within a 25 miles radius of the Lufkin VOR.

AMENDMENTS 9/15/66 31 F.R. 10115 (Rewritten)

Lynchburg, Va.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of the center 37°19'40" N., 79°12'05" W., of Lynchburg-Preston Glenn Airport, Lynchburg, Va.; within 2 miles each side of the airport ILS localizer SW course extending from the 8-mile radius area to the Evington RBN; within 2 miles each side of the Lynchburg VORTAC 201° radial extending from the 8-mile radius area to 8 miles SW of the VORTAC, within 2 miles each side of the Lynchburg VORTAC 076° radial extending from the 8-mile radius area to 11 miles E of the VORTAC.
That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at 37°40'00" N., 79°30'00" W., to 37°40'00" N., 78°14'30" W., to 37°00'00" N., 78°38'00" W., to 37°00'00" N., 79°30'00" W., to the point of beginning.

Macon, Ga.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Robins AFB; within 8 miles SE and 5 miles NW of the Macon ILS localizer SW course extending from the Macon Municipal Airport (latitude 32°41'35" N., longitude 83°38'50" W.) to 12 miles SW of the ILS OM; within a 6-mile radius of the Smart Airport (latitude 32°49'20" N., longitude 83°33'50" W.); that airspace extending upward from 1,200 feet above the surface within a 35-mile radius of the Macon VORTAC (latitude 32°41'27" N., longitude 83°38'50" W.); within the area N of Macon bounded on the N by V-18S, on the E by V-35, and on the SW by V-267; within the area SE of Macon bounded on the NW by V-70, on the NE by V-5, on the E by V-157 and on the SW by V-243; that airspace extending upward from 3,000 feet MSL within the area NE of Macon extending from the 35-mile radius area bounded on the N by V-18S, on the E by longitude 82°50'00" W., on the SE by V-56, and on the W by V-35; within the area E of Macon extending from the 35-mile radius area bounded on the NW by V-56, on the N by a line extending through latitude 33°03'50" N., longitude 82°50'00" W. and latitude 33°03'40" N., longitude 82°30'00" W., on the E by longitude 82°30'00" W., on the SE by V-70, and on the S by V-154; excluding the portion that coincides with the Atlanta, Ga., transition area.

AMENDMENTS 2/3/66 30 F. R. 14970 (Rewritten); 4/28/66 31 F. R. 2888 (Changed)
AMENDMENTS 7/21/66 31 F. R. 6827 (Changed); 7/21/66 31 F. R. 7559 (Changed)

Madison, Minn.
That airspace extending upward from 1,200 feet above the surface within 9 miles N and 6 miles S of the Watertown, S. Dak., VOR 086° radial, extending from 37 miles E to 64 miles E of the VOR.

Madison, Wis.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of Truax Field, Madison, Wis. (latitude 43°08'15" N., longitude 89°20'10" W.), within 2 miles each side of the Madison ILS localizer S course, extending from the 9-mile radius area to 12 miles S of the OM, within 8 miles NE and 5 miles SW of the Truax VOR 134° radial, extending from the 9-mile radius area to 12 miles SE of the VOR, within 8 miles SW and 5 miles NE of the Truax VOR 320° radial, extending from the 9-mile radius area to 12 miles NW of the VOR; and that airspace extending upward from 1,200 feet above the surface bounded on the N by a line extending from latitude 43°43'00" N., longitude 89°55'00" W., to latitude 43°30'00" N., longitude 88°30'00" W., on the E by longitude 88°30'00" W., on the S by latitude 42°45'00" N., and on the W by longitude 89°55'00" W.

AMENDMENTS 1/28/66 31 F. R. 1145 (Changed)

Madisonville, Ky.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center 37°21'17" N., 87°24'02" W. of Madisonville Airport, Madisonville, Ky., and within 2 miles each side of the Central City VOR 256° radial extending from the 5-mile radius area to the VOR, said area effective from sunrise to sunset daily.

Malad City, Idaho
That airspace extending upward from 1,200 feet above the surface within 9 miles E and 6 miles W of the Malad City VORTAC 165° and 345° radials, extending from 18 miles S to 8 miles N of the VORTAC, and within 5 miles N and 8 miles S of the Malad City VORTAC 290° radial, extending from the VORTAC to 12 miles W of the VORTAC.

Malden, Mo.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Malden Municipal Airport (latitude 36°36'30" N., longitude 89°59'00" W.), and within 2 miles each side of the Malden VOR 120° radial, extending from the 6-mile radius to 8 miles SE of the VOR; and that airspace extending upward from 1,200 feet above the surface within 5 miles SW and 8 miles NE of the Malden VOR 120° and 300° radials, extending from 2 miles NW to 12 miles SE of the VOR.

Manhattan, Kans.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Manhattan Airport (latitude 39°08'35" N., longitude 96°40'05" W.), within 2 miles each side of the Manhattan VOR 046° radial extending from the 7-mile radius area to 8 miles NE of the VOR; within 2 miles NE and 3 miles SW of the 127° bearing from the Manhattan RBN, extending from the RBN to 10 miles SE; within 6 miles S and 9 miles N of the Fort Riley VOR 059° radial extending from the VOR to 21 miles NE; within 2 miles each side of the Fort Riley VOR 222° radial extending from the VOR to 8 miles SW; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 39°27'00" N., longitude 96°31'00" W., direct to latitude 39°02' 50" N., longitude 97°28'20" W., thence S clockwise along the arc of the 14-mile radius circle centered on the Salina VORTAC, to the N edge of V-4S, thence E along the N boundary of V-4s to the Emporia VORTAC 346° radial, thence N along the Emporia VORTAC 346° radial to the point of beginning.

AMENDMENTS 10/13/66 31 F.R. 11015 (Rewritten); 31 F.R. 11546 (Correction)

Manistee, Mich.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Manistee Blacker Airport, Manistee, Mich. (latitude 44°16'00" N., longitude 86°15'00" W.) and within 5 miles north and 8 miles south of the 274° bearing from Manistee Blacker Airport, extending from the airport to 15 miles west.

Manitowoc, Wis.
That airspace extending upward from 700 feet above the surface within 8 miles west and 5 miles east of the Manitowoc VOR 343° and 163° radials extending from 2 miles south to 13 miles north of the VOR, and within 8 miles west and 5 miles east of the Manitowoc VOR 176° radial extending from the VOR to 12 miles south of the VOR.

Mankato, Minn.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Mankato Municipal Airport (latitude 44°08'44" N., longitude 93°59'04" W.) and within 2 miles each side of the Mankato VOR 149° radial, extending from the 5-mile radius area to 8 miles southeast of the VOR, and that airspace extending upward from 1,200 feet above the surface within 5 miles southwest and 8 miles northeast of the Mankato VOR 149° and 329° radials, extending from 13 miles southeast to 7 miles northwest of the VOR.

Mansfield, Mass.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 42°00'05" N., 71°11'55" W., of the Mansfield Municipal Airport, Mansfield, Mass., and within 2 miles each side of the Whitman, Mass., VOR 249° radial extending from the 5-mile radius area to the VOR, excluding that portion that councides with the Boston, Mass., transition area.

AMENDMENTS 6/23/66 31 F.R. 6354 (Added)

Mansfield, Ohio
That airspace extending upward from 700 feet above the surface within an 8.5 mile radius of the Mansfield Municipal Airport (latitude 40°49'15" N., longitude 82°30'45" W.); and within a 5-mile radius of the Galion Municipal Airport (latitude 40°45'10" N., longitude 82°43'35" W.); within 5 miles SW and 8 miles NE of the Mansfield Airport ILS localizer SE course, extending from the ILS LOM to 12 miles SE, within 2 miles each side of the Mansfield VORTAC 308° radial, extending from the VORTAC to 12 miles NW of the VORTAC; within 2 miles each side of the Mansfield VORTAC 221° radial, extending from the Galion Municipal Airport 5-mile radius area to the VORTAC; and that airspace extending upward from 1,200 feet above the surface within an area bounded by a line extending from the Tiverton VORTAC; to latitude 40°30'00" N., longitude 83°10'00" W., to latitude 40°50'00" N., longitude 83°30'00" W., to latitude 41°11'00" N., longitude 83°19'00" W., to latitude 41°14'00" N., longitude 82°57'00" W.; thence counterclockwise via a 21-mile radius arc of the Griffing-Sandusky Airport (latitude 41°26'00" N., longitude 82°39'05" W.) to latitude 41°08'40" N., longitude 82°32'00" W.; to latitude 40°56'30" N., longitude 82°12'00" W; thence counterclockwise via a 37-mile radius arc of the Cleveland-Hopkins Airport (latitude 41°24'30" N., longitude 81°51'00" W.) to latitude 40°54'00" N., longitude 82°04'00" W. to the point of beginning.

Maples, Mo.
That airspace extending upward from 1,200 feet above the surface within 8 miles SE and 5 miles NW of the Maples VOR 057° and 237° radials, extending from 7 miles NE to 13 miles SW of the VOR, excluding that portion within the Fort Leonard Wood, Mo., transition area.

Marathon, Fla.
That airspace extending upward from 2,000 feet above the surface, bounded on the N by V-35, on the E by Long. 80°25'00" W., on the S by Lat. 24°20'00" N., and on the W by control area 1233.

Marfa, Tex.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Marfa Municipal Airport (latitude 30°22'15" N., longitude 104°01'15" W.) and within 5 miles NE and 8 miles SW of the Marfa VOR 324° and 144° radials extending from the 7-mile radius area to 14 miles SE of the VOR.
AMENDMENT 1/5/67 31 F.R. 13698 (Added)

Marion, Ill.
That airspace extending upward from 700 feet above the surface bounded by a line beginning NE of Marion, Ill., at latitude 37°53'40" N., longitude 88°48'35" W., thence W to latitude 37°56'25" N., longitude 89°02'40" W., thence W to latitude 37°58'45" N., longitude 89°20'25" W., thence S to latitude 37°48'30" N., longitude 89°23'50" W., thence S along longitude 89°23'50" W., to latitude 37°43'30" N., thence SE to latitude 37°32'50" N., longitude 88°59'05" W., thence NE to latitude 37°42'35" N., longitude 88°52'15" W., thence N to the point of beginning.

Marion, Ind.
That airspace extending upward from 700 feet above the surface within a 12-mile radius of Marion Municipal Airport, Marion, Ind. (latitude 40°29'25" N., longitude 85°40'40" W.), and within 8 miles S and 5 miles N of the Marion VOR 042° radial extending from the 12-mile radius area to 14 miles NE of the airport.

Marion, Ky.
That airspace extending upward from 1,200 feet above the surface, bounded on the NE by a line extending from latitude 37°25'50" N., longitude 88°17'40" W., to latitude 37°18'05" N., longitude 87°54'40" W., on the SE by V-178 and on the NW by V-11.

Marion, Ohio
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Marion Muncipal Airport (latitude 40°36'55" N., longitude 83°03'55" W.); within 2 miles each side of a 328° bearing from the Marion RBN extending from the 5-mile radius area to 8 miles NW of the RBN.

AMENDMENTS 7/12/66 31 F.R. 9446 (Changed)

Marquette, Mich.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Marquette County Airport (latitude 46°32'03" N., longitude 87°33'35" W.); within 8 miles S and 5 miles N of the Marquette VOR 250° radial extending from the VOR to 12 miles W of the VOR; within an 8-mile radius of K. I. Sawyer AFB (latitude 46°21'15" N., longitude 87°23'40" W.); within 2 miles each side of the K. I. Sawyer AFB ILS localizer course extending from the 8-mile radius area to 12 miles S of the LOM; within 2 miles each side of the K. I. Sawyer AFB TACAN 183° radial, extending from the 8-mile radius area to 12 miles S of the TACAN; and within 2 miles E and 5 miles W of the K. I. Sawyer AFB TACAN 015° radial, extending from the 8-mile radius area to 12 miles N of the TACAN; and that airspace extending upward from 1,200 feet above the surface within a 40-mile radius of K. I. Sawyer AFB, excluding the portion which overlies the Escanaba, Mich., transition area.

AMENDMENTS 3/3/66 30 F. R. 15464 (Added)

Marshfield, Wis.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Marshfield Municipal Airport (latitude 44°38'10" N., longitude 90°11'20" W.), and within 2 miles each side of the 216° bearing from Marshfield Municipal Airport extending from the 5-mile radius area to 8 miles SW of the airport; and that airspace extending upward from 1,200 feet above the surface within 5 miles NW and 8 miles SE of the 216° bearing from Marshfield Municipal Airport extending from the airport to 12 miles SW of the airport.

AMENDMENTS 6/23/66 31 F. R. 5950 (Added); Corr: 31 F. R. 6826:

Martinsburg, Pa.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center, 40°17'50" N., 78°19'10" W. of Blair County Airport, Martinsburg, Pa.

Martinsburg, W. Va.
That airspace extending upward from 700 feet above the surface within a 12-mile radius of the center, 39°24'05" N., 77°59'00" W., of Martinsburg Airport, Martinsburg, W. Va.
That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at: 39°50'00" N., 77°47'00" W., to 39°50'00" N., 77°30'00" W., to 39°16'00" N., 77°30'00" W., to 39°05'26" N., 78°12'02" W., to 38°51'15" N., 78°12'21" W., to 38°43'00" N., 78°12'00" W., to 38°43'00" N., 78°58'00" W., to 39°18'00" N., 78°58'00" W., to 39°19'00" N., 78°50'00" W., to 39°24'00" N., 78°50'00" W., to 39°25'00" N., 78°58'00" W., to 39°30'00" N., 78°58'00" W., to 39°30'00" N., 78°30'00" W., to the point of beginning.

Marysville, Calif.
That airspace extending upward from 700 feet above the surface within a 10-mile radius of Beale AFB (latitude 39°08'10" N., longitude 121°26'05" W.); within an 8-mile radius of Yuba County Airport, Marysville, Calif. (latitude 39°05'50" N., longitude 121°34'00" W.), within 8 miles west and 5 miles east of the Beale VOR 162° and 342° radials, extending from the Beale 10-mile radius area to 6.5 miles north of the VOR; within 8 miles west and 5 miles east of the Marysville VOR 343° radial, extending from the Yuba County 8-mile radius area to 12 miles north of the VOR, and within 8 miles southwest and 5 miles northeast of the Marysville VOR 153° radial, extending from the Yuba County 8-mile radius area to 12 miles southeast of the VOR; that airspace extending upward from 1,200 feet above the surface bounded on the east by a line extending from latitude 40°00'00" N., longitude 120°30'00" W., to latitude 39°30'00" N., longitude 120°30'00" W., to latitude 39°30'00" N., longitude 120°55'00" W., to latitude 39°00'00" N., longitude 120°55'00" W., on the south by latitude 39°00'00" N., on the west by the west boundary of V-23, on the northwest by the Red Bluff, Calif., transition area, and on the north by latitude 40°00'00" N.; that airspace extending upward from 8,500 feet MSL bounded on the south by latitude 40°00'00" N., on the west by the Red Bluff, Calif., transition area, on the north by latitude 40°45'00" N., and on the east by a line extending from latitude 40°45'00" N., longitude 121°39'00" W., to latitude 40°23'00" N., longitude 121°39'00" W., to latitude 40°23'00" N., longitude 121°25'00" W., to latitude 40°00'00" N., longitude 121°25'00" W.; that airspace extending upward from 10,500 feet MSL bounded on the east by longitude 120°19'00" W., on the south by a line extending from latitude 39°30'00" N., longitude 120°19'00" W., to latitude 39°30'00" N., longitude 120°30'00" W., to latitude 40°00'00" N., longitude 120°30'00" W., to latitude 40°00'00" N., longitude 121°25'00" W., on the west by longitude 121°25'00" W., and on the north by latitude 40°45'00" N.; that airspace extending upward from 12,500 feet MSL bounded on the east by longitude 121°25'00" W., on the south by latitude 40°23'00" N., on the west by longitude 121°39'00" W., and on the north by latitude 40°45'00" N.

Mason City, Iowa
That airspace extending upward from 700 feet above the surface within 8 miles E and 5 miles W of the Mason City VOR 182° and 002° radials; and extending from 7 miles N to 12 miles S of the VOR and within 2 miles each side of the Mason City VOR 002° radial extending from 10 miles N to 18 miles N of the VOR; and that airspace extending upward from 1,200 feet above the surface within 5 miles E and 8 miles W of the Mason City VOR 002° radial extending from 7 miles N to 22 miles N of the VOR; and within the area bounded on the W by a line 5 miles W of and parallel to the Mason City VOR 349° radial, on the SE by a line 5 miles SE of and parallel to the Mason City VOR 038° radial and on the N by the arc of a 22-mile radius circle centered on the Mason City VOR; and within the area bounded on the NE by a line 5 miles NE of and parallel to the Mason City VOR 128° radial, on the NW by a line 5 miles NW of and parallel to the Mason City VOR 236° radial and on the S by the arc of a 12-mile radius circle centered on the Mason City VOR; and within the area bounded on the NE by a line 5 miles NE of and parallel to the Mason City VOR 152° radial, on the W by a line 5 miles W of and parallel to the Mason City VOR 182° radial and on the S by the arc of a 20-mile radius circle centered on the Mason City VOR.

Massena, N. Y.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 44°56'10" N., 74°50'50" W., of Richards Field, Massena, N. Y.; within 3 miles each side of the Massena VOR 104° and 284° radials extending from the 5-mile radius to 8 miles east of the VOR excluding the airspace within Canada.

AMENDMENTS 2/3/66 30 F. R. 14918 (Rewritten)

Mattoon, Ill.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Coles County Memorial Airport (latitude 39°28'46" N., longitude 88°17'05" W.), within 8 miles northwest and 9 miles southeast of the 231° and 051° radials of the Mattoon VOR, extending from 1 mile northeast of the VOR to 13 miles southwest of the VOR, and within 2 miles each side of the 060° radial of the Mattoon VOR, extending from the 6-mile radius area to 8 miles northeast of the VOR, and that airspace extending upward from 1,200 feet above the surface within 8 miles northwest and 5 miles southeast of the 060° radial of the Mattoon VOR, extending from the VOR to 12 miles northeast, and within 5 miles each side of the 140° radial of the Mattoon VOR, extending from the VOR southeast to V-14.

Maxwell, Calif.
That airspace extending upward from 1,200 feet above the surface bounded on the E by V-195, on the S by V-200, on the W by V-25 and on the N by the Red Bluff, Calif., transition area.

McAlester, Okla.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the McAlester, Okla. Airport (latitude 34°53'05" N., longitude 95°46'55" W.); within 2 miles each side of the McAlester VOR 176° radial extending from the 5-mile radius area to 8 miles S of the VOR.

McComb, Miss.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the McComb-Pike County Airport; and that airspace extending upward from 1,200 feet above the surface bounded on the E by V-9, on the S by the New Orleans, La., transition area, on the W by V-114N, and on the N by the N boundary of V-222; within a 14-mile radius of the McComb VORTAC; within 8 miles S and 5 miles N of the McComb VORTAC 254° radial, extending from the 14-mile radius area to 17 miles W of the VORTAC.

AMENDMENT 1/5/67 31 F.R. 14547 (Changed)

McCook, Nebr.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of McCook, Nebr., Municipal Airport (latitude 40°12'26" N., longitude 100°35'20" W.); within 8 miles NE and 5 miles SW of the 120° bearing from McCook Municipal Airport, extending from the airport to 13 miles SE of the airport; and within 8 miles NE and 5 miles SW of the 319° bearing from McCook Municipal Airport, extending from the airport to 12 miles NW of the airport; and that airspace extending upward from 1,200 feet above the surface within 5 miles each side of a line from McCook Municipal Airport direct to the Hayes Center, Nebr., VORTAC, extending from the airport to the Hayes Center VORTAC.

AMENDMENT 4/28/66 31 F. R. 4108 (Rewritten)

McGrath, Alaska
That airspace extending upward from 700 feet above the surface within a 23-mile radius of the McGrath VORTAC extending clockwise from the 308° to the 334° radials of the McGrath VORTAC; that airspace extending upward from 1,200 feet above the surface within a 23-mile radius of the McGrath VORTAC extending clockwise from 334° to the 308° radials of the McGrath VORTAC; within 9 miles NE and 8 miles SW of the McGrath VORTAC 122° radial extending from the 23-mile radius area to 26 miles SE of the VORTAC; and within 5 miles each side of the McGrath VORTAC 003° radial extending from the 23-mile radius area to 34 miles N of the VORTAC.

AMENDMENTS 9/15/66 31 F.R. 9863 (Rewritten)

Medford, Oreg.
That airspace extending upward from 700 feet above the surface within 2 miles each side of the Medford ILS localizer N course, extending from 3 miles N to 9 miles N of the OM; that airspace extending upward from 1,200 feet above the surface within an 18-mile radius of the Medford VORTAC, extending clockwise from the E edge of V-121 to the SE edge of V-122, within a 23-mile radius of Medford VORTAC, extending clockwise from the SE edge of V-122 to the E edge of V-23; that airspace E and S of Medford, extending from the 18-mile radius area bounded on the N by latitude 42°28'00" N., on the E by the arc of a 40-mile radius circle centered on the Klamath Falls, Oreg., VORTAC, on the S by latitude 42°04'00" N., and on the W by the W edge of V-23; that airspace SW of Medford, extending from the 18-mile radius area bounded on the E by the W edge of V-23, and on the W by the E edge of V-23W; that airspace N of Medford, extending from the 23-mile radius area bounded on the SW by the SW edge of V-23W, on the N by latitude 42°52'00" N., and on the E by the E edge of V-23; within 16 miles W and 11 miles E of the Medford VORTAC 353° radial, extending from 25 miles to 65 miles N of the VORTAC; and that airspace extending upward from 6,200' MSL within 5 miles each side of the Medford VORTAC 271° radial, extending from the 23-mile radius area to V-27.

AMENDMENTS 11/10/66 31 F.R. 11862 (Rewritten)

Melbourne, Fla.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the John F. Kennedy Memorial Airport (latitude 28°06'05" N., longitude 80°38'10" W.); within a 7-mile radius of Patrick AFB (latitude 28°14'05" N., longitude 80°36'35" W.); that airspace extending upward from 1,200 feet above the surface within the arc of a 25-mile radius circle centered at the Patrick AFB, excluding that portion within the arc of a 35-mile radius circle centered at Herndon Municipal Airport, Orlando, Fla. (latitude 28°32'40" N., longitude 81°19'55" W.).

Memphis, Tenn.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Memphis Metropolitan Airport (latitude 35°03'00" N., longitude 89°58'15" W.); within 2 miles each side of the Memphis Runway 9 ILS localizer west course, extending from the 7-mile radius area to 8 miles west of the OM; within 2 miles each side of the Memphis Runway 9 ILS localizer east course, extending from the 7-mile radius area to 16 miles east of the airport; within 2 miles each side of the Memphis Runway 35 ILS localizer south course, extending from the 7-mile radius area to 8 miles south of the OM; within 2 miles each side of the Memphis VORTAC 353° radial, extending from the 7-mile radius area to 8 miles north of a 056° bearing from the Brooks RBN, excluding the portion that would coincide with the Memphis NAS, Tenn., transition area; within an 8-mile radius of the West Memphis Airport (latitude 35°08'24" N., longitude 90°14'00" W.); within 2 miles each side of the Memphis VORTAC 311° radial, extending from the 8-mile radius area to 31 miles NW of the Memphis VORTAC; within an 8-mile radius of the Twinkle Town Airport (latitude 34°55'45" N., longitude 90°10'05" W.); within 2 miles each side of the Memphis VORTAC 265° radial extending from the 8-mile radius area to the VORTAC; and that airspace extending upward from 1,200 feet above the surface within a 36-mile radius of the Memphis Metropolitan Airport; within the area northwest of Memphis extending beyond the 36-mile radius area bounded on the north by V-140, on the east by V-9W, on the south by V-54N and on the west by V-69; and within the area southeast of Memphis extending beyond the 36-mile radius area bounded on the north by the north boundary of V-176, on the east by longitude 89°20'00" W., on the south by latitude 34°09'30" N., and on the west by V-9E.

AMENDMENT 3/16/66 31 F.R. 4839 (Changed); 9/15/66 31 F. R. 9447 (Changed)

NAS Memphis, Tenn.
That airspace extending upward from 700 feet above the surface within a 12-mile radius of NAS Memphis (latitude 35°21'15" N., longitude 89°52'10" W.), and within 2 miles each side of the NAS Memphis VOR 083° radial, extending from the 12-mile radius area to 14 miles E of NAS Memphis.

Menominee, Mich.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Menominee County Airport (latitude 45°07'25" N., longitude 87°38'20" W.) and within 5 miles E and 8 miles W of the Menominee VOR 351° and 171° radials, extending from 12 miles N to 3 miles S of the VOR and that airspace extending upward from 1,200 feet above the surface within 5 miles SW and 8 miles NE of the 320° bearing from the Menominee County Airport extending from the airport to 12 miles NW of the airport.

Merced, Calif.
That airspace extending upward from 700 feet above the surface within a 10-mile radius of the Castle Air Force Base (latitude 37°22'45" N., longitude 120°34'00" W.); within a 7-mile radius of Merced Municipal Airport (latitude 37°17'10" N., longitude 120°30'55" W.) and within 2 miles each side of the Castle ILS localizer SE course, extending from the Merced 7-mile radius area to 12 miles SE of the OM; that airspace extending upward from 1,200 feet above the surface bounded on the NE and E by V-459, on the S by V-230, on the W by V-109 and on the N by V-244, excluding the portions within the Fresno, Stockton, and Modesto, Calif., transition areas; that airspace extending upward from 7,500 feet MSL NE of Merced bounded on the E by V-283, on the SW by V-459, and on the N by V-244, and that airspace extending upward from 12,000 feet MSL E of Merced bounded on the E by longitude 119°30'00" W., on the S by the Fresno, Calif., transition area, on the W by V-283 and on the N by V-244.

PENDING AMENDMENT
In the Merced, Calif. transition area delete, and within 2 miles each side of the Castle ILS localizer SE course, extending from the Merced 7-mile radius area to 12 miles SE of the OM; and substituted therefor, and within 2 miles each side of the Castle VOR 141° and 321° radials extending from the Merced 7-mile radius area to 3 miles SE of the Castle VOR:

AMENDMENTS 2/2/67 31 F. R. 15569 (Changed)

Mercury, Nev.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Mercury Airport (latitude 36°39'16" N., longitude 116°00'54" W.); that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 36°41'00" N., longitude 116°26'30" W., to latitude 36°41'00" N., longitude 115°55'00" W., to latitude 36°16'00" N., longitude 115°55'00" W., to latitude 36°16'00" N., longitude 116°08'00" W., to latitude 36°36'00" N., longitude 116°26'30" W., thence to point of beginning, excluding the portion within R-4808.

Meridian, Miss. (Key Field)
That airspace extending upward from 700 feet above the surface within an 11-mile radius of Key Field (latitude 32°19'58" N., longitude 88°45'05" W.), excluding that portion which coincides with the Meridian, Miss. (NAAS Meridian) transition area; within 8 miles E and 5 miles W of the Meridian ILS localizer S course extending from the Meridian RBN to 13 miles S of the RBN; within 8 miles E and 5 miles W of the 191° bearing from the Meridian RBN extending from the RBN to 13 miles S; within 8 miles SW and 5 miles NE of the Meridian VORTAC 315° radial extending from the VORTAC to 13 miles NW; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at the intersection of the N edge of V-18N and a 30-mile radius arc centered on Key Field, extending NW along V-18N to longitude 89°30'00" W., thence N to latitude 32°47'00" N., longitude 89°30'00" W., thence ESE to latitude 32°43'15" N., longitude 88°48'05" W., thence N to latitude 32°46'50" N., longitude 88°47'05" W., thence NW to latitude 33°03'00" N., longitude 88°57'40" W., thence NE to the intersection of longitude 88°47'00" W. and a 40-mile radius arc centered at Columbus, Miss., AFB (latitude 33°38'38" N., longitude 88°26'39" W.), thence E along that arc to longitude 88°00'00" W., thence S along longitude 88°00'00" W. to the SE boundary of V-209, thence SW along the SE boundary of V-209 to the N boundary of V-154, thence to latitude 32°18'00" N., longitude 88°20'00" W., thence to the intersection of the E boundary of V-209 and a 30-mile radius arc centered at Key Field, thence clockwise along that arc to the W boundary of V-194, thence SW along the W boundary of V-194 to latitude 32°07'00" N., thence to the intersection of longitude 89°28'00" N. and the S boundary of V-18S, thence E along V-18S to a 30-mile radius arc centered at Key Field, thence clockwise along that arc to point of beginning.

AMENDMENTS 9/15/66 31 F.R. 9863 (Changed); Amend. Alt. 31 F.R. 10571

Meridian, Miss. (NAAS Meridian)
That airspace extending upward from 700 feet above the surface within a 10-mile radius of NAAS Meridian (latitude 32°33'27" N., longitude 88°33'33" W.).

Miami, Fla.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Miami International Airport (latitude 25°47'35" N., longitude 80°17'10" W.); within 5 miles S and 8 miles N of the Miami Runway 9-L ILS localizer W course, extending from the airport to 12 miles W of the Runway 9-L ILS LOM; within 5 miles N and 8 miles S of the Miami Runway 27-L ILS localizer E course, extending from the airport to 12 miles E of the Runway 27-L ILS LOM; within 5 miles S and 8 miles N of the Runway 9-L ILS localizer E course, extending from the airport to 12 miles E of the INT of Runway 9-L ILS localizer E course and the Biscayne Bay VOR 351° radial; within 2 miles each side of the Miami VORTAC 139° radial, extending from the 7-mile radius area to the VORTAC; within a 4-mile radius of the Tamiami Airport, Fla. (latitude 25°45'15" N., longitude 80°22'35" W.); within a 6-mile radius of Opa Locka Airport, Fla. (latitude 25°54'25" N., longitude 80°16'40" W.); within 2 miles each side of the Miami VORTAC 108° radial, extending from the 6-mile radius area to the VORTAC; within a 7-mile radius of Fort Lauderdale-Hollywood International Airport (latitude 26°04'25" N., longitude 80°09'10" W.); within 2 miles each side of the 315° bearing from the Fort Lauderdale RBN, extending from the 7-mile radius area to 8 miles NW of the RBN; within a 7-mile radius of Homestead AFB (latitude 25°29'15" N., longitude 80°23'10" W.); within 2 miles each side of the Homestead ILS localizer NE course, extending from the 7-mile radius area to 9 miles NE of Homestead AFB; that airspace extending upward from 1,200 feet above the surface within a 50-mile radius of Miami International Airport; that airspace south of Miami extending from the 50-mile radius area bounded on the E and S by V-35, and on the W by V-3; that airspace NW of Miami extending from the 50-mile radius area bounded on the W by V-97, on the N by V-492 S alternate, and on the E by V-267; that airspace extending upward from 1,700 feet above the surface bounded by a line beginning at the INT of the eastern edge of V-225 E alternate and the western edge of V-35, thence S along the eastern edge of V-225 E alternate to the INT of a 35-mile radius arc centered at the Key West VOR, thence clockwise along the 35-mile arc to the northwestern edge of V-51/V-157, thence NE along the northwestern edge of V-51/V-157 to the INT of a 50-mile radius arc centered at Miami International Airport, thence clockwise along the 50-mile radius arc to the W edge of V-35 W alternate, thence NW along the western edge of V-35 W alternate and V-35 to the point of beginning; and that airspace NW of Miami bounded on the N by V-7, on the SW by V-35, and on the E by V-157 W alternate; excluding the portion within W-173.

Michigan City, Ind.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Michigan City, Ind., Airport (latitude 41°42'10" N., longitude 86°49'23" W.), and within 2 miles each side of the South Bend, Ind., VORTAC 261° radial extending from the 6-mile radius area to 13 miles west of the VORTAC.

AMENDMENT 4/28/66 31 F. R. 3065 (Added)

Middletown, Ohio
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center of 39°32'00" N., 84°23'30" W. of Hook Field Municipal Airport and within 2 miles each side of a 232° bearing from Middletown, Ohio, RBN extending from the 5-mile radius area to 8 miles southwest of the RBN.

Midland, Tex.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Midland Air Terminal (latitude 31°56'25" N., longitude 102°12'10" W.), excluding the portion within a 1.5-mile radius of the Midland Airpark (latitude 32°02'00" N., longitude 102°05'55" W.); within 2 miles each side of the Midland VOR 011° radial, extending from the 8-mile radius area to 8 miles N of the VOR; within 2 miles each side of the Midland ILS localizer SE course, extending from the 8-mile radius area to the INT of the Midland VOR 128° and the Big Spring, Tex., VOR 212° radials; that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 31°40'00" N., longitude 101°52'30" W.; thence clockwise along the arc of a 30-mile radius circle centered on the Midland VOR; to latitude 31°37'00" N., longitude 102°25'00" W.; to latitude 31°40'00" N., longitude 102°39'30" W.; to latitude 31°33'00" N., longitude 102° 53'00" W.' to latitude 31°34'20" N., longitude 103°03'45" W.' to latitude 32°04'50" N., longitude 102°58'00" W.; to latitude 32°06'45" N., longitude 103°07'50" W.; to latitude 32°15'35" N., longitude 103°07'00" W.; to latitude 32°13'40" N., longitude 102°56'30" W.; to latitude 32°19'35" N., longitude 102°55'10" W.; to latitude 32°36'30" N., longitude 102°07'20" W.; to latitude 31°55'00" N., longitude 101°29'40" W.; to latitude 31°37'25" N., longitude 101°35'15" W.; to latitude 31°36'35" N., longitude 101°47'20" W.; to point of beginning.

Midway Island
That airspace extending upward from the 700 feet above the surface within a 10-nmi radius of NAS Midway (latitude 28° 12' 00" N., longitude 177° 23' 00" W.); and that airspace extending upward from 1,200 feet above the surface within a 100-nmi radius of NAS Midway.

Miles City, Mont.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Miles City Airport (latitude 46°25'40" N., longitude 105°53'10" W.); and that airspace extending upward from 1,200 feet above the surface within a 17-mile radius of the Miles City VORTAC south of V-120 and within a 22-mile radius of the Miles City VORTAC north of the south edge of V-120.

Milford, Utah
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Milford Municipal Airport (Lat. 38°25'35" N, Long. 113°00'40" W) and within 2 miles either side of the Milford VORTAC 196° radial, extending from the 5-mile radius area to 8 miles S of the VORTAC; including the airspace extending upward from 1,200 feet above the surface within 10 miles NW and 7 miles SE of the Milford VORTAC 023° and 203° radials, extending from 9 miles SW to 20 miles NE of the VORTAC.

Millinocket, Maine
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center 45°38'50" N., 68°41'10" W. of Millinocket Municipal Airport, Millinocket, Maine; within 2 miles each side of a 094° bearing from the Millinocket RBN extending from the 7-mile radius area to 8 miles E. of the RBN; within 2 miles each side of the Millinocket VOR 298° radial extending from the 7-mile radius area to the VOR.
That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at: 45°56'00" N., 68°36'00" W. to 45°39'00" N., 69°48'00" W. to 45°23'00" N., 69°48'00" W. to 45°23'00" N., 69°30'00" W. to 45°24'00" N., 68°55'00" W. to 45°30'00" N., 68°31'00" W. to 45°27'00" N., 68°20'00" W. to 45°33'00" N., 68°16'00" W. to 45°38'00" N., 67°40'30" W. to the point of beginning.

Millville, N. J.
That airspace extending upward from 700 feet above the surface within the area bounded by a line beginning at: 39°37'00" N., 75°05'00" W. to 39°35'00" N., 74°52'00" W. to 39°16'30" N., 74°59'00" W. to 39°16'30" N., 75°10'00" W. to 39°30'00" N., 75°15'00" W. to point of beginning, excluding the portion that coincides with the Atlantic City, N. J., 700-foot transition area.

Milwaukee, Wis.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of General Mitchell Field, Milwaukee, Wis. (latitude 42°56'51" N., longitude 87°53'58" W.), within 8 miles E and 5 miles W of the Milwaukee ILS localizer S course, extending from the 8-mile radius area to 12 miles S of the OM; within 2 miles each side of the Milwaukee No. 2 ILS localizer W course extending from the OM to 8 miles W of the OM; within a 5-mile radius of Herlick-Racine Airport, Racine, Wis. (latitude 42°45'35" N., longitude 87°48'55" N.); within an 8-mile radius of Timmerman Airport, Milwaukee, Wis. (latitude 43°06'40" N., longitude 88°02'05" W.); within 5 miles NE and 8 miles SW of the Timmerman VOR 337° radial, extending from the 8-mile radius area to 12 miles NW of the VOR; and within 2 miles each side of the Timmerman VOR 214° radial, extending from the 8-mile radius area to 14 miles SW of the VOR; and within a 6-mile radius of Waukesha County Airport, Waukesha, Wis. (latitude 43°02'00" N., longitude 88°14'00" W.); and that airspace extending upward from 1,200 feet above the surface bounded on the N by latitude 43°30'00" N., on the E by longitude 87°00'00" W., on the S by latitude 42°30'00" N., and on the W by longitude 88°30'00" W.

AMENDMENTS 3/31/66 31 F. R. 342 (Rewritten); Eff. date changed 10/13/66 31 F.R. 4589

Mineral Wells, Tex.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Mineral Wells Airport (latitude 32°46'55" N., longitude 98°03'35" W.); within 2 miles each side of the 140° bearing from the Mineral Wells RBN, extending from the 6-mile radius area to 8 miles SE of the RBN and within 2 miles each side of the Mineral Wells VORTAC 137° radial, extending from the 6-mile radius area to 8 miles SE of the VORTAC.

Minneapolis, Minn.
That airspace extending upward from 700 feet above the surface within a 23-mile radius of Minneapolis-St. Paul International Airport (latitude 44°53'08" N., longitude 93°13'11" W.), and within 5 miles N and 8 miles S of the Flying Cloud, Minn., VOR 292° radial, extending from the 23-mile radius area to 12 miles W of the VOR; and that airspace extending upward from 1,200 feet above the surface within a 36-mile radius of Minneapolis-St. Paul International Airport, and within 9 miles SW and 6 miles NE of the Farmington, Minn., VOR 297° radial, extending from the 36-mile radius area to 48 miles NW of the VOR, and that airspace W of Farmington, Minn., bounded on the S by V-26, on the NW by V-148 and on the NE by V-171; and that airspace W of Minneapolis bounded on the N by V-78, on the S by V-148 and on the SW by V-171; and that airspace extending upward from 5,000 feet MSL E of Minneapolis, bounded on the SE by V-26, on the SW by V-2N, and on the N by V-78.

AMENDMENTS 2/3/66 30 F. R. 14423 (Changed); 5/26/66 31 F. R. 5407 (Rewritten)

Minot, N. Dak.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Minot International Airport (latitude 48° 15' 45" N., longitude 101° 16' 50" W.), within an 8-mile radius of Minot AFB (latitude 48° 24' 56" N., longitude 101° 21' 26" W.), and within 2 miles each side of the Minot AFB TACAN 307° radial extending from the 8-mile radius to 12 miles NW of the TACAN; that airspace extending upward from 1,200 feet above the surface within a 35-mile radius of Minot AFB TACAN; and that airspace extending upward from 5,700 feet MSL within a 50-mile radius of Minot AFB TACAN excluding the area north of latitude 49° 00' 00" N., and the area which overlies V-430 and V-15.

AMENDMENTS 12/8/66 31 F. R. 13038 (Added)

Missoula, Mont.
That airspace extending upward from 700 feet above the surface within 5 miles NE and 8 miles SW of the Missoula VOR 302° and 122° radials, extending from 5 miles SE to 19 miles NW of the VOR; and that airspace extending upward from 1200 feet above the surface within 8 miles SW and 9 miles NE of the Missoula VOR 298° and 118° radials, extending from 7 miles SE to 16 miles NW of the VOR.

AMENDMENTS 4/28/66 31 F.R. 6408 (Changed)

§71.181 TRANSITION AREAS

Mitchell, S. Dak.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Mitchell, S. Dak., Airport (latitude 43°46'25" N., longitude 98°02'25" W.), within 2 miles each side of the 322° bearing from the Mitchell Airport extending from the 6-mile radius area to 8 miles NW of the airport and within 2 miles each side of the 125° bearing from the Mitchell Airport extending from the 6-mile radius area to 13 miles SE of the airport; and that airspace extending upward from 1,200 feet above the surface within 5 miles NE and 8 miles SW of the 322° bearing from the Mitchell Airport extending from the airport to 12 miles NW, and within 5 miles SW and 8 miles NE of the 125° bearing from the Mitchell Airport extending from 4 miles SE to 17 miles SE of the airport.

Moab, Utah
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Canyonlands Airport, Moab, Utah (latitude 38°45'40" N., longitude 109°44'50" W.); that airspace extending upward from 1,200 feet above the surface within 8 miles southwest and 8 miles northeast of the 125° and 305° bearings from the Frontier Airlines RBN (latitude 38°45'45" N., longitude 109°44'50" W.), extending from 13 miles southeast to 12 miles northwest of the RBN.

Mobile, Ala.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Bates Field (latitude 30° 41' 17.7" N., longitude 88° 14' 26.6" W.); within 8 miles SW and 5 miles NE of the Bates Field localizer NW course extending from 5 miles SE to 12 miles NW of the OM; within an 8-mile radius of Brookley AFB (latitude 30° 37' 39" N., longitude 88° 04' 10" W.); and within 2 miles each side of the Brookley VORTAC 140° radial extending from the VORTAC to 12 miles SE.; including that airspace extending upward from 1,200 feet above the surface within the area bounded by a line beginning at latitude 30°14'00" N., longitude 88°01'30" W., extending to latitude 30°32'00" N., longitude 88°15'00" W., thence to latitude 30°32'00" N., longitude 88°37'00" W., thence N along longitude 88°37'00" W. to the S edge of V-222, thence E along the S edge of V-222 to the W edge of V-209, thence S along the W edge of V-209 to latitude 31°15'00" N., thence to latitude 31°15'00" N., longitude 87°55'00" W., thence to the intersection of the E boundary of V-205 and latitude 31°00'00" N., thence to latitude 30°50'00" N., longitude 87°48'00" W., thence along a line to latitude 30°41'30" N., longitude 87°59'30" W., to its intersection with a 15 nautical mile radius arc centered at Brookley AFB (latitude 30°37'39" N., longitude 88°04'10" W.), thence clockwise along the 15 nautical mile arc to a line 6 miles N of and parallel to the Brookley VORTAC 102° radial, thence eastward along this line to its intersection with a 25-mile arc centered on NAAS Saufley Field, Pensacola, Fla., thence counterclockwise along this arc to a line 4 miles S of and parallel to the Brookley VORTAC 102° radial, thence W along this line to its intersection with a 15 nautical mile arc centered at the Brookley AFB, thence clockwise along the 15 nautical mile arc to and clockwise along a 10-mile radius arc centered at latitude 30°23'30" N., longitude 87°57'00" W. to a line between latitude 30°31'00" N., longitude 87°55'00" W. and latitude 30°15'00" N., longitude 87°41'20" W., thence SE along this line to latitude 30°15'00" N., longitude 87°41'20" W., thence W along the Alabama-Florida shoreline to longitude 88°01'30" W., thence to point of beginning.
AMENDMENTS 12/8/66 31 F. R. 13115 (Changed)

Modesto, Calif.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Modesto City-County Airport (latitude 37°37'35" N., longitude 120°57'15" W.), within 2 miles each side of the Modesto VOR 291° radial, extending from the 5-mile radius area to 8 miles W of the VOR, and within 2 miles each side of the Modesto VOR 119° radial, extending from the 5-mile radius area to 8 miles E of the VOR; and that airspace extending upward from 1,200 feet above the surface bounded on the E by longitude 120°30'00" W., on the SE by a line extending from latitude 37°38'45" N., longitude 120°30'00" W., to latitude 37°25'00" N., longitude 120°48'00" W., on the S by latitude 37°25'00" N., on the W by V-109, and on the N by a line extending from the E boundary of V-109 through latitude 37°38'00" N., longitude 121°00'35" W., to latitude 37°45'45" N., longitude 120°30'00" W.

Moline, Ill.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Quad City Airport (latitude 41° 26' 55" N., longitude 90° 30' 30" W.); within 5 miles N and 8 miles S of the Quad City ILS localizer W course, extending from 1 mile E to 12 miles W of the OM; within a 5-mile radius of the Davenport, Iowa, Municipal Airport (latitude 41° 36' 40" N., longitude 90° 35' 20" W.); and within 5 miles each side of the 224° and 044° bearings from the Davenport RBN, extending from the Davenport Municipal Airport to 12 miles SW of the RBN; and that airspace extending upward from 1,200 feet above the surface bounded on the N by latitude 41° 55' 00" N., on the E by longitude 89° 50' 00" W., on the S by latitude 41° 10' 00" N., and on the W by longitude 91° 00' 00" W.

Molokai, Hawaii
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Molokai Airport (latitude 21°09'25" N., longitude 157°05'55" W.) and within 2 miles each side of the Molokai VORTAC 268° radial, extending from the 5-mile radius area to 5 miles west of the VORTAC; that airspace extending upward from 1,200 feet above the surface NW of Molokai bounded on the NE by the arc of a 19-mile radius circle centered on the Molokai Airport, on the SE by V-8, on the SW by V-15, and on the NW by V-4; and that airspace NE of Molokai bounded by a line beginning at latitude 21°22'00" N., longitude 156°48'00" W., thence to latitude 21°14'00" N., longitude 156°31'30" W., thence to latitude 21°29'00" N., longitude 156°25'00" W., thence to latitude 21°31'00" N., longitude 156°34'05" W., thence to latitude 21°25'00" N., longitude 156° 49'30" W., thence to point of beginning.
AMENDMENT 11/25/66 31 F.R. 13390 (Rewritten)

Monroe, La.
That airspace extending upward from 700 feet above the surface within 5 miles NW and 8 miles SE of the Monroe VORTAC 222° radial extending from the VORTAC to 12 miles SW, and within 5 miles NW and 8 miles SE of the Monroe ILS localizer SW course extending from 5 miles NE to 12 miles SW of the OM; that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 32°10'00" N., longitude 92°20'00" W., to latitude 32°44'00" N., longitude 92°20'00" W., to latitude 32°49'00" N., longitude 91°50'00" W., to latitude 32°35'00" N., longitude 91°28'00" W., to latitude 32°05'00" N., longitude 91°28'00" W., to latitude 32°05'00" N., longitude 91°57'00" W., to point of beginning.

Monroe, N. C.
That airspace extending upward from 700 feet above the surface within a 4-mile radius of Shute Airport (latitude 35°00'09" N., longitude 80°33'51" W.); within 2 miles each side of the 117° bearing from a reference point at latitude 34°59'00" N., longitude 80°30'45" W, extending from the 4-mile radius area to 8 miles SE of the reference point.
AMENDMENTS 4/28/66 31 F.R. 6408 (Changed)

Monroeville, Ala.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Monroeville Municipal Airport (latitude 31°27'25" N., longitude 87°20'50" W.); within 2 miles each side of the Monroeville, Ala., VOR 039° and 201° radials extending from the VOR to 8 miles NE and 8 miles SW and the airspace extending upward from 1,200 feet above the surface within a 14-mile radius of the Monroeville, Ala., VOR.
AMENDMENT 5/26/66 31 F.R. 4889 (Added); 11/10/66 31 F. R. 12084 (Rewritten)

Montague, Calif.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Siskiyou County Airport, Montague, Calif. (latitude 41°46'55" N., longitude 122°28'00" W.); that airspace extending upward from 1,200 feet above the surface bounded on the S by latitude 41°25'00" N., on the W by V-23, on the NW by a line extending from latitude 41°55'00" N., longitude 122°45'00" W., to latitude 42°04'00" N., longitude 122°38'00" W., on the N by latitude 42°04'00" N., on the E by the arc of a 40-mile radius circle centered on the Klamath Falls, Oreg., VORTAC and on the SE by a line extending from latitude 41°41'30" N., longitude 122°10'00" W., to latitude 41°25'00" N., longitude 122°20'00" W.

Monterey, Calif.
That airspace extending upward from 700 feet above the surface within a 13-mile radius of Fritzsche AAF, Fort Ord, Calif., latitude 36°40'55" N., longitude 121°45'40" W., excluding the portion S of latitude 36°32'00" N.; that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 37°05'00" N., longitude 122°43'15" W., thence E via the S boundary of Control 1173 to V-27, thence SE via V-27 to latitude 37°00'00" N., thence E via latitude 37°00'00" N., to a line 11 miles SW of and parallel to the Priest, Calif., VORTAC 331° radial, thence SE via this line to a line 12 miles SE of and parallel to the Big Sur, Calif., VOR 047° radial, thence SW via this line to V-27, thence SE via V-27 to longitude 121°03'00" W., thence S to latitude 35°30'00" N., longitude 121°03'00" W., thence to latitude 35°30'00" N., longitude 121°22'00" W., to latitude 35°45'00" N., longitude 121°40'15" W., to latitude 36°15'00" N., longitude 122°01'00" W., to latitude 36°29'00 N., longitude 122°01'00" W., to latitude 36°29'00" N., longitude 122°17'30" W., to point of beginning; and that airspace extending upward from 5,000 feet MSL bounded on the NW by a line 12 miles SE of and parallel to the Big Sur VOR 047° radial, on the NE V-25, on the S by a line extending from the SW boundary of V-25 and latitude 35°33'00" N., to latitude 35°33'00" N., longitude 121°03'00" W., thence S to the NE boundary of V-27 and longitude 121°03' 00" W., and on the SW by V-27, excluding the portion within the Paso Robles, Calif., transition area.
AMENDMENTS 11/10/66 31 F.R. 11715 (Added)

Montgomery, Ala.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Dannelly Field (latitude 32°18'00" N., longitude 86°23'36" W.); within an 8-mile radius of Maxwell AFB (latitude 32°22'48" N., longitude 86°21'55" W.); within 8 miles S and 5 miles N of the Dannelly Field ILS localizer W course extending from the airport to 12 miles W of the LOM; within 2 miles each side of the Maxwell AFB VOR 148° radial extending from the Maxwell AFB 8-mile radius area to the VOR; within 2 miles each side of the 269° bearing from the Dannelly Field LOM extending from the LOM to 17 miles W, excluding the portion which coincides with the Selma, Ala., transition area; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at the intersection of the W boundary of V-7 and the S boundary of V-66 extending eastward along the S boundary of V-66 to longitude 86°00'00" W., thence S along longitude 86°00'00" W., to the E boundary of V-159, thence SE along the E boundary of V-159 to the N boundary of V-20N, thence SE to latitude 32°30'00" N., longitude 85°29'00" W., thence S along longitude 85°29'00" W, to the N boundary of V-70, thence W along the N boundary of V-70 to longitude 87°00'00" W., thence N along longitude 87°00'00" W, to a 35-mile radius arc centered on the Selma, Ala., VOR, thence clockwise along that 35-mile radius arc and a 35-mile radius arc centered at latitude 32°27'25" N., longitude 87°05'14" W, to the W boundary of V-7, thence N along the W boundary of V-7 to point of beginning; and that airspace extending upward from 6,000 feet MSL bounded on the N by the S boundary of V-154, on the NE by a 35-mile radius arc centered on the Selma, Ala., VOR, on the E by longitude 87°28'00" W., on the S by latitude 31°54'00" N., and on the W by the E boundary of V-209 and a line extending from the intersection of the E boundary of V-209 and a 30-mile radius arc centered on the Meridian, Miss., VORTAC to latitude 32°18'00" N., longitude 88°20'00" W.
AMENDMENTS 1/26/66 31 F. R. 2423 (Changed); 5/26/66 31 F. R. 4889 (Changed)
AMENDMENTS 7/21/66 31 F.R. 7559 (Rewritten)

Montpelier, Vt.
That airspace extending upward from 700 feet above the surface within a 10-mile radius of the center, 44°12'15" N., 72°33'45" W., of Barre-Montpelier Airport, Montpelier, Vt.

AMENDMENTS 2/3/66 30 F. R. 14918 (Rewritten)

Montrose, Colo.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Montrose County Airport (latitude 38°29'55" N., longitude 107°53'35" W.), and that airspace extending upward from 1,200 feet above the surface within 5 miles northeast and 8 miles southwest of a 315° bearing from the Montrose RBN (latitude 38°30'00" N., longitude 107°54'00" W.), extending from the RBN to 12 miles northwest of the RBN.

PENDING AMENDMENT

Montrose, Colo.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Montrose County Airport (latitude 38°29'55" N., longitude 107°53'35" W.); within 8 miles SW and 5 miles NE of a 329° bearing from the Montrose RBN (latitude 38°30'00" N., longitude 107°54'00" W.), extending from the RBN to 13 miles NW of the RBN; and that airspace extending upward from 1,200 feet above the surface within 9 miles SW and 6 miles NE of the 329° and 149° bearings from the Montrose RBN, extending from 19 miles NW to 8 miles SE of the RBN.

AMENDMENTS 3/2/67 31 F. R. 15798 (Rewritten)

Morgantown, W. Va.
That airspace extending upward from 700 feet above the surface within a 7-mile radius from the center of Morgantown Airport, Morgantown, W. Va., 39°38'28" N., 79°54'59" W. extending clockwise from a 192° bearing to a 328° bearing; within a 15-mile radius from the center of Morgantown Airport extending clockwise from a 328° bearing to a 192° bearing.
That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at a point 39°00'00" N., 81°04'00" W. to 39°42'00" N., 80°38'30" W. to 39°59'00" N., 80°29'00" W., thence counterclockwise along an arc with a 37-mile radius from the Imperial, Pa., VOR to 40°02'00" N., 79°51'30" W. to 39°25'00" N., 79°20'00" W. to 39°10'00" N., 79°55'00" W. to 38°59'00" N., 80°22'00" W. to the point of beginning.

Morris, Ill.
That airspace extending upward from 700 feet above the surface within a 4-mile radius of the Morris Municipal Airport (latitude 41°25'46" N., longitude 88°25'12" W.) and within 2 miles each side of the Joliet, Ill., VORTAC 213° radial extending from the 5-mile radius area to the VORTAC.

Morristown, Tenn.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Moore-Murrell Field, Morristown, Tenn., (latitude 36°10'55" N., longitude 83°22'20" W.), and within 8 miles S and 5 miles N of the 240° bearing from latitude 36°11'00" N., longitude 83°22'00" W., extending from latitude 36°11'00" N., longitude 83°22'00" W., to 12 miles SW.

Moses Lake, Wash.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Grant County Airport, Moses Lake, Wash. (latitude 47°12'35" N., longitude 119°18'50" W.); within 2 miles each side of the Ephrata VOR 156° radial, extending from the 5-mile radius area to 4 miles SE of the Ephrata VOR; within 2 miles W and 2.5 miles E of the Moses Lake ILS localizer S course, extending from the 5-mile radius area to 10.5 miles S of the Moses Lake RBN; within 7 miles SE and 10 miles NW of the Ephrata VOR 042° and 222° radials, extending from 8 miles SW to 14 miles NE of the VOR; and that airspace extending upward from 1,200 feet above the surface within 15 miles E and 10 miles W of the Moses Lake VOR 161° and 341° radials, extending from 27 miles S to 14 miles N of the VOR; within 5 miles SW and 8 miles NE of the Ephrata VOR 336° radial, extending from the VOR to 12 miles NW of the VOR; that airspace NE of Moses Lake bounded on the NW by a line 5 miles NW of and parallel to the Ephrata VOR 066° radial, on the E by an arc of a 52-mile radius circle centered on Fairchild Air Force Base, Spokane, Wash. (latitude 47°36'55" N., longitude 117°39'20" W.), on the SE by a line 5 miles SE of and parallel to the Moses Lake VOR 067° radial, on the W by longitude 119°15'00" W.; and that airspace W of Moses Lake bounded on the N by latitude 47°30'00" N., on the E by longitude 119°15'00" W., the S by latitude 47°00'00" N.; and on the W by an arc of a 39-mile radius circle centered on the Grant County Airport.

AMENDMENTS 9/15/66 31 F.R. 10024 (Rewritten)

Moses Point, Alaska
That airspace extending upward from 700 feet above the surface within 2 miles each side of the Moses Point VOR 088° radial, extending from 8 miles to 12 miles E of the VOR; and within 2 miles each side of the Moses Point RR E. course, extending from 14 miles to 17 miles E of the RR; and that airspace extending upward from 1,200 feet above the surface within 5 miles N and 10 miles S of the Moses Point VOR 088° and 268° radials, extending from 11 miles W to 15 miles E of the VOR.

Moultrie, Ga.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Moultrie-Thomasville Airport (latitude 31°04'48" N., longitude 83°48'15" W.); within a 6-mile radius of Spence Field (latitude 31°08'26" N., longitude 83°42'24" W.); within 2 miles each side of the Moultrie VOR 271° radial, extending from the 5-mile radius area to 8 miles W of the VOR; within 2 miles each side of the Moultrie VOR 199° and 230° radials, extending from the 5-mile radius area to 8 miles S and SW of the VOR.

AMENDMENTS 7/5/66 31 F.R. 9448 (Changed)

Mountain Home, Idaho
That airspace extending upward from 700 feet above the surface within 10 miles NE and 9 miles SW of the Mountain Home AFB TACAN 135° and 315° radials, extending from 18 miles SE to 18 miles NW of the TACAN; that airspace extending upward from 1,200 feet above the surface bounded on the NE by the SW boundary of V-4, on the SE, S and SW by the arc of a 35-mile radius circle centered on Mountain Home AFB (latitude 43°02'35" N., longitude 115°52'05" W.), on the W by the Boise, Idaho, VORTAC 204° radial and on the NW by the arc of a 25-mile radius circle centered on the Boise VORTAC; that airspace SE of Mountain Home, extending upward from 6,500 feet MSL, extending from the 35-mile radius area bounded on the NE by V-253, on the S by latitude 42°24'00" N., and on the W by longitude 115°39'00" W., excluding the portion within the Twin Falls, Idaho, transition area; that airspace S of Mountain Home, extending upward from 7,500 feet MSL, extending from the 35-mile radius area bounded on the E by longitude 115°39'00" W., on the S by the arc of a 46-mile radius circle centered on Mountain Home AFB, and on the NW by a line 5 miles NW of and parallel to the Mountain Home AFB VOR 208° radial; and that airspace S of Mountain Home, extending upward from 10,500 feet MSL within 5 miles each side of the Mountain Home VOR 178° and 208° radials, extending from the 46-mile radius circle to 61 miles S and SW of the VOR.

Mt. Clemens, Mich.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Selfridge AFB, Mt. Clemens, Mich. (latitude 42° 36' 50" N., longitude 82° 50' 05" W.), within 5 miles W and 8 miles E of the Selfridge AFB ILS localizer N course, extending from 3 miles S to 12 miles N of the OM, and within 2 miles each side of the Selfridge AFB ILS localizer S course, extending from the 7-mile radius area to 11 miles S of Selfridge AFB; and that airspace extending upward from 1,200 feet above the surface bounded on the E by the United States/Canadian Border, on the W by the E boundary of VOR Federal airway No. 42 E alternate and longitude 83° 30' 00" W., and on the N by the N boundary of VOR Federal airway No. 216.

Mt. Pleasant, Mich.
That airspace extending upward from 700 feet above the surface within a 4-mile radius of Mt. Pleasant, Mich., Airport (latitude 43°37'00" N., longitude 84°44'00" W.); and within 2 miles each side of the 093° bearing from Mt. Pleasant, Mich., Airport extending from the 4-mile radius area to 8 miles E of the airport; and that airspace extending upward from 1,200 feet above the surface bounded on the S by the S edge of V-216, on the E by longitude 84°25'00" W., on the NE by a line 10 miles SW and parallel to the Saginaw, Mich., VOR 317° radial, on the NW by a line from latitude 43°49'15" N., longitude 84°43'30" W., to latitude 43°27'00" N., longitude 85°02'00" W., and on the W by longitude 85°02'00" W.

Mount Pocono, Pa.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center 41°07'40" N., 75°22'20" W. of Mount Pocono Airport, Mount Pocono, Pa., within 2 miles each side of the 003° bearing from the Tobyhanna RBN extending from the 7-mile radius area for 8 miles N of the RBN.

Mullan Pass, Idaho
That airspace extending upward from 8,500 feet MSL within 6 miles N and 9 miles S of the Mullan Pass VORTAC 095° and 275° radials, extending from 8 miles E to 15 miles W of the VORTAC.

AMENDMENTS 9/15/66 31 F.R. 9110 (Added)

Muncie, Ind.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Delaware County Airport, Muncie, Indiana (latitude 40°14'26" N., longitude 85°23'43" W.); and within 2 miles each side of the Muncie VOR 125° and 320° radials extending from the 5-mile radius area to 8 miles SE and NW of the VOR; and that airspace extending upward from 1,200 feet above the surface within the area bounded by the line beginning at latitude 40°40'00" N., longitude 85°30'00" W.; to latitude 40°30'00" N., longitude 85°22'00" W.; to latitude 40°30'00" N., longitude 84°49'00" W.; to latitude 40°10'00" N., longitude 85°00'00" W.; to latitude 40°10'00" N., longitude 85°05'45" W.; to latitude 40°00'00" N., longitude 84°58'00" W.; to latitude 40°00'00" N., longitude 86°00'00" W.; to latitude 40°07'00" N., longitude 86°00'00" W.; to latitude 40°30'00" N., longitude 85°50'00" W.; to latitude 40°40'00" N., longitude 85°50'00" W.; to the point of beginning and within a 12-mile radius of Marion Municipal Airport.

AMENDMENTS 3/3/66 30 F. R. 15464 (Rewritten): 4/21/66 31 F. R. 6490 (Rewritten)

Muscle Shoals, Ala.
That airspace extending upward from 700 feet above the surface within an 11-mile radius of the Muscle Shoals Airport (latitude 34°44'41" N., longitude 87°36'39" W.); that airspace extending upward from 1,200 feet above the surface within 8 miles N and 5 miles S of the Muscle Shoals VOR 112° and 292° radials extending 5 miles W and 13 miles E of the VOR, within 5 miles each side of the Muscle Shoals VOR 293° radial extending from 5 miles W to 18 miles W of the VOR, and within 8 miles W and 5 miles E of the Muscle Shoals VOR 002° radial extending from the VOR to a point 30 miles north of the VOR, including that airspace northeast of Muscle Shoals, bounded on the west by V-7, on the east by V-57, and on the south by V-54N.

AMENDMENT 2/4/66 31 F. R. 2651 (Changed); 7/21/66 31 F. R. 6960 (Changed)
AMENDMENT 1/5/67 31 F.R. 14261 (Changed)

Muskegon, Mich.
That airspace extending upward from 700 feet above the surface within 8 miles northeast and 6 miles southwest of the Muskegon County Airport ILS localizer southeast course, extending from 3 miles northwest of the OM southeast to the arc of an 18-mile radius circle centered on the Muskegon County Airport (latitude 43°-10'16" N., longitude 86°14'09" W.); within 2 miles each side of the Muskegon ILS localizer northwest course, extending from 11 miles northwest of the OM to 18 miles northwest of the OM; and within a 4-mile radius of Grand Haven, Mich., Memorial Airport (latitude 43°02'00" N., longitude 86°11'50" W.); and that airspace extending upward from 1,200 feet above the surface within an 18-mile radius of the Muskegon County Airport (latitude 43°10'16" N., longitude 86°14'09" W.); within 5 miles southwest and 7 miles northeast of the Muskegon ILS localizer northwest course extending from the 18-mile radius area to 28 miles northwest of the OM; and the airspace southwest of Muskegon bounded on the northeast by the 18-mile radius area, on the southeast by the Grand Rapids, Mich., transition area, on the southwest by V-30, and on the northwest by V-216.

AMENDMENT 4/28/66 31 F. R. 3337 (Rewritten)

Muskogee, Okla.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Davis Field, Muskogee, Okla., (latitude 35°39'25" N., longitude 95°21'40" W.); and within 8 miles SW and 5 miles NE of the 128° bearing from the Muskogee RBN, extending from the 7-mile radius area to 12 miles SE of the RBN.

Myrtle Beach, S. C.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Myrtle Beach AFB (latitude 33°40'45" N., longitude 78°55'45" W.); within an 8-mile radius of the Myrtle Beach Airport (latitude 33°48'40" N., longitude 78°43'30" W.); that airspace extending upward from 1200 feet above the surface to the base of the continental control area bounded by a line beginning at the INT of the E boundary of V-437E and a line 5 miles S of and parallel to the Florence, S. C., VORTAC 068° radial, thence E to latitude 34°18'40" N., longitude 79°11'00" W., thence along a line extending from latitude 34°18'40" N., longitude 79°11'00" W., through latitude 34°17'45" N., longitude 78°25'30" W., to the E boundary of V-213, to latitude 33°58'30" N., longitude 78°10'45" W., to latitude 33°40'10" N., longitude 78°40'15" W., thence clockwise along the arc of a 15-mile radius circle centered on the Myrtle Beach TACAN, to latitude 33°27'40" N., longitude 78°55'20" W., thence to latitude 33°19'40" N., longitude 79°02'10" W., to latitude 33°11'55" N., longitude 79°08'00" W., to latitude 33°20'00" N., longitude 79°39'20" W., thence N along the E boundary of V-437E to the point of beginning; and that airspace extending upward from 2,700 feet MSL bounded on the N by the arc of a 35-mile radius ciecle centered on Grannis Field, Fayetteville, N. C. (latitutde 34°59'25" N., longitude 78°52'50" W.) on the E by the 2,700-foot MSL floor portion of the Goldsboro, N. C., transition area, on the S by the 1,200-foot floor portion of the Myrtle Beach Transition area, on the W by V-437E and V-3E, excluding the portion that coincides with the Florence, S. C., transition area.

AMENDMENTS 8/18/66 31 F.R. 8909 (Rewritten)
AMENDMENTS 11/10/66 31 F.R. 11595 (Changed); Corr. 31 F.R. 13315; 12/6/66 31 F.R. 15798 (Changed);

Nantucket, Mass.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Nantucket Memorial Airport, Mass. (latitude 41°15'15" N., longitude 70°03'40" W.); within 2 miles each side of the Nantucket VORTAC 045° radial, extending from the 6-mile radius area to 10 miles NE of the VOR; and that airspace extending upward from 2,000 feet MSL NE of Nantucket bounded on the NE by the arc of a 29-mile radius circle centered at the Nantucket VORTAC, on the SE by Control 1144, and on the NW by Control 1143; SE of Nantucket bounded on the SE by the arc of a 13-mile radius circle centered on the Nantucket CONSOLAN (Monitor site at latitude 41°15'35" N., longitude 70°09'19" W.), on the N by Control 1144, and on the SW by Control 1145; and that airspace from FL 240 to FL 300, inclusive, SW of Nantucket, bounded on the N by Control 1169, on the E by Control 1145, and on the S and W by the arc of a 10.2-mile radius circle centered on the Nantucket CONSOLAN station.

Nashville, Tenn.
That airspace extending upward from 700 feet above the surface within an 11-mile radius of the Nashville Metropolitan Airport (latitude 36°07'36" N., longitude 86°40'58" W.); within a 12-mile radius of the Sewart Air Force Base (latitude 36°00'27" N., longitude 86°31'21" W.); within 5 miles W and 8 miles E of the Nashville ILS S course, extending from the 11-mile radius area to 12 miles S of the LOM; within 5 miles W and 8 miles E of the Nashville ILS N course, extending from the 11-mile radius area to 12 miles N of the Nashville VORTAC 333° radial; within 5 miles SW and 8 miles NE of the Sewart AFB ILS SE course, extending from the 12-mile radius area to 12 miles SE of the Sewart RBN; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at the intersection of the W boundary of V-7 and the arc of a 36-mile circle centered at the Nashville Metropolitan Airport, thence clockwise along this arc to the W boundary of V-243, thence SE along the W boundary of V-243 to the arc of a 43-mile circle centered at Sewart Air Force Base, thence clockwise along this arc to longitude 86°20'00" W., thence S to the intersection of a line 5 miles N of and parallel to the Muscle Shoals (Alabama) VOR 066° radial and the arc of a 31-mile circle centered at latitude 34°46'30" N., longitude 86°36'30" W., thence counterclockwise along this arc to the E boundary of V-57, thence NW along the E boundary of V-57 to the S boundary of V-16, thence NE along the S boundary of V-16 to the arc of a 30-mile circle centered at the Nashville Metropolitan Airport, thence clockwise along this arc to the NW boundary of V-57, thence NE along the NW boundary of V-57 and NW along the W boundary of V-7 to the point of beginning.

Natchez, Miss.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Hardy-Anders Field, Natchez, Miss. (latitude 31° 36' 50" N., longitude 91° 17' 55" W.) and within 2 miles each side of the Natchez VOR 012° radial extending from the 5-mile radius area to 8 miles north of the VOR; and that airspace extending upward from 1,200 feet above the surface within a 15-mile radius of Hardy-Anders Field, and within 5 miles each side of the Natchez VOR 192° radial, extending from the 15-mile radius area to 23 miles south of the VOR.

Needles, Calif.
That airspace extending upward from 1,200 feet above the surface within 10 miles N and 7 miles S of the Needles VORTAC 092° and 272° radials, extending from 8 miles W to 20 miles E of the VORTAC.

Newburgh, N. Y.
That airspace extending upward from 700 feet above the surface within a 12-mile radius of the center, 41°30'34" N., 74°05'44" W. of Stewart AFB, Newburgh, N. Y., and within 2 miles S of the Stewart TACAN 253° radial clockwise to 2 miles NE of the Stewart TACAN 328° radial extending from the 12-mile radius area to 16 miles W and NW of the TACAN.

New Orleans, La.
That airspace extending upward from 700 feet above the surface bounded by a line beginning at latitude 30°06'25" N., longitude 90°16'35" W.; to latitude 30°08'20" N., longitude 90°02'30" W.; thence clockwise along the arc of a 7-mile radius circle centered at the New Orleans Airport (latitude 30°02'20" N., longitude 90°01'25" W.); to latitude 30°02'20" N., longitude 89°54'20" W.; to latitude 29°49'40" N., longitude 89°54'20" W.; thence clockwise along the arc of a 7-mile radius circle centered at NAS New Orleans-Alvin Callender Field (latitude 29°49'40" N., longitude 90°01'25" W.); to latitude 29°44'45" N., longitude 90°05'25" W.; to latitude 29°53'45" N., longitude 90°20'00" W.; thence clockwise along the arc of an 8-mile radius circle centered at New Orleans International-Moisant Field (latitude 29°59'25" N., longitude 90°15'15" W.); to point of beginning; and within 2 miles each side of the Harvey VOR 053° radial extending from the VOR to 8 miles NE; and that airspace extending upward from 1,200 feet above the surface, bounded by a line beginning at latitude 29°33'00" N., longitude 89°16'00" W.; to latitude 29°13'30" N., longitude 89°51'00" W.; to latitude 28°57'00" N., longitude 90°01'00" W.; to latitude 28°59'00" N., longitude 90°15'00" W.; to latitude 29°11'00" N., longitude 90°25'00" W.; to latitude 29°15'00" N., longitude 90°25'00" W.; to latitude 29°15'00" N., longitude 91°05'00" W.; to latitude 29°31'00" N., longitude 91°05'00" W.; to latitude 29°31'00" N., longitude 91°11'00" W.; to latitude 29°47'00" N., longitude 91°11'00" W.; to latitude 29°53'00" N., longitude 91°00'00" W.; to latitude 30°13'00" N., longitude 90°57'00" W.; to latitude 30°17'00" N., longitude 90°45'00" W.; to latitude 30°38'00" N., longitude 90°48'00" W.; to latitude 30°38'00" N., longitude 90°11'00" W.; to latitude 30°54'00" N., longitude 89°35'00" W.; to latitude 30°41'00" N., longitude 89°18'00" W.; to latitude 29°41'00" N., longitude 89°18'00" W.; thence to point of beginning; and that airspace extending upward from 3,000 feet MSL, bounded by a line beginning at latitude 29°28'35" N., longitude 89°23'50" W.; thence along the outer limits of the territorial waters of the United States to the northern boundary of Control Area 1226; thence NW along the N boundary of Control Area 1226 to latitude 29°13'30" N., longitude 89°51'00" W.; thence NE to point of beginning.

New Philadelphia, Ohio
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the New Philadelphia Airport (latitude 40° 28' 15" N., longitude 81° 25' 10" W.).

Newport, Oreg.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Newport Municipal Airport (latitude 44°34'45" N., longitude 124°03'30" W.); within 2 miles each side of the Newport VORTAC 005° radial, extending from the 5-mile radius area to 10 miles N of the VORTAC; within 2 miles each side of the Newport VORTAC 044° radial, extending from the 5-mile radius area to 13 miles NE of the VORTAC; and within 2 miles each side of the Newport VORTAC 184° radial, extending from the 5-mile radius area to 8 miles S of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within 8 miles W and 8 miles E of the Newport VORTAC 005° and 184° radials, extending from 12 miles N to 12 miles S of the VORTAC, and within lines 5 miles each side of the Newport VORTAC 237° radial including the additional airspace between lines beginning adjacent to the VORTAC and diverging at angles of 5° from the parallel lines, extending from the VORTAC to a line extending through latitude 44°35'00" N., longitude 124°17'30" W. and latitude 44°22'00" N., longitude 124°13'25" W.

AMENDMENTS 8/18/66 31 F.R. 9109 (Added)

Newport, Vt.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 44°53'22" N., 72°13'48" W., of Newport Airport, Newport, Vt.; within 2 miles each side of a bearing 032° from the Newport radio beacon extending from the 5-mile radius area to 8 miles northeast of the radio beacon, excluding the portion overlying Canada. This transition area is effective from sunrise to sunset, daily.

AMENDMENTS 2/3/66 30 F. R. 14918 (Added)

Newton, Iowa
That airspace extending upward from 700 feet above the surface within a 4-mile radius of the Newton Municipal Airport (latitude 41°40'40" N., longitude 93°01'25" W.); and within 2 miles each side of the Newton VOR 149° radial extending from the 4-mile radius area to the VOR.

New York, N. Y.
That airspace extending upward from 700 feet above the surface beginning at latitude 41°07'30" N., longitude 73°57'00" W.; to latitude 41°01'00" N., longitude 74°00'00" W.; to latitude 40°50'00" N., longitude 73°42'00" W.; to latitude 40°41'00" N., longitude 73°33'30" W.; to latitude 40°18'30" N., longitude 73°39'30" W.; to latitude 40°17'20" N., longitude 73°52'45" W.; to latitude 40°24'20" N., longitude 74°45'40" W.; to latitude 40°31'15" N., longitude 74°42'30" W.; to latitude 40°38'00" N., longitude 74°49'30" W.; to latitude 40°57'00" N., longitude 74°28'30" W.; to latitude 41°11'00" N., longitude 74°09'00" W.; to the point of beginning; that airspace extending upward from 1,200 feet above the surface beginning at latitude 41°19'00" N., longitude 74°00'00" W.; to latitude 41°12'00" N., longitude 74°00'00" W.; to latitude 41°11'00" N., longitude 74°09'00" W.; to latitude 40°57'00" N., longitude 74°28'30" W.; to latitude 40°49'00" N., longitude 74°37'00" W.; to latitude 41°19'00" N., longitude 74°33'00" W.; to the point of beginning; and that airspace extending upward from 1,200 feet above the surface beginning at latitude 40°30'00" N., longitude 73°36'00" W.; thence via latitude 40°30'00" N. to the W edge of V-139; thence along the W edge of V-139 to a line extending through latitude 40°13'20" N., longitude 73°21'30" W.; to latitude 40°17'20" N., longitude 73°52'45" W.; to latitude 40°18'30" N., longitude 73°39'30" W.; to the point of beginning. The airspace within W-106 below 3,000 feet MSL and that airspace within Control Area 1147 are excluded.

Nome, Alaska
That airspace extending upward from 700 feet above the surface within a 9-mile radius of the Nome VOR, extending clockwise from the 319° radial to the 125° radial; and that airspace extending upward from 1,200 feet above the surface within a 25-mile radius of the Nome VOR.

Norfolk, Nebr.
That airspace extending upward from 700 feet above the surface within a 15-mile radius of the Norfolk VOR.

Norfolk, Va.
That airspace extending upward from 700 feet above the surface bounded by a line beginning at latitude 37°10'35" N., longitude 76°17'35" W., to latitude 36°49'45" N., longitude 75°52'05" W., to latitude 36°29'25" N., longitude 76°09'40" W., to latitude 36°35'40" N., longitude 76°18'40" W., to latitude 36°54'00" N., longitude 76°27'30" W., to latitude 36°54'00" N., longitude 76°36'15" W., to latitude 37°10'30" N., longitude 76°46'00" W., to latitude 37°14'40" N., longitude 76°39'50" W., thence to the point of beginning; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 36°38'15" N., longitude 77°19'15" W., to latitude 37°55'30" N., longitude 76°46'00" W., to latitude 37°38'30" N., longitude 75°31'30" W., thence S along the W boundary of W-386 and W-72 to latitude 36°19'00" N., longitude 75°44'45" W., to latitude 36°03'15" N., longitude 76°02'15" W., to latitude 36°13'25" N., longitude 76°47'30" W., thence clockwise along the arc of a 55-mile radius circle centered at latitude 36°57'44" N., longitude 76°24'44" W., to the point of beginning, excluding the portions within R-4006, R-5309, R-6606, R-6609, R-5301B, W-386, and the portion below 2,000 feet MSL outside the United States.

AMENDMENT 9/30/66 31 F.R. 13115 (Changed)

North, S. C.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of North AFAF (latitude 33°36'30" N., longitude 81°05'00" W.). This transition area shall be effective only during the specific dates and times established at least 30 days in advance by a Notice to Airmen and continuously published thereafter in the Airman's Guide.

North Bend, Oreg.
That airspace extending upward from 700 feet above the surface within 2 miles each side of the North Bend VOR 004° radial, extending from the VOR to 6.5 miles N of the VOR; within 2 miles each side of the North Bend VOR 023° radial, extending from the VOR to 7 miles NE of the VOR; within 2 miles each side of the North Bend VOR 044° radial, extending from 9.5 miles to 13.5 miles NE of the VOR; within 2 miles each side of the North Bend VOR 090° radial, extending from the arc of a 5-mile radius circle centered at the North Bend Municipal Airport (latitude 43°25'00" N, longitude 124°14'45" W.), to 8 miles E of the VOR; within 2 miles each side of the North Bend VOR 111° radial, extending from 9 miles to 13 miles E of the VOR, and within 2 miles each side of the North Bend VOR 182° radial, extending from 2 to 5 miles S of the VOR; and that airspace extending upward from 1,200 feet above the surface within 5 miles N and 8 miles S of the North Bend VOR 090° and 270° radials, extending from 17 miles W to 12 miles E of the VOR, and within 5 miles
NE and 8 miles SW of a 330° bearing from the North Bend Municipal Airport, extending from the airport to 12 miles NW of the airport.
AMENDMENT 5/26/66 31 F.R. 5285 (Added)

North Hilo, Hawaii
That airspace extending upward from 1,200 feet above the surface north of Hilo, Hawaii, bounded on the south by V-1 Hawaii, and on the west, north and east by a line extending from V-1 Hawaii, through latitude 20° 30' 00" N., longitude 155° 33' 30" W.; to latitude 20° 45' 00" N., longitude 155° 43' 00" W.; thence along latitude 20° 45' 00" N.; to longitude 155° 27' 00" W.; thence through latitude 20° 27' 22" N., longitude 155° 15' 00" W., to V-1 Hawaii.

North Philadelphia, Pa.
That airspace extending upward from 700 feet above the surface within 2 miles each side of the 234° bearing from the Wings Field, Philadelphia, Pa., RBN (latitude 40° 07' 33" N., longitude 75° 17' 08" W.) extending from the RBN to 8 miles SW of the RBN, within a 7-mile radius of the North Philadelphia Airport (latitude 40° 04' 45" N., longitude 75° 00' 35" W.); within a 7-mile radius of Mercer County Airport, Trenton, N. J. (latitude 40° 16' 33" N., longitude 74° 48' 55" W.) and including the airspace beginning at latitude 40° 17' 40" N., longitude 75° 21' 15" W., to latitude 40° 24' 10" N., longitude 75° 09' 20" W., to latitude 40° 18' 10" N., longitude 75° 03' 50" W., to latitude 40° 22' 05" N., longitude 74° 52' 00" W., to latitude 40° 10' 30" N., longitude 74° 48' 00" W., to latitude 40° 07' 30" N., longitude 74° 53' 30" W., to latitude 40° 02' 40" N., longitude 75° 08' 00" W., to latitude 40° 04' 30" N., longitude 75° 18' 50" W., to latitude 40° 07' 00" N., longitude 75° 22' 00" W., to point of beginning.

North Platte, Nebr.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Lee Bird Field Municipal Airport, North Platte, Nebr. (latitude 41°07'41" N., longitude 100°41'58" W.), and within 2 miles each side of the North Platte VOR 208° radial extending from the 8-mile radius area to 8 miles SW of the VOR; and that airspace extending upward from 1,200 feet above the surface within a 25-mile radius of North Platte VOR.

Northway, Alaska
That airspace extending upward from 700 feet above the surface within 5 miles NE and 8 miles SW of the 307° and 127° bearings from the Northway RR, extending from 8 miles SE to 12 miles NW of the RR; and that airspace extending upward from 1,200 feet above the surface within 16 miles NE and 25 miles SW of the 307° and 127° bearings from the Northway RR, extending from 22 miles SE to 42 miles NW of the RR.

Ocala, Fla.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Ocala Municipal (Jim Taylor) Airport (latitude 29°10'20" N., longitude 82°13'25" W.); within 8 miles W and 5 miles E of the Ocala VORTAC 171° radial extending from the 5-mile radius area to 12 miles S of the VORTAC; that airspace extending upward from 1,200 feet above the surface within a 6-mile radius of Ocala Municipal Airport, including the area bounded on the S by a 15-mile radius arc centered on the Ocala VORTAC, on the NW by the NW boundary of V-441 and on the NE by the NE boundary of V-159.

Ogden, Utah
That airspace extending upward from 700 feet above the surface bounded on the E by longitude 111°55'00" W., on the N by latitude 41°27'00" N., on the W by longitude 112°22'00" W., and on the S by latitude 41°00'00" N.; that airspace extending upward from 1,200 feet above the surface bounded on the E by longitude 111°50'00" W., on the S by latitude 41°00'00" N., on the W by longitude 112°45'00" W., and on the N by the N boundary of V-288, that airspace W of Ogden bounded on the S and W by the Wendover, Utah, transition area, on the N by V-6 and on the E by longitude 112°45'00" W., that airspace W of Ogden bounded on E by longitude 112°45'00" W., on the S by V-6 and on the N by V-288, that airspace NW of Ogden within 10 miles SW and 8 miles NE of the Ogden VORTAC 316° radial, extending from the N boundary of V-288 to 63 miles NW of the VORTAC, that airspace N of Ogden within 10 miles W and 7 miles E of the Ogden VORTAC 345° radial, extending from the N boundary of V-288 to 42 miles N of the VORTAC; that airspace E of Ogden extending upward from 10,500 feet m.s.l. bounded on the N by V-288 on the S by V-6 and on the W by longitude 111°50'00" W., and that airspace bounded on the N by V-6, on the SE by V-32, on the S by latitude 41°00'00" N., and on the W by longitude 111°50'00" W.

Ogdensburg, N.Y.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 44°40'52" N., 75°28'05" W. of Ogdensburg Municipal Airport, Ogdensburg, N.Y., excluding the portion over Canada; within 2 miles each side of a 077° bearing from the Ogdensburg radio beacon extending from the 5-mile radius to 8 miles east of the radio beacon.
That airspace extending upward from 1,200 feet above the surface beginning at 44°16'00" N., 75°30'00" W. to 44°16'00" N., 76°10'00" W., thence NE along the U.S./Canadian border to 44°56'00" N., 75°05'00" W. to 44°42'00" N., 75°05'00" W. to point of beginning.

Oklahoma City, Okla.
That airspace extending upward from 700 feet above the surface within the area bounded by a line beginning at latitude 35°15'30" N., longitude 97°19'00" W.; to latitude 35°23'00" N., longitude 97°14'30" W.; to latitude 35°40'30" N., longitude 97°14'30" W.; to latitude 35°40'30" N., longitude 97°28'30" W.; to latitude 35°39' 00" N., longitude 97°40'00" W.; to latitude 35°33'00" N., longitude 97°50'00" W.; to latitude 35°34'30" N., longitude 97°58'00" W.;to latitude 35°22'30" N., longitude 98°02'00" W.; to latitude 35°18'00" N., longitude 97°42'00" W.; to latitude 35°08'00" N., longitude 97°42'00" W.; to latitude 35°08'00" N., longitude 97°28'00" W.; to latitude 35°15'30" N., longitude 97°28'00" W.;and within 8 miles NW and 5 miles SE of Oklahoma City VORTAC 230° radial, extending from the VORTAC to 12 miles SW of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within a 57-mile radius of latitude 35°25'50" N., longitude 97°35'10" W., within 6 miles SE and 9 miles NW of the Oklahoma City VORTAC 242° radial, extending from the 57-mile radius area to 52 miles SW of the VORTAC, within 6 miles S and 9 miles N of the Oklahoma City VORTAC 282° radial, extending from the 57-mile radius area to 62 miles W of the VORTAC, and within the area bounded on the E by longitude 96°54'00" W., and on the W by longitude 97°18'20" W., extending N from the 57-mile radius area to latitude 36°26'00" N., excluding the portion N of a line extending from latitude 35°54'00" N., longitude 98°25'00" W., to latitude 35°48'00" N., longitude 98°18'00" W., to latitude 36°03'00" N., longitude 97°23'30" W., to latitude 36°13'25" N., longitude 97°18'20" W.

Okmulgee, Okla.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Okmulgee, Okla., Airport (latitude 35°39'45" N., longitude 95°56'45" W.); and within 8 miles S and 5 miles N of the Okmulgee VOR 068° Radial extending from the VOR to 12 miles E.

Olean, N. Y.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Olean Municipal Airport (latitude 42°14'20" N., longitude 78°22'30" W.), and within 2 miles each side of the Olean RBN 033° bearing, extending from the 7-mile radius area to 8 miles NE of the RBN, from 0700 to 2200 hours, local time, daily.

AMENDMENTS 10/13/66 31 F.R. 11285 (Changed)

Omaha, Nebr.
That airspace extending upward from 700 feet above the surface within a 10-mile radius of Eppley Field (latitude 41°18'00" N., longitude 95°53'35" W.); and within 2 miles each side of the Omaha VORTAC 318° radial extending from the 10-mile radius area SE to the VORTAC; and within 2 miles each side of the Eppley Field ILS localizer SE course extending from the 10-mile radius area to 15 miles SE of the airport; and within 5 miles NE and 8 miles SW of the Eppley Field ILS localizer NW course extending from the 10-mile radius area to a point 12 miles NW of the OM; and within a 10-mile radius of Offutt AFB (latitude 41°07'24" N., longitude 95°54'52" W.); and within 6 miles NE and 8 miles SW of the Offutt VOR 309° and 129° radials extending from the 10-mile radius area to a point 12 miles SE of the Offutt VOR; and within 2 miles each side of the Offutt TACAN 308° radial extending from the 10-mile radius area to a point 8 miles NW of the TACAN; and that airspace extending upward from 1200 feet above the surface within the area beginning SE of Omaha at the N edge of V-216 and longitude 95°00'00" W.; thence N along longitude 95°00'00" W. to and E along the N edge of V-6, to and N along longitude 94°42'00" W., to and W along the S edge of V-172, to and N along longitude 95°18'00" W., to and W along latitude 41°43'00" N., to and S along longitude 96°25'00" W., to and E along latitude 41°30'00" W., to and S along longitude 96°23'00" W., to and E along the N edge of V-216 to the point of beginning.

O'Neill, Nebr.
That airspace extending upward from 1,200 feet above the surface within 7 miles N and 10 miles S of the O'Neill VORTAC 273° and 093° radials, extending from 20 miles W to 9 miles E of the VORTAC.

Ontario, Oregon
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Ontario Municipal Airport (latitude 44°01'15" N., longitude 117°00'43" W.); within 2 miles each side of the Ontario RBN 159° bearing, extending from the 5-mile radius area to 8 miles S of the RBN, and within 2 miles each side of the Ontario RBN 025° bearing extending from the 5-mile radius area to 8 miles NE of the RBN.

Orlando, Fla.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Orlando (Herndon) Municipal Airport, Orlando, Fla. (latitude 28°32'40" N., longitude 81°19'55" W.); within a 7-mile radius of McCoy AFB, Orlando, Fla. (latitude 28°25'55" N., longitude 81°19'15" W.); within 5 miles E and 8 miles W of the McCoy ILS localizer S course extending from McCoy AFB to 12 miles S of the LOM; that airspace extending upward from 1,200 feet above the surface encompassed by a line beginning on the NE boundary of V-159 at latitude 29°00' 00" N., extending E along latitude 29°00'00" N., to the W boundary of V-267, thence S along the W boundary of V-267 to latitude 28°58'00" N., thence E along latitude 28°58'00" N, to the limits of the territorial waters of the United States, thence SE along the limits of the territorial waters of the United States to a 25-mile radius arc centered at Patrick AFB, Cocoa, Fla. (latitude 28°14'15" N., longitude 80°36'35" W.), thence counterclockwise along this arc to a 35-mile radius arc centered on Orlando (Herndon) Municipal Airport, thence clockwise along this 35-mile radius arc to the NE boundary of V-159 NW of Orlando and NW along the NE boundary of V-159 to the
point of beginning; including the area S of Orlando bounded on the E by the W boundary of V-267/295, on the S by latitude 27°45'00" N., on the W by the NE boundary of V-157, and a 42-mile radius arc centered on MacDill AFB, Tampa, Fla. (latitude 27°51'00" N., longitude 82°30'41" W.), on the NW by the SE boundary of V-152S; and including that airspace W of Orlando bounded on the S by the N boundary of V-152N, on the W by the E boundary of V-157 and on the N by the S boundary of V-295.

Oscoda, Mich.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Wurtsmith AFB (latitude 44°27'00" N., longitude 83°24'00" W.); within 2 miles each side of the Wurtsmith AFB TACAN 232° radial extending from the 7-mile radius area to 14 miles SW of the TACAN; and within 2 miles each side of the Wurtsmith AFB TACAN 064° radial extending from the 7-mile radius area to 14 miles NE of the TACAN; and that airspace extending upward from 1,200 feet above the surface within a 30-mile radius of Wurtsmith AFB; within 5 miles each side of the Wurtsmith AFB TACAN 064° radial extending from the 30-mile radius to 40 miles E of the TACAN; and within the area bounded on the NW by a line 5 miles NW and parallel to the 238° bearing from the Wurtsmith AFB OM, on the NE by the 30-mile radius area, on the SE by a line 5 miles SE and parallel to the 216° bearing from the Wurtsmith AFB OM, and on the SW by the arc of a 33-mile radius circle centered on the Wurtsmith AFB OM.

Oshkosh, Wis.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Winnebago County Airport, Oshkosh, Wis. (latitude 43°59'20" N., longitude 88°33'15" W.), within 8 miles E and 5 miles W of the Oshkosh VOR 176° radial, extending from the 8-mile radius area to 12 miles S of the VOR; within a 5-mile radius of Fond du Lac County Airport, Fond du Lac, Wis. (latitude 43°46'14" N., longitude 88°29'29" W.), and within 5 miles S and 8 miles N of the 273° bearing from the Fond du Lac County Airport, extending from the airport to 12 miles W of the airport; and that airspace extending upward from 1200 feet above the surface bounded by a line beginning at latitude 44°32'00" N., longitude 87°43'55" W.; thence to latitude 44°32'00" N., longitude 87°27'00" W.; thence to latitude 43°30'00" N., longitude 87°27'00" W.; thence to latitude 43°30'00" N., longitude 88°30' 00" W.; thence to latitude 43°40'40" N., longitude 89°38'20" W.; thence north along the east boundary of V-255 to latitude 44°19'50" N., longitude 89°29'00" W.; thence counterclockwise via the arc of a 15-mile radius circle centered on the Stevens Point, Wis., VOR to latitude 44°28'30" N., longitude 89°14'25" W.; thence to latitude 44°28'30" N., longitude 89°05'20" W.; thence to latitude 44°29'10" N., longitude 89°04'35" W.; thence to latitude 44°29'25" N., longitude 88°35'30" W.; thence to latitude 44°31'32" N., longitude 88°29'20" W.; thence clockwise along the arc of an 18-mile radius circle centered on Austin-Straubel Airport, Green Bay, Wis. (latitude 44°29'15" N., longitude 88°07'45" W.), to the east edge of V-7; thence northeast along the east edge of V-7 to intersect an arc of a 20-mile radius circle centered on Austin-Straubel Airport; thence clockwise along the 20-mile radius arc to the point of beginning.

Oswego, Kans.
That airspace extending upward from 1,200 feet above the surface within 10 miles W and 7 miles E of the Oswego VOR 207° and 027° radials, extending from 20 miles NE to 9 miles SW of the VOR.

Otto, N. Mex.
That airspace extending upward from 1,200 feet above the surface bounded on the N. by latitude 35°14'00" N., on the E. by longitude 105°34'00" W., on the S.by latitude 34°57'25" N., and on the W. by a line extending from latitude 34°57'25" N., longitude 106°00'10" W., clockwise via the arc of an 8-mile radius circle centered at latitude 35°4'35" N., longitude 106°00'10" W., to latitude 35°11'20" N., longitude 106°01'20" W., thence N. via the arc of a 46-mile radius circle centered on the Albuquerque, N. Mex., VORTAC to latitude 35°14'00" N., longitude 106°02'05" W.

Ottumwa, Iowa
That airspace extending upward from 1,200 feet above the surface within 5 miles SW and 8 miles NE of the Ottumwa, Iowa, VORTAC 129° and 309° radials, extending from 5 miles NW to 12 miles SE of the VORTAC, and the airspace N of Ottumwa bounded on the N by V-6 S, and the SE by V-216 and on the SW by V-52.

Owensboro, Ky.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center 37°44'32" N., 87°09'57" W. of the Owensboro-Daviess County Airport, Owensboro, Ky., and within 5 miles NW and 8 miles SE of the Owensboro VOR 222° radial extending southwesterly from the VOR for 12 miles and within 5 miles W and 8 miles E of the Owensboro VOR 184° radial extending southerly from the VOR for 12 miles

Oxford, Miss.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the University-Oxford Airport (latitude 34°23'05" N., longitude 89°32'10" W.), and within 2 miles each side of the 257° bearing from the airport, extending from the 5-mile radius area to 8 miles W of the airport.

Oxnard, Calif.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Point Mugu RBN, excluding the portion within W-289; and that airspace extending upward from 1,200 feet above the surface bounded on the E by longitude 118°50'00" W., on the S by latitude 34°00'00" N., on the W by longitude 120°00'00" W., and on the N by a line extending from latitude 34°20'00" N., longitude 120°00'00" W to latitude 34°20'00" N., longitude 119°30'00" W to latitude 34°30'00" N., longitude 119°30'00" W to latitude 34°30'00" N., longitude 118°50'00" W., excluding the portions within W-289 and W-412; and that airspace extending upward from 5,000 feet MSL bounded on the N by latitude 34°20'00" N., on the E by longitude 120°00'00" W, on the S by latitude 34°00'00" N., and on the W by longitude 120°30'00" W, excluding the portion within Control 1176.

Paducah, Ky.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center 37°03'40" N., 88°46'20" W. of Barkley Field, Paducah, Ky.; within 2 miles each side of the Paducah VOR 225° radial extending from the 6-mile radius area to 8 miles SW of the VOR.
That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at 37°13'25" N 88°46'00" W. to 37°04'00" N., 88°32'00" W. to 36°44'50" N., 88°52'25" W. to 36°54'10" N., 89°06'10" W. to the point of beginning.

Pahokee, Fla.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Palm Beach County Glades Airport (latitude 26°47'15" N., longitude 80°41'35" W.); within 2 miles each side of the Pahokee VORTAC 342° radial extending from the 5-mile radius area to 9 miles N of the VORTAC; that airspace extending upward from 1,200 feet above the surface bounded on the S by the S boundary of V-492, on the W and N by a 17-mile radius arc centered on the Pahokee VORTAC, on the E by the E boundary of V-51, including the area 6 miles W and 4 miles E of the Pahokee VORTAC 342° radial extending from the 17-mile radius arc to 20 miles N of the VORTAC and the area 5 miles each side of the VORTAC 166° radial extending from the VORTAC to 12 miles S of the VORTAC.

Palacios, Tex.
That airspace extending upward from 700 feet above the surface within 2 miles each side of the Palacios VORTAC 308° radial extending from the VORTAC to 8 miles NW, and within 2 miles each side of the Palacios VORTAC 176° radial extending from the Palacios VORTAC to the intersection with the Matagorda Island AFB VOR 033° radial and within 2 miles each side of the Matagorda Island AFB VOR 033° radial extending from its intersection with the Palacios VORTAC 176° radial to 16 miles NE of the Matagorda Island AFB VOR.

Palm Beach, Fla.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Palm Beach International Airport (latitude 26°41'00" N., longitude 80°05'41" W.); that airspace extending upward from 1,200 feet above the surface within a 30-mile radius of Palm Beach VORTAC; and that airspace NW of Palm Beach bounded on the E by V-3, on the S by the 30-mile radius circle, and on the W by the V-51 E alternate; excluding the portion within the arc of a 50-mile radius circle centered at Miami International Airport (latitude 25°47'34" N., longitude 80°17'10" W.), and the portion which coincides with the Pahokee, Fla., transition area.

Palmdale, Calif.
That airspace extending upward from 700 feet above the surface within 2 miles S and 7 miles N of the Palmdale VORTAC 298° radial extending from the VORTAC to 18 miles NW; within 6 miles S and 12 miles N of the Palmdale VORTAC 298° and 118° radials extending from 11 miles NW to 13 miles SE of the VORTAC; that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 35°36'30" N., longitude 118°45'00" W., to latitude 35°44'00" N., longitude 117°53'00" W., to latitude 36°07'00" N., longitude 117°53'00" W., to latitude 36°07'00" N., longitude 117°35'00" W., to latitude 35°36'00" N., longitude 117°26'00" W., to latitude 35°25'00" N., longitude 117°26'00" W., to latitude 35°25'00" N., longitude 117°16'52" W., to latitude 35°15'56" N., longitude 117°16'52" W., to latitude 35°15'56" N., longitude 117°06'30" W., to latitude 35°34'30" N., longitude 116°29'40" W., to latitude 35°34'30" N., longitude 116°23'30" W., to latitude 35°28'35" N., longitude 116°18'45" W., to latitude 35°21'30" N., longitude 116°13'00" W., to latitude 34°43'00" N., longitude 116°13'00" W., thence W along latitude 34°43'00" N., to the SE boundary of V-21, thence along the SE boundary of V-21 to latitude 34°30'00" N., thence W along latitude 34°30'00" N., to longitude 118°20'00" W., thence N along longitude 118°20'00" W., to the S boundary of V-137, thence W along the S boundary of V-137 to longitude 118°45'00" W., thence to point of beginning.

Panama City, Fla.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Panama City-Bay County Airport, Panama City, Fla. (latitude 30° 12' 45" N., longitude 85° 40' 55" W.), within 2 miles either side of the Panama City VOR 328° and 090° radials, extending from the 5-mile radius zone to 8 miles northwest and east of the airport, excluding the portion within the Panama City (Tyndall AFB) control zone; and that airspace extending upward from 1200 feet above the surface bounded by a line beginning at:

Latitude 29°43'10" N., longitude 85°27'00" W.; to latitude 30°04'00" N., longitude 85°56'00" W.; to latitude 30°24'00" N., longitude 85°56'00" W.; to latitude 30°44'50" N., longitude 86°07'15" W.; thence along the S boundary of V-22 and the W boundary of V-7W to latitude 29°52'30" N.; to latitude 29°52'30" N., longitude 84°34'40" W.; to latitude 29°47'00" N., longitude 84°40'00" W.; to latitude 29°43'35" N., longitude 84°39'00" W.; thence 3 nautical miles from and parallel to the shoreline to the point of beginning.

Paris, Tex.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of Cox Field, Paris, Tex. (latitude 33°38'17" N., longitude 95°26'54" W.), and within 2 miles each side of the Paris, Tex., VOR 357° radial extending from the 6-mile radius area to the VOR; and that airspace extending upward from 1200' above the surface within the area bounded by a line beginning at latitude 33°08'00" N., longitude 95°18'00" W.; to latitude 33°07'00" N., longitude 95°41'00" W.; to latitude 33°49'00" N., longitude 95°34'00" W.; to latitude 33°49'00" N., longitude 95°18'00" W.; to point of beginning.

Parker, Calif.

That airspace extending upward from 1,200 feet above the surface within 10 miles NW and 7 miles SE of the Parker VORTAC 071° and 251° radials, extending from 9 miles SW to 20 miles NE of the VORTAC.

Parkersburg, W. Va.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center, 39°21'00" N., 81°26'15" W., of Wood County Airport, Parkersburg, W. Va.; within 2 miles each side of the Parkersburg VOR 208° and 028° radials extending from the 6-mile radius area to 8 miles northeast of the VOR.

That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at: 39°40'00" N., 81°47'00" W., to 39°40'00" N., 81°30'00" W., to 39°43'00" N., 81°13'00" W., to a point on the Imperial, Pa., VOR 60 mile arc at 39°53'15" N., 81°03'15" W., thence counterclockwise along this arc to the 202° radial; thence to 39°00'00" N., 81°04'00" W., to 39°00'00" N., 81°43'40" W. to the point of beginning.

Park Rapids, Minn.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Park Rapids, Minn., Municipal Airport (latitude 46°53'54" N., longitude 95°04'18" W.); and within 2 miles each side of the 132° bearing from Park Rapids Municipal Airport extending from the 5-mile radius area to 8 miles SE of the airport; and that airspace extending upward from 1,200 feet above the surface within 5 miles SW and 8 miles NE of the 312° and 132° bearings from Park Rapids Municipal Airport extending from 7 miles NW to 14 miles SE of the airport excluding the area N of latitude 47°00'00" N.

Parsons, Kansas

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Tri-City Airport (latitude 37°20'00" N., longitude 95°30'30" W.), and within 5 miles E and 8 miles W of a 359° bearing from the Tri-City Airport, extending from the Airport to a point 12 miles N; and that airspace extending upward from 1,200 feet above the surface within 5 miles NE and 5 miles SW of the Oswego VOR 306° radial extending from the Oswego VOR to the Tri-City Airport, and within 5 miles E and 5 miles W of the Chanute VOR 166° radial extending from the Chanute VOR to the Tri-City Airport excluding the Oswego and Chanute transition areas.

Pascagoula, Miss.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Jackson County Airport (latitude 30°22'43" N., longitude 88°29'37" W.) within 2 miles each side of a 082° bearing from the Jackson County Airport extending from the 5-mile radius area to 8 miles E of the airport and within 2 miles each side of a 272° bearing from the Jackson County Airport extending from the 5-mile radius area to 11 miles W of the airport.

Pasco, Wash.

That airspace extending upward from 700 feet above the surface, within a 5-mile radius of the Tri-Cities Airport (latitude 46°15'50" N., longitude 119°06'55" W.), within 5 miles SW and 8 miles NE of the Pasco VOR 132° radial, extending from the VOR to 12 miles SE of the VOR, within 5 miles SE and 8 miles NW of the Pasco VOR 036° radial, extending from the VOR to 12 miles NE of the VOR, within 2 miles each side of the Pasco VOR 262° radial, extending from the VOR to 8 miles W of the VOR; and that airspace extending upward from 1,200 feet above the surface, within 6 miles SW and 8 miles NE of the Pasco VOR 132° and 312° radials, extending from 8 miles NW to 18 miles SE of the Pasco VOR, excluding the portion within Restricted Area R-6715.

AMENDMENTS 12/8/66 31 F. R. 12516 (Rewritten); Corr. 31 F.R. 13315

Paso Robles, Calif.
That airspace extending upward from 700 feet above the surface within 2 miles each side of the Paso Robles VORTAC 332° and 342° radials, extending from the arc of a 5-mile radius circle centered on the Paso Robles County Airport (latitude 35°40'15" N., longitude 120°37'35" W.) to 10 miles NW of the VOR, and within 2 miles each side of the Paso Robles VORTAC 149° radial, extending from the arc of a 5-mile radius circle centered on the Paso Robles County Airport to 8 miles SE of the VORTAC; that airspace extending upward from 1,200 feet above the surface within 12 miles NE and 7 miles SW of the Paso Robles VORTAC 149° and 329° radials, extending from 20 miles SE to 9 miles NW of the VORTAC, and within 12 miles NE and 7 miles SW of the 142° and 322° radials, extending from 9 miles SE to 24 miles NW of the VORTAC.

AMENDMENT 5/26/66 31 F. R. 4283 (Rewritten); Corr: 31 F. R. 5121;

NAS Patuxent River, Md.
That airspace extending upward from 700 feet above the surface within a 14-mile radius of the NAS Patuxent River VOR, excluding the portion NW of a line extending from latitude 38°15'00" N., longitude 76°39'20" W., to latitude 38°26'20" N., longitude 76°14'00" W.; and that airspace extending upward from 1,200 feet above the surface bounded by a line extending from latitude 37°55'30" N., longitude 76°46'00" W., to latitude 37°44'40" N., longitude 75°58'05" W., to latitude 38°15'20" N., longitude 75°40'05" W., to latitude 38°16'10" N., longitude 75°42'20" W., to latitude 38°23'00" N., longitude 75°38'00" W., to latitude 38°57'00" N., longitude 75°53'00" W., to latitude 38°47'00" N., longitude 76°16'00" W., to latitude 38°14'00" N., longitude 76°46'00" W., to latitude 38°14'00" N., longitude 77°04'00" W., to point of beginning. The portions within R-4002, R-4005, R-4006, R-4007 and R-6609 are excluded.

Peach Springs, Ariz.
That airspace extending upward from 1,200 feet above the surface within 10 miles N and 7 miles S of the Peach Springs VORTAC 074° and 254° radials, extending from 9 miles W to 20 miles E of the VORTAC.

Pecos, Tex.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Pecos, Tex., Municipal Airport (latitude 31°23'45" N., longitude 103°30'50" W.); and within 2 miles each side of the Pecos VOR 146° radial, extending from the 6-mile radius area to the VOR; and that airspace extending upward from 1,200 feet above the surface within an area bounded by a line beginning at latitude 31°40'00" N., longitude 103°29'30" W., to latitude 31°40'00" N., longitude 103°48'00" W., to lat 31°09'00" N., longitude 103°48'00" W., to latitude 31°09'00" N., longitude 103°16'00" W., to latitude 31°30'00" N., longitude 103°16'00" W., to latitude 31°30'00" N., longitude 103°29'30" W., to point of beginning; excluding the portion of the 1,200 foot transition area within the Wink, Tex., transition area.

Pellston, Mich.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Emmet County Airport, Pellston, Mich. (latitude 45°34'40" N., longitude 84°47'40" W.); and that airspace extending upward from 1,200 feet above the surface within 8 miles NW and 7 miles SE of the Pellston VOR 047° and 227° radials, extending from 3 miles SW to 12 miles NE of the VOR, and within 8 miles NE and 5 miles SW of the 132° bearing from the Pellston RBN, extending from the 8-mile radius area to 12 miles SE of the RBN.

Pendleton, Oreg.
That airspace extending upward from 700 feet above the surface within a 12-mile radius of latitude 45°41'30" N., longitude 118°47'24" W.; that airspace extending upward from 1,200 feet above the surface within 11 miles NE and 7 miles SW of the Pendleton VORTAC 137° radial extending from the 12-mile radius area to 39 miles SE of the VORTAC, within 10 miles S and 7 miles N of the Pendleton 254° radial extending from the 12-mile radius area to 33 miles W of the VORTAC, within 6 miles SW and 9 miles NE of the Pendleton 310° radial, extending from the 12-mile radius area to 30 miles NW of the VORTAC, within 5 miles NW of the 025° radial and 5 miles SE of the 049° radial, extending from the 12-mile radius area to an arc of a 35-mile radius circle centered on the Pendleton VORTAC, and within 5 miles SE of the 049° radial and 5 miles S of the 090° radial, extending from the 12-mile radius area to an arc of a 30-mile radius circle centered on the Pendleton VORTAC.

AMENDMENT 6/23/66 31 F.R. 5824 (Rewritten)

Pensacola, Fla.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Pensacola Municipal Airport (latitude 30°28'30" N., longitude 87°11'20" W.); within a 7-mile radius of NAAS Saufley Field (latitude 30°28'15" N., longitude 87°20'30" W.); within 5 miles W and 8 miles E of the Pensacola ILS localizer N course, extending from the airport to 12 miles N of the OM; within 5 miles SW and 8 miles NE of the 314° bearing from the Pensacola OM, extending from the OM to 12 miles NW of the OM; within 5 miles NW and 8 miles SE of the 219° bearing from the Navy Saufley RBN, extending from the RBN to 12 miles SW of the RBN; within 7 miles each side of the NAS Pensacola (Forrest Sherman Field) (latitude 30°21'15" N., longitude 87°19'00" W.), runway 6/24 centerline, extending from 12 miles E to 12 miles W of NAS Pensacola; within 7 miles each side of the NAS Pensacola runway 18/36 centerline, extending from NAS Pensacola to 12 miles S of the airport; within a 7-mile radius of NAAS Whiting (North), Milton, Fla. (latitude 30°43'15" N., longitude 87°01'45" W.); within 2 miles each side of the 315° bearing from the Navy Whiting RBN, extending from the 7-mile radius area to 12 miles NW of the RBN; within 2 miles each side of the Navy Whiting VOR 320° radial, extending from the 7-mile radius area to 12 miles NW of the VOR; within 2 miles each side of the Navy Whiting TACAN 309° radial, extending from the 7-mile radius area to 8 miles NW of the TACAN, excluding the portion within W-155; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at the INT of the arc of a 25-mile radius circle centered at NAAS Saufley Field, and latitude 30°15'30" N., SW of Saufley, thence clockwise along this arc to latitude 30°44'20" N., thence to latitude 30°58'45" N., longitude 87°36'00" W., thence clockwise along the arc of a 34.5-mile radius circle centered at the Navy Whiting RBN to longitude 87°10'30" W., thence SE to the INT of the arc of a 30-mile radius circle centered on the Crestview, Fla., VORTAC, and longitude 87°04'00" W., thence clockwise along this arc to the W boundary of V-115, thence S along the W boundary of V-115 to the NW boundary of V-22, thence to latitude 30°45'40" N., longitude 86°39'45" W., to latitude 30°42'45" N., longitude 86°45'45" W., to latitude 30°38'45" N., longitude 86°55'00" W., to latitude 30°35'35" N., longitude 86°56'40" W., thence clockwise along the arc of a 25-mile radius circle centered at NAAS Saufley Field to latitude 30°22'05" N., thence to latitude 30°21'15" N., longitude 87°00'50" W., to latitude 30°18'00" N., longitude 86°59'30" W., to latitude 30°14'30" N., longitude 87°14'30" W., to the INT of the arc of a 38-mile radius circle centered at NAAS Saufley Field, and latitude 29°55'00" N., thence clockwise along this arc to longitude 87°49'00" W., and thence to the point of beginning, excluding the portion within the Fort Rucker, Ala., transition area.

AMENDMENTS 2/3/66 30 F. R. 14312 (Added)

Peoria, Ill.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Greater Peoria Airport (latitude 40° 39' 45" N., longitude 89° 41' 35" W.); within 2 miles each side of the Greater Peoria Airport ILS localizer SE course, extending from the 8-mile radius area to 8 miles SE of the OM; within 8 miles SW and 5 miles NE of the Peoria VORTAC 279° radial, extending from the 8-mile radius area to 12 miles W of the VORTAC; and that airspace extending upward from 1,200 feet above the surface bounded on the N by latitude 41° 10' 10" N., on the E by longitude 88° 40' 00" W., on the S by latitude 40° 20' 00" N., and on the W by longitude 90° 00' 00" W.

Perryton, Tex.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Perryton Airport (latitude 36° 24' 45" N., longitude 100° 45' 00" W.), and within 2 miles each side of the 101° bearing from the Perryton RBN (latitude 36° 24' 46" N., longitude 100° 44' 17" W.) extending from the 5-mile radius area to 8 miles E. of the RBN; that airspace extending upward from 1,200 feet above the surface within 5 miles N. and 8 miles S. of the 281° and 101° bearings from the Perryton RBN, extending from 7 miles W. to 14 miles E. of the RBN, and within 5 miles each side of the 101° bearing from the Perryton RBN extending from the RBN to 23 miles E.

AMENDMENT 12/8/66 31 F.R. 13039 (Added)

Peru, Ind.

That airspace extending upward from 700 feet above the surface within a 15-mile radius of Bunker Hill AFB, Peru, Ind.; within 8 miles SE of the Kokomo, Ind., VOR 040° radial extending from the VOR to 12 miles NE of the VOR; within 5 miles SW and 8 miles NE of the Kokomo VOR 131° radial extending from the VOR to 12 miles SE of the VOR, excluding that airspace within a 12-mile radius of the Marion Municipal Airport, Marion, Ind.; and that airspace extending upward from 1,200 feet above the surface within the area bounded by a line beginning at latitude 40°07'00" N., longitude 86°00'00" W.; to latitude 40°07'00" N., longitude 86°33'00" W.; to latitude 41°00'00" N., longitude 86°33'00" W.; to latitude 41°00'00" N., longitude 85°50'00" W.; to latitude 40°30'00" N., longitude 85°50'00" W.; thence to point of beginning, excluding the airspace within a 12 mile radius of the Marion Municipal Airport, Marion, Ind.

Philadelphia, Pa.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Philadelphia International Airport(latitude 39° 52' 30" N., longitude 75° 14' 20" W.); within 2 miles each side of the Philadelphia International Airport ILS localizer W course, extending from the OM to 8 miles W of the OM; within a 5-mile radius of the Bridgeport, N. J., Airport (latitude 39° 47' 40" N., longitude 75° 20' 25" W.); within 2 miles each side of the 329° bearing from the Philadelphia ILS OM, extending from the OM to 8 miles NW of the OM; within 2 miles each side of the Woodstown, N. J., VOR 350° radial, extending from the VOR to 10 miles N of the VOR; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 40° 30' 00" N., longitude 75° 20' 30" W., to latitude 40° 30' 00" N., longitude 75° 00' 00" W., to latitude 40° 24' 20" N., longitude 75° 45' 40" W., to latitude 40° 16' 10" N., longitude 74° 39' 20" W., to latitude 40° 00' 35" N., longitude 74° 54' 35" W., to latitude 39° 53' 00" N., longitude 74° 48' 00" W., to latitude 39° 43' 00" N., longitude 74° 48' 00" W., to latitude 39° 18' 20" N., longitude 75° 36' 40" W., to latitude 39° 50' 00" N., longitude 76° 19' 40" W., to latitude 39° 50' 00" N., longitude 75° 44' 00" W., to latitude 40° 05' 00" N., longitude 75° 44' 00" W., to latitude 40° 05' 00" N., longitude 75° 25' 40" W., to latitude 40° 07' 00" N., longitude 75° 22' 00" W., to point of beginning excluding the portion within 8 miles W and 5 miles E of the 328° bearing from latitude 39° 25' 02" N., longitude 75° 08' 07" W., extending from latitude 39° 25' 02" N., longitude 75° 08' 07" W., to 12 miles NW.

Philip, S. Dak.
That airspace extending upward from 700 feet above the surface within 5 miles N and 8 miles S of the Philip, S. Dak. VOR 102° and 282° radials extending from 14 miles W to 8 miles E of the VOR.

Philipsburg, Pa.
That airspace extending upward from 700 feet above the surface within a 10-mile radius of the center, 40°53'05" N., 78°05'15" W., of Mid-State Airport, Philipsburg, Pa., within 2 miles each side of the Philipsburg VOR 067° radial extending from the 10-mile radius area to 8 miles NE of the VOR; within 2 miles each side of the 342° bearing from the Philipsburg RBN extending from the 10-mile radius area to 8 miles NW of the RBN.

Phoenix, Ariz.
That airspace extending upward from 700 feet above the surface, bounded by a line beginning at: Latitude 33°40'00" N., longitude 112°29'00" W., thence to latitude 33°40'00" N., longitude 112°15'00" W., thence to latitude 33°23'00" N., longitude 111°30'00" W., thence to latitude 33°14'00" N., longitude 111°30'00" W., thence to latitude 33°10'00" N., longitude 111°36'00" W., thence to latitude 33°21'00" N., longitude 112°15'00" W., thence to latitude 33°21'00" N., longitude 112°30'00" W., thence to latitude 33°22'30" N., longitude 112°30'00" W., thence to latitude 33°22'30" N., longitude 112°41'30" W., thence to latitude 33°31'30" N., longitude 112°41'30" W., thence to latitude 33°31'30" N., longitude 112°29'00" W., thence to point of beginning; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 34°10'00" N., longitude 112°30'00" W.; thence to latitude 34°10'00" N., longitude 111°30'00" W.; thence to latitude 34°00'00" N., longitude 110°52'00" W.; thence to latitude 32°33'00" N., longitude 110°52'00" W.; thence to latitude 32°33'00" N., longitude 112°00'00" W.; thence to latitude 32°51'00" N., longitude 112°30'00" W.; thence to latitude 32°51'00" N., longitude 113°00'00" W.; thence to latitude 33°19'00" N., longitude 113°00'00" W.; thence to latitude 33°19'00" N., longitude 113°10'00" W.; thence to latitude 34°00'00" N., longitude 113°10'00" W.; thence to latitude 34°00'00" N., longitude 112°43'00" W.; thence to the point of beginning.

AMENDMENTS 9/15/66 31 F.R. 9109 (Changed); Correction 31 F.R. 10024

Picayune, Miss.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Picayune Municipal Airport (latitude 30° 31' 20" N., longitude 89° 42' 25" W.), and within 2 miles each side of the Picayune VOR 332° radial, extending from the 5-mile radius area to 8 miles NW of the VOR.

Pierre, S. Dak.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Pierre Municipal Airport (latitude 44°22'50" N., longitude 100°17'15" W.); within 2 miles each side of the Pierre VOR 086° radial, extending from the 8-mile radius area to 12 miles E of the VOR; and within 2 miles each side of the Pierre VOR 266° radial, extending from the 8-mile radius area to 20 miles W of the VOR; and that airspace extending upward from 1,200 feet above the surface within 5 miles S and 8 miles N of the Pierre VOR 086° and 266° radials, extending from 3 miles W to 12 miles E of the VOR; within the arc of a 29-mile radius circle centered on the Pierre VOR; extending clockwise from a line 5 miles NW of and parallel to the Pierre VOR 056° radial to a line 5 miles S of and parallel to the Pierre VOR 086° radial; and within the arc of a 24-mile radius circle centered on the Pierre VOR, extending clockwise from a line 6 miles S of and parallel to the Pierre VOR 253° radial to the Pierre VOR 302° radial.

AMENDMENTS 11/10/66 31 F.R. 11862 (Rewritten)

Pine Bluff, Ark.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Grider Field (latitude 34°10'35" N., longitude 91°55'55" W.); and within 5 miles E and 8 miles W of the Pine Bluff VOR 006° radial extending from the VOR to 12 miles N.

Piqua, Ohio
That airspace extending upward from 700 feet above the surface within a 4-mile radius of the center, 40°10'00" N., 84°19'00" W. of Piqua Airport, Piqua, Ohio; and within 2 miles each side of the Dayton VOR 024° radial extending from the 4-mile radius area to the VOR.

AMENDMENTS 2/3/66 30 F. R. 14916 (Added)

Pitman, N. J.
That airspace extending upward from 700 feet above the surface within a 4-mile radius of the center, 39°45'00" N., 75°08'00" W. of Pitman Airport, Pitman, N. J., and within 2 miles each side of the Woodstown, N. J., VOR 047° radial extending from the 4-mile radius area to the VOR, excluding that portion within the Philadelphia Pa., transition area. effective from sunrise to sunset, daily.

Pittsburgh, Pa.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Greater Pittsburgh Airport (latitude 40° 29' 35" N., longitude 80° 14' 25" W.); within an 8-mile radius of Allegheny County Airport, Pittsburgh, Pa. (latitude 40° 21' 15" N., longitude 79° 55' 40" W.), and the airspace within tangent lines extending from the Greater Pittsburgh 8-mile radius area to the Allegheny County 8-mile radius area; within 2 miles each side of the Greater Pittsburgh Runway 10-R-ILS localizer W course, extending from the Greater Pittsburgh 8-mile radius area to 8 miles W of the Clinton, Pa., RBN; within 2 miles each side of the 272° bearing from the Greater Pittsburgh Runway 10-L-ILS OM, extending from the Greater Pittsburgh 8-mile radius area to 8 miles W of the OM, and within 2 miles each side of the Allegheny RBN 257° bearing, extending from the Allegheny County 8-mile radius area to 8 miles W of the RBN; and that airspace extending upward from 1,200 feet, above the surface within a 37-mile radius of the Imperial, Pa., VORTAC, extending clockwise from the 249° to the 202° radials; within a 60-mile radius of the Imperial VORTAC, extending clockwise from the 202° to the 249° radials, excluding the portion N of a line extending from latitude 40° 56' 40" N., longitude 80° 36' 00" W., to latitude 40° 57' 00" N., longitude 80° 30' 00" W., to latitude 41° 01' 00" N., longitude 80° 08' 00" W.

PENDING AMENDMENT
Pittsfield, Maine
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 44°46'05" N., 69°22'40" W., of Pittsfield Municipal Airport, Pittsfield, Maine and within 2 miles each side of the Burnham, Maine, RBN (44°41'50" N., 69°21'30" W.) 350° and 170° bearings extending from the 5-mile radius area to 8 miles south of the RBN.

AMENDMENTS 2/2/67 31 F. R. 14771 (Added)

Pittsfield, Mass.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center, 42°25'36" N., 73°17'30" W., of Pittsfield Airport, Pittsfield, Mass.; within 2 miles each side of the Pittsfield RBN 059° bearing extending from the 7-mile radius area to 8 miles northeast of the RBN; and within 2 miles each side of the Chester VOR 299° radial extending from the 7-mile radius area to 10 miles northwest of the VOR.

AMENDMENTS 2/3/66 30 F. R. 15273 (Added)

Plainview, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Hale County Airport, Plainview, Tex., (latitude 34°10'10" N., longitude 101°43'00" W.).

Plattsburgh, N. Y.
That airspace extending upward from 700 feet above the surface within a 13-mile radius of the cneter, 44°39' 05" N., 73°28'10" W., of Plattsburgh AFB, Plattsburgh, N. Y.; within 2 miles each side of the airport ILS localizer north course extending from the 13-mile radius area to 12 miles north of the OM; within 2 miles each side of the Plattsburgh radio beacon 004° bearing extending from the 13-mile radius area to 8 miles north of the RBN; within 2 miles each side of the Plattsburgh VOR 033° radial extending from the 13-mile radius area to 8 miles northeast of the VOR.

AMENDMENTS 2/3/66 30 F. R. 14918 (Added)

Plymouth, Mass.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 41°54' 36" N., 70°43'44" W., of Plymouth Municipal Airport, Plymouth, Mass., and within 2 miles each side of the Whitman, Mass., VOR 129° radial extending from the 5-mile radius area to the VOR, excluding that airspace which coincides with the Boston, Mass., and Taunton, Mass., 700-foot transition areas.

AMENDMENTS 6/23/66 31 F.R. 6354 (Added)

Pocatello, Idaho
That airspace extending upward from 700 feet above the surface within 5 miles SE and 4 miles NW of the Pocatello ILS localizer NE course, extending from the arc of a 5-mile radius circle centered on the Pocatello Municipal Airport (latitude 42°54'35" N., longitude 112°35'25" W.) to 8 miles NE of the OM; within the area bounded on the W by a line 2 miles W of and parallel to the Pocatello VOR 015° radial, on the SE by a line 4 miles NW of and parallel to the Pocatello ILS localizer NE course, on the NE by the arc of a 13-mile radius circle centered on the Pocatello VOR, and on the S by the arc of a 5-mile radius circle centered on the Pocatello Municipal Airport; that airspace extending upward from 1,200 feet above the surface within 9 miles E and 6 miles W of the Pocatello VOR 167° radial, extending from the VOR to 18 miles S of the VOR; within 9 miles N and 8 miles S of the Pocatello VOR 252° radial, extending from the VOR to 18 miles SW of the VOR; within 6 miles SE and 10 miles NW of the Pocatello VOR 045° radial, extending from the VOR to 27 miles NE of the VOR, and that airspace NE of Pocatello bounded on the SE by a line 5 miles SE of and parallel to the Idaho Falls, Idaho, VOR 206° radial, on the SW by a line extending from latitude 43°06'30" N., longitude 112°13'30" W., to latitude 43°09'00" N., longitude 112°17'00" W., on the NW by V-21 and on the NE by latitude 43°17'00" N.

Point Reyes, Calif.
That airspace extending upward from 1,200 feet above the surface N of Point Reyes bounded on the NE and E by V-27, on the SW by V-137, and on the W by V-199; and W of Point Reyes bounded on the E by V-199; on the S by Control 1173, on the W by a line extending from latitude 38°02'35" N., longitude 123°14'25" W. to latitude 38°17'30" N., longitude 123°16'45" W., to latitude 38°25'30" N., longitude 123°23'00" W., to 38° 43'30" N., longitude 123°23'15" W., and on the N by latitude 38°43'30" N.

Ponca City, Okla.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Ponca City Municipal Airport (latitude 36° 43' 40" N., longitude 97° 05' 50" W.) within 2 miles each side of the Ponca City VORTAC 289° radial, extending from the 6-mile radius area to 8 miles NW of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within an 8-mile radius of the Ponca City Municipal Airport; within 8 miles SE and 5 miles NW of the 225° bearing from the Ponca City RBN, extending from the 8-mile radius area to 13 miles SW of the RBN; within 8 miles SW and 5 miles NE of the Ponca City VORTAC 289° radial, extending from the 8-mile radius area to 13 miles NW of the VORTAC, and within 8 miles W and 5 miles E of the 359° bearing from the Ponca City RBN, extending from the RBN to 16 miles N of the RBN.

Pontiac, Michigan
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Pontiac Municipal Airport (latitude 42°39'55" N., longitude 83°25'05" W.) and within 5 miles N and 8 miles S of the Pontiac VOR 091° and 271° radials extending from 2 miles E to 12 miles W of the Pontiac VOR.

Portal, Ariz.
That airspace extending upward from 1,200 feet above the surface within 12 miles N and 8 miles S of the Cochise, Ariz., VOR 096° radial, extending from 20 miles E to 56 miles E of the VOR.

Port Angeles, Wash.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Clallam County Airport, Port Angeles, Wash. (latitude 48°07'20" N., longitude 123°29'40" W.); within a 5-mile radius of CGAS Port Angeles (latitude 48°08'30" N., longitude 123°24'45" W.), within 2 miles N and 5 miles S of the Port Angeles VOR 093° radial, extending from the VOR to 12 miles E of the VOR; that airspace extending upward from 1,200 feet above the surface bounded on the E by the W edge of V-4 and the W edge of Amber 1, on the S by latitude 48°03'00" N., on the W by longitude 123°35'00" W. and on the N by the United States/Canadian border.

AMENDMENTS 3/31/66 31 F. R. 2422 (Rewritten)

Port Huron, Mich.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of St. Clair County Airport, Port Huron, Mich. (latitude 42° 54' 45" N., longitude 82° 31' 35" W.), and within 5 miles SW and 8 miles NE of the 152° bearing from St. Clair County Airport, extending from the airport to 16 miles SE of the airport, excluding the portion outside the United States.

Portland, Maine
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Portland Municipal Airport (latitude 43°38'50" N., longitude 70°18'30" W.), and within 2 miles each side of the Portland ILS localizer W course, extending from the 7-mile radius area to 8 miles W of the OM; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 43°59'00" N., longitude 69°16'00" W., thence to latitude 43°50'00" N., longitude 69°18'00" W., to latitude 43°44'00" N., longitude 69°19'42" W., thence SW via the W boundary of Warning Area W-103 to latitude 42°45'00" N., longitude 70°37'00" W., thence to latitude 42°53'00" N., longitude 71°05'00" W., to latitude 43°45'00" N., longitude 71°09'00" W., to latitude 44°06'00" N., longitude 70°43'00" W., to latitude 44°02'05" N., longitude 70°37'30" W., to latitude 44°13'30" N., longitude 70°11'30" W., to latitude 44°12'00" N., longitude 70°10'00" W., to latitude 44°05'00" N., longitude 70°23'00" W., to latitude 43°55'00" N., longitude 70°28'00" W., to latitude 43°50'00" N., longitude 70°12'00" W., to latitude 44°03'00" N., longitude 70°06'00" W., to latitude 44°09'00" N., longitude 69°57'00" W., thence counterclockwise via the arc of a 14-mile radius circle centered on the Augusta, Maine VOR to latitude 44°09'00" N., longitude 69°39'00" W., thence to the point of beginning, including that airspace outside of the continental control area extending upward from FL 240 to FL 300, inclusive, within an 18-mile radius of the Pease, N.H., RBN excluding the portion within R-4901.

AMENDMENTS 6/10/66 31 F. R. 8178 (Changed); 10/25/66 31 F.R. 13699 (Changed)

Portland, Oreg.

That airspace extending upward from 700 feet above the surface within a 23-mile radius of the Portland International Airport (latitude 45°35'20" N., longitude 122°35'35" W.), that airspace extending upward from 1,200 feet above the surface within a 30-mile radius of the Portland International Airport and the airspace NW of Portland extending from the 30-mile radius area bounded on the S by latitude 45°38'00" N., on the W by longitude 123°17'00" W., and on the N by V-112; that airspace extending upward from 4,500 feet m.s.l. NW of Portland bounded on the S by V-112, on the W by longitude 123°17'00" W., on the N by latitude 46°11'00" N., and on the E by V-99, that airspace N of Portland extending from the 30-mile radius area bounded on the W by V-99, on the N by latitude 46°25'00" N., and on the E by V-287; that airspace extending upward from 6,500 feet m.s.l. W of Portland extending from the 30-mile radius area bounded on the SE by V-99, on the W by V-27, and on the N by V-112, that airspace N of Portland extending from the 30-mile radius area bounded on the W by V-287, on the N by the arc of a 40-nautical mile radius circle centered on McChord AFB, Tacoma, Wash. (latitude 47°08'20" N., longitude 122°28'05" W.), and on the E by longitude 122°16'00" W.; that airspace extending upward from 8,500 feet m.s.l. NE, E, and SE of Portland within a 60-mile radius of the Portland Airport, extending from the 30-mile radius area clockwise from the Portland VORTAC 036° radial to the E boundary of V23E, excluding the airspace within Federal airways and the airspace within the arcs of 44- and 60-mile radius circles centered on the Portland Airport bounded on the N by the Portland VORTAC 118° radial and on the S by the Newberg, Oreg., VORTAC 092° radial.

AMENDMENTS 8/18/66 31 F.R. 8620 (Changed)

Portsmouth, N. H. (Pease AFB)

That airspace extending upward from 700 feet above the surface within an 11-mile radius of Pease AFB (latitude 43°04'40" N., longitude 70°49'25" W.); within 2 miles each side of the extended centerline of Runway 16, extending from the 11-mile radius area to 13 miles SE of the lift-off end of the runway, excluding the portion within R-4901.

AMENDMENTS 6/23/66 31 F. R. 6864 (Changed)

Portsmouth, Ohio

That airspace extending upward from 700 feet above the surface within an 8-mile radius of the center, 38°50'26" N, 82°50'50" W, of Scioto County Airport, Portsmouth, Ohio; within 2 miles each side of a 178° bearing from the Portsmouth RBN 38°46'54" N, 82°50'42" W extending from the 8-mile radius area to 8 miles S of the RBN.

Pottstown, Pa.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center, 40°15' 37" N., 75°40'09" W., of Pottstown Municipal Airport, Pottstown, Pa.; within a 5-mile radius of the center, 40° 14'15" N., 75°33'45" W., of Pottstown Airport, Pottstown, Pa.; within 2 miles each side of the centerline of Runway 1, Pottstown Municipal Airport, extended from the 6-mile radius area to 8 miles north of the end of the runway; within 5 miles east and 8 miles west of the Pottstown, Pa., VOR 190° radial extending from the VOR to 12 miles south of the VOR.

AMENDMENTS 6/23/66 31 F.R. 6354 (Rewritten)

Poughkeepsie, N. Y.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center, 41°37'40" N., 73°53'00" W. of Dutchess County Airport, Poughkeepsie, N. Y., and within 2 miles each side of the Kingston VOR 025° radial extending from the 7-mile radius area to 8 miles NE of the VOR excluding that portion coinciding with the Newburgh transition area.

That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at: 42°02'00" N., 73°16'00" W. to 41°49'00" N., 73°16'00" W. to 41°31'00" N., 73°20'00" W. to 41°31'00" N., 73°54'00" W. to 41°27'00" N., 73°54'00" W. to 41°19'00" N., 73°57'00" W. to 41°19'00" N., 74°33'00" W. to 41°31'00" N., 75°07'00" W. to 42°00'00" N., 75°00'00" W. to point of beginning.

Pratt, Kansas

That airspace extending upward from 700 feet above the surface within a 6-mile radius of Pratt Municipal Airport (latitude 37° 42' 10" N., longitude 98° 44' 55" W.), within 2 miles each side of the 352° bearing from Pratt Municipal Airport, extending from the 6-mile radius area to 8 miles N of the airport; and that airspace extending upward from 1,200 feet above the surface within 5 miles E and 8 miles W of the 352° bearing from Pratt Municipal Airport, extending from the airport to 12 miles N of the airport, within 5 miles each side of the 352° bearing from Pratt Municipal Airport, extending from the airport to 17 miles N of the airport, and within 5 miles each side of the 272° bearing from Pratt Municipal Airport, extending from the airport to 8 miles W of the airport.

Prescott, Ariz.

That airspace extending upward from 700 feet above the surface within 2 miles each side of the Prescott VORTAC 123° and 303° radials, extending from the arc of a 5-mile radius circle centered on the Prescott Airport (latitude 34°39'10" N., longitude 112°25'15" W.) to 8 miles NW of the VORTAC; that airspace extending upward from 1,200 feet above the surface within a 20-mile radius of the Prescott VORTAC, extending clockwise from a line 5 miles W of and parallel to the Prescott VORTAC 340° radial to a line 5 miles W of and parallel to the VORTAC 159° radial, and that airspace within a 12-mile radius of the Prescott VORTAC, extending clockwise from a line 5 miles W of and parallel to the Prescott VORTAC 159° radial to a line 5 miles W of and parallel to the VORTAC 340° radial.

Presque Isle, Maine

That airspace extending upward from 700 feet above the surface within an 8-mile radius of the center, 46°41' 30" N., 68°02'30" W., of Presque Isle Airport, Presque Isle, Maine; within 2 miles each side of the Presque Isle VOR 339° radial extending from the 8-mile radius area to 8 miles north of the VOR; within 2 miles each side of the Sprague ville R.R., south course extending from the 8-mile radius area to 8 miles south of the RR.; within a 5-mile radius of the center, 46°52'14" N., 68°01'07" W., of Caribou Airport, Caribou, Maine; within an 8-mile radius of the center, 46°57'05" N., 67°53'10" W., of Loring AFB, Limestone, Maine; within 2 miles each side of the Loring TACAN 348° radial extending from the Loring 8-mile radius area to 12 miles north of the TACAN; within 2 miles each side of the Loring ILS localizer south course extending from the Loring 8-mile radius area to 12 miles south of the OM, excluding the portion outside the United States.

That airspace extending upward from 1,200 feet above the surface within a 40-mile radius of the center of Loring AFB excluding the portion outside of the United States.

AMENDMENTS 2/3/66 30 F. R. 14917 (Added)

Priest, Calif.

That airspace extending upward from 1,200 feet above the surface bounded on the E by V-107, on the S by latitude 35° 55' 00" N., and the arc of a 20-mile radius circle centered on the Paso Robles, Calif., VOR, on the W by V-25 E, and on the N by V-111, excluding the portion within the Lemoore, Calif., transition area.

Princeton, Maine

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Princeton Airport (latitude 45°12'05" N., longitude 67°34'00" W.); and within 2 miles each side of the Princeton VOR 143° radial, extending from the 5-mile radius area to the VOR.

Princeton, N.J.

That airspace extending upward from 700 feet above the surface within a 4-mile radius of the center, 40°23'55" N., 74°39'30" W., of Princeton Airport within 2 miles each side of the Solberg, N.J., VOR 161° radial extending from the 4-mile radius area to the VOR; and within 2 miles each side of the runway 27 centerline extended from the 4-mile radius area to 6 miles west of the end of the runway.

AMENDMENT 12/8/66 31 F.R. 13698 (Added)

Prosser, Wash.

That airspace extending upward from 1,200 feet above the surface within 7 miles NE and 5 miles SW of the Pendleton, Oreg., VORTAC 310° radial, extending from 40 miles to 60 miles NW of the VORTAC.

AMENDMENTS 9/15/66 31 F.R. 9047 (Added); Correction 31 F.R. 10023

Providence, R. I.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of Theodore Francis Green Airport, Providence, R. I., (latitude 41°43'30" N., longitude 71°25'48" W.), within 2 miles each side of the Providence ILS localizer NE course, extending from the 8-mile radius area to the intersection of the Putnam, Conn., VORTAC 106° radial, within 5 miles SE and 8 miles NW of the Providence ILS localizer SW course, extending from the 8-mile radius area to 12 miles SW of the OM, within a 12-mile radius of NAS Quonset Point, R. I., (latitude 41°35'55" N., longitude 71°24'50" W.), within a 7-mile radius of the New Bedford, Mass., Municipal Airport (latitude 41°40'37" N., longitude 70°57'34" W.), within 8 miles SE and 11 miles NW of the New Bedford ILS localizer SW course, extending from the localizer to 12 miles SW of the OM, within a 5-mile radius of the Fall River, Mass., Municipal Airport (latitude 41°45'15" N., longitude 71°06'40" W.), and within 2 miles each side of the 050° bearing from the Fall River, Mass., RBN, extending from the 5-mile radius area to 8 miles northeast of the RBN; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 41°12'45" N., longitude 70°42'30" W.; to latitude 41°07'10" N., longitude 71°09'00" W.; to latitude 41°05'15" N., longitude 71°22'05" W.; to latitude 41°03'35" N., longitude 71°31'40" W.; to latitude 41°00'35" N., longitude 72°05'00" W., thence to latitude 41°18'00" N., longitude 72°30'30" W.; to latitude 41°40'00" N., longitude 72°08'00" W.; to latitude 41°55'00" N., longitude 71°59'00" W.; to latitude 41°47'45" N., longitude 71°46'40" W.; thence clockwise along the arc of a 27-mile radius circle centered on the NAS Quonset Point VOR to latitude 41°56'35" N., longitude 71°26'00" W.; to latitude 42°04'00" N., longitude 71°19'00" W.; to latitude 41°53'30" N., longitude 70°56'30" W.; to latitude 41°42'00" N., longitude 70°48'00" W.; to latitude 41°21'00" N., longitude 70°48'00" W.; to the point of beginning.

Provincetown, Mass.

That airspace extending upward from 700 feet above the surface within a 4-mile radius of the center, 42°04'15" N., 70°13'15" W., of Provincetown Municipal Airport, Provincetown, Mass.; and within 2 miles each side of the Provincetown RBN 237° bearing extending from the 4-mile radius area to 8 miles SW of the RBN.

AMENDMENTS 3/3/66 31 F. R. 250 (Added)

Provo, Utah
That airspace extending upward from 1,200 feet above the surface bounded on the N by latitude 40°30'00" N., on the SE by the NW edge of V-235 and V-21, on the W by the E edge of V-257 to point of beginning excluding the portion within R-6401; and that airspace SE of the Provo VORTAC extending upward from 9,500 feet MSL bounded on the E by longitude 111°41'00" W., on the S by latitude 40°00'00" N., on the NW by the SE edge of V-21 and on the N by the S edge of V-200.
AMENDMENT 5/26/66 31 F.R. 5120 (Rewritten)

Pueblo, Colo.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of the Pueblo VORTAC; within 2 miles each side of the Pueblo ILS localizer W course, extending from the 9-mile radius area to 4 miles W of the Pueblo ILS LOM; within 2 miles each side of the Pueblo VORTAC 080° radial, extending from the 9-mile radius area to 13 miles E of the VORTAC and within 2 miles each side of the Pueblo ILS localizer E course, extending from the 9-mile radius area to 15 miles E of the localizer; that airspace extending upward from 1,200 feet above the surface bounded by a line extending from latitude 38°30'00" N., longitude 104°52'00" W., to latitude 38°30'00" N., longitude 104°04'00" W., to latitude 38°07'00" N., longitude 104°04'00" W., thence W along latitude 38°07'00" N., to the W boundary of V-83, thence SW along the W boundary of V-83 to latitude 38°00'00" N., to latitude 38°07'00" N., longitude 104°43'00" W., to latitude 38°07'00" N., longitude 105°00'00" W., to latitude 38°25'00" N., longitude 105°00'00" W., to latitude 38°25'00" N., longitude 104°52'00" W., thence to point of beginning.

Pullman, Wash.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Pullman-Moscow Regional Airport (latitude 46°44'40" N., longitude 117°06'30" W.) and within 2 miles each side of the Pullman VOR (latitude 46°40'25" N., longitude 117°13'30" W.) 049° and 229° radials, extending from the 5-mile radius area to 8 miles SW of the VOR; that airspace extending upward from 1,200 feet above the surface within 8 miles NW and 7 miles SE of the Pullman VOR 049° and 229° radials, extending from 12 miles SW to 15 miles NE of the VOR.
AMENDMENTS 8/18/66 31 F. R. 6827 (Added); Correction 31 F.R. 9864

Quantico, Va.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of MCAS Quantico, Va. (latitude 38°30'10" N., longitude 77°18'20" W.) and within 3 miles W and 2 miles E of the Brooke, Va., VORTAC 011° and 191° radials, extending from the 8-mile radius area to 2 miles S of the VORTAC.

Quincy, Ill.
That airspace extending upward from 700 feet above the surface within 5 miles NW and 8 miles SE of the Quincy ILS localizer SW course, extending from 4 miles NE to 12 miles SW of the OM; and that airspace extending upward from 1,200 feet above the surface within a 12-mile radius of Quincy Municipal Airport (latitude 39°56'35" N., longitude 91°11'40" W.), and within 7 miles NW and 8 miles SE of the Quincy VORTAC 214° radial, extending from the 12-mile radius area to 12 miles SW of the VORTAC.

Raleigh, N. C.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Raleigh-Durham Airport (latitude 35°52'15" N., longitude 78°47'10" W.), within 2 miles each side of the 045° bearing from the Raleigh-Durham RBN extending from the 7-mile radius area to 8 miles NE of the RBN, within 5 miles S and 8 miles N of the Raleigh-Durham ILS localizer SW course extending from 5 miles NE of the LOM to 12 miles SW of the LOM, within 2 miles each side of the Raleigh-Durham VORTAC 225° radial extending from the 7-mile radius area to the Liberty, N.C., VOR 114° radial; and that airspace extending upward from 1,200 feet above the surface to the base of the continental control area bounded by a line beginning at the intersection of a 35-mile arc centered at latitude
36°06'00" N., longitude 80°01'30" W. and the S boundary of V-20 and extending to latitude 36°33'00" N., longitude 78°43'00" W., thence to latitude 36°33'00" N., longitude 77°57'00" W., thence to latitude 36°38'15" N., longitude 77°19'15" W., thence to latitude 35°30'00" N., longitude 78°30'00" W., thence to the intersection of the S boundary of V-525 and longitude 78°30'00" W., thence SW along a line extending to latitude 34°18'30" N., longitude 79°00'00" W. to a 35-mile arc centered at latitude 34°59'22" N., longitude 78°52'52" W., thence clockwise along this arc to the W boundary of V-3E, thence SW along the W boundary of V-3E to the E boundary of V-3, thence N along the E boundary of V-3 to a 19-mile arc centered at latitude 35°12'55" N., longitude 79°35'18" W., thence clockwise along this arc to the W boundary of V-3, thence S along the W boundary of V-3 to a 60-mile arc centered at latitude 33°58'15" N., longitude 80°28'19" W., thence counterclockwise along this arc to the W boundary of V-155, thence NE along the W boundary of V-155 to a line extending from the Chesterfield, S. C., VOR to the Liberty, N. C., VOR, thence NE along this line to a 35-mile arc centered at latitude 36°06'00" N., longitude
80°01'30" W., thence counterclockwise along this arc to the point of beginning.
AMENDMENTS 6/23/66 31 F.R. 8297 (Changed); 12/6/66 31 F. R. 15798 (Changed)

Rantoul, Ill.
That airspace extending upward from 700 feet above the surface within an 11-mile radius of Chanute AFB, and that airspace extending upward from 1,200 feet above the surface bounded on the north by latitude 40°45'00" N., on the east by longitude 87°23'00" W., on the S by a line extending from latitude 40°07'00" N., longitude 87°23'00" W., to longitude 88°00'00" W., and the N boundary of V-50, thence via the N boundary of V-50 to longitude 88°40'00" W., and on the west by longitude 88°40'00" W.,
excluding the airspace within the Decatur, Ill., transition area.

Rapid City, S. Dak.
That airspace extending upward from 700 feet above the surface within a 12-mile radius of Ellsworth AFB, Rapid City, S. Dak. (latitude 44°08'42" N., longitude 103°06'11" W.); and within 8 miles NE and 5 miles SW of the Rapid City VORTAC 155° and 335° radials, extending from the 12-mile radius area to 12 miles SE of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within a 53-mile radius of Ellsworth AFB.

AMENDMENTS 6/23/66 31 F.R. 5950 (Rewritten)

Rawlins, Wyo.
That airspace extending upward from 700 feet above the surface within 2 miles each side of the 086° and 262° bearings from the Sinclair, Wyo., RBN, extending from the arc of a 5-mile radius circle centered on the Rawlins Municipal Airport (latitude 41°48' 15" N., longitude 107°12'05" W.) to 8 miles E of the RBN, and within 2 miles each side of the 272° bearing from the Sinclair RBN, extending from the arc of a 5-mile radius circle centered on the Rawlins Airport to the RBN; and that airspace extending upward from 1,200 feet above the surface within 8 miles N and 9 miles S of the 086° and 262° bearings from the Sinclair RBN, extending from 12 miles E to 18 miles W of the RBN.

Reading, Pa.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of the center, 40°22'39" N., 75°57'57" W. of General Spaatz Field, Reading, Pa., and within 5 miles W and 8 miles E of the Reading ILS localizer S course extended from the OM for 12 miles; within 5 miles each side of the East Texas VOR 253° radial extended to the Ravine VOR 125° radial and within a 6-mile radius of the center, 40°30'08" N., 75°47'05" W. of Kutztown Airport, Kutztown, Pa., excluding that portion coincident with the Allentown, Pa., 700-foot transition area.

Readington, N. J.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center, 40°34'55" N., 74°44'20" W., of Solberg-Hunterdon Airport, Readington, N. J., and within 5 miles east and 5 miles west of Solberg, N. J., VORTAC 227° radial extending from the 6-mile radius area to 14 miles southwest of the VORTAC excluding the portion that coincides with the New York, N. Y., transition area.
AMENDMENTS 10/13/66 31 F.R. 11285 (Rewritten)

Readsville, Mo.
That airspace extending upward from 1,200 feet above the surface within 6 miles N and 9 miles S of the Readsville VOR 100° and 280° radials extending from 8 miles E to 19 miles W of the VOR and the airspace north of Readsville bounded on the N by V-4, on the E by an arc of a 33-mile radius circle centered on the St. Louis Municipal Airport, on the S by V-12 and on the W by V-63.

Red Bluff, Calif.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Redding Municipal Airport (latitude 40° 30' 35" N., longitude 122° 17' 30" W.), and within 2 miles each side of the Redding VOR 192° radial, extending from the 5-mile radius area to 10 miles S of the VOR, excluding the portion within a 1-mile radius of Redding Sky Ranch Airport (latitude 40° 30' 00" N., longitude 122° 22' 35" W.); and that airspace extending upward from 1,200 feet above the surface within a 20-mile radius of the Red Bluff VORTAC; within 9 miles each side of the Red Bluff VORTAC 291° radial, extending from the 20-mile radius area to 52 miles NW of the VORTAC; within 9 miles W and 10 miles E of the Red Bluff VORTAC 342° radial, extending from the 20-mile radius area to 67 miles N of the VORTAC, and within 10 miles W and 6 miles E of the Red Bluff VORTAC 015° radial, extending from the 20-mile radius area to 56 miles N of the VORTAC.
That airspace NW of Red Bluff extending upward from 1,200 feet above the surface bounded on the SW by a line 9 miles NE of and parallel to the Red Bluff VORTAC 291° radial, on the NW by a line 5 miles NW of and parallel to the Redding VOR 233° radial, and on the NE by a line 9 miles W of and parallel to the Red Bluff VORTAC 342° radial.

Redmond, Oreg.
That airspace extending upward from 700 feet above the surface within 2 miles each side of the Redmond VOR 089° and 269° radials, extending from the arc of a 5-mile radius circle centered on Roberts Field, Redmond, Oreg. (latitude 44°15'10" N., longitude 121°08'55" W.) to 8 miles W of the VOR; within 2 miles each side of the 230° bearing from Roberts Field, Redmond, Oreg., extending from the arc of a 5-mile radius circle centered on Roberts Field to 10 miles SW of the airport; within 2 miles each side of the Redmomd VOR 162° radial, extending from the VOR to 5 miles S of the VOR and within 2 miles each side of the 302° bearing from the Redmond RBN, extending from the arc of a 5-mile radius circle centered on Roberts Field to 8 miles NW of the RBN; that airspace extending upward from 1,200 feet above the surface within 8 miles N and 5 miles S of the Redmond VOR 269° radial, extending from the VOR to 12 miles W of the VOR; within 14 miles NE and 2 miles SW of the Redmond VOR 122° and 302° radials, extending from 18 miles NW to 15 miles SE of the VOR and within 6 miles W and 9 miles E of the Redmond VOR 189° radial, extending from the VOR to 19 miles S of the VOR.

Redwood Falls, Minn.
That airspace extending upward from 700 feet above the surface within a 4-mile radius of Redwood Falls Municipal Airport (latitude 44° 32' 45" N., longitude 95° 04' 50" W.); and that airspace extending upward from 1,200 feet above the surface within 5 miles W and 8 miles E of the Redwood Falls VOR 023° and 203° radials, extending from 4 miles N to 12 miles S of the VOR.

Reed City, Mich.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Miller Field, Reed City, Mich. (latitude 43°53'30" N., longitude 85°31'00" W.), and within 5 miles E and 8 miles W of the 345° bearing from Miller Field, extending from Miller Field to 17 miles N of the airport.

Reno, Nev.
That airspace extending upward from 1,200 feet above the surface within a 45-mile radius of the Reno VOR, excluding the portions W of longitude 120°19'00" W., E of longitude 119°00'00" W.; and that airspace SW of Reno within 22 miles N and 13 miles S of the Lake Tahoe, Calif., VOR 090° and 270° radials, extending from 7 miles E to 35 miles W of the VOR.

Rhinelander, Wis.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Oneida County Airport, Rhinelander, Wis. (latitude 45°37'50" N., longitude 89°27'40" W.); within 2 miles each side of the Rhinelander VOR 229° radial, extending from the 5-mile radius area to 8 miles SW of the VOR; within 2 miles each side of the Rhinelander VOR 322° radial, extending from the 5-mile radius area to 8 miles NW of the VOR; within a 5-mile radius of Drott Airport, Thomahawk, Wis. (latitude 45°30'45" N., longitude 89°33'35" W.); and within 2 miles each side of the Rhinelander VOR 211° radial, extending from the Drott Airport 5-mile radius area to the VOR; and that airspace extending upward from 1,200 feet above the surface within a 17-mile radius of Rhinelander VOR.
AMENDMENTS 9/15/66 31 F.R. 9864 (Rewritten)

Richmond, Ind.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Richmond Municipal Airport (latitude 39°45'20" N., longitude 84°50'30" W.); within 2 miles each side of the Richmond VOR 045° radial, extending from the 6-mile radius area to 8 miles NE of the VOR; within 2 miles each side of the Richmond VOR 243° radial, extending from the 6-mile radius area to 8 miles SW of the VOR; and within 2 miles each side of the 234° bearing from the Richmond RBN, extending from the 6-mile radius area to 8 miles SW of the RBN; and that airspace extending upward from 1,200 feet above the surface bounded by a line extending from latitude 39°10'00" N., longitude 85°39'00" W., to latitude 39°30'00" N., longitude 85°39'00" W., to latitude 39°30'00" N., longitude 85°30'00" W., to latitude 40°00'00" N., longitude 85°30'00" W., to latitude 40°00'00" N., longitude 84°58'00" W., to latitude 40°10'00" N., longitude 85°05'45" W., to latitude 40°10'00" N., longitude 85°00'00" W., to latitude 39°40'00" N., longitude 84°25'00" W., to latitude 39°12'00" N., longitude 85°30'00" W., to point of beginning.

Richmond, Va.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Byrd Field (latitude 37°30'20" N., longitude 77°19'10" W.); within 2 miles each side of the Richmond VOR 136° radial, extending from the 8-mile radius area to 12 miles SE of the VOR; within 5 miles NW and 9 miles SE of the Richmond ILS localizer SW course, extending from the 8-mile radius area to 12 miles SW of the OM; and that airspace extending upward from 1,200 feet above the surface bounded by a line extending from latitude 38°30'00" N., longitude 77°44'00" W.;to latitude 38°24'00" N., longitude 77°29'00" W.; to latitude 38°05'00" N., longitude 77°35'00" W.; to latitude 38°01'00" N., longitude 77°15'00" W.; to latitude 38°14'00" N., longitude 77°04'00" W.; to latitude 37°55'30" N., longitude 76°46'00" W.; to latitude 36°38'15" N., longitude 77°19'15" W.; to latitude 36°33'00" N., longitude 77°57'00" W.; to latitude 36°33'00" N., longitude 78°43'00" W.; to latitude 37°00'00" N., longitude 78°38'00" W.; to the point of beginning, excluding the portion within R-6602.

Richwoods, Mo.
That airspace extending upward from 1,200 feet above the surface within 5 miles NW and 8 miles SE of the Richwoods VOR 230° and 050° radials, extending from 7 miles NE to 13 miles SW of the VOR.

Riverhead, N. Y.
That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 41°00'35" N., longitude 72°05'00" W.; thence S via longitude 72°05'00" W. to the S boundary of V-139; thence SW via the SE boundary of V-139 to latitude 40°30'00" N., thence to latitude 40°30'00" N., longitude 73°36'00" W.; to latitude 40°41'00" N., longitude 73°33'30" W.; to latitude 40°50'00" N., longitude 73°42'00" W.; to latitude 41°00'00" N., longitude 73°33'00" W.; to latitude 41°00'00" N., longitude 72°45'00" W.; to latitude 41°18'00" N., longitude 72°30'30" W.; to the point of beginning, excluding the portion below 3,000 feet MSL within W-106.

Riverside, Calif.
That airspace extending upward from 700 feet above the surface bounded by a line beginning at latitude 34°10'00" N., longitude 117°59'00" W., to latitude 34°10'00" N., longitude 117°01'00" W., to latitude 33°50'00" N., longitude 117°01'00" W., to latitude 33°42'30" N., longitude 116°56'30" W., to latitude 33°38'00" N., longitude 117°09'00" W., to latitude 33°56'00" N., longitude 117°30'00" W., to latitude 33°56'00" N., longitude 117°59'00" W.; thence to point of beginning; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 34°30'00" N., longitude 117°43'00" W., thence E along latitude 34°30'00" N., to the SE boundary of V-21, thence along the SE boundary of V-21 to longitude 116°30'00" W., thence direct to latitude 34°40'30" N., longitude 116°29'40" W., to latitude 34°30'00" N., longitude 116°26'30" W., to latitude 34°16'00" N., longitude 116°18'00" W., to latitude 33°30'00" N., longitude 116°18'00" W., to latitude 33°30'00" N., longitude 117°30'00" W., to latitude 33°39'00" N., longitude 117°30'00" W., to latitude 33°46'00" N., longitude 117°45'00" W., to latitude 33°56'00" N., longitude 117°53'00" W., to latitude 33°56'00" N., longitude 117°59'00" W., to latitude 34°10'00" N., longitude 117°59'00" W., to latitude 34°10'00" N., longitude 117°43'00" W., thence to point of beginning.

Riverton, Wyo.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Riverton Municipal Airport (latitude 43°03'45" N., longitude 108°27'15" W.), and within 5 miles north and 8 miles south of the Riverton VOR 291° radial, extending from the VOR to 12 miles west of the VOR; that airspace extending upward from 1,200 feet above the surface within a 25-mile radius of the Riverton VOR, and that airspace within 10 miles east and 7 miles west of the Riverton VOR 016° radial, extending from the 25-mile radius area to 38 miles north of the VOR.

Roanoke, Va.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center 37°19'30" N., 79°58'35" W., of Roanoke Municipal (Woodrum) Airport; within 2 miles each side of the Woodrum VOR 166° radial extending from the 7-mile radius area to the Red Hill Fan Marker; within 2 miles each side of the Woodrum VOR 246° radial extending from the 7-mile radius area for 15.5 miles SW of the VOR; within 5 miles SW and 8 miles NE of the Woodrum VOR 122° radial extending SE for 20 miles from the VOR.

That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at 38°14'00" N., 80°35'00" W., to 38°20'00" N., 80°15'00" W., to 38°10'00" N., 79°30'00" W., to 37°00'00" N., 79°30'00" W., to 37°00'00" N., 80°25'10" W., thence counterclockwise via a 15 NM arc centered at Pulaski VOR (37°05'15" N., 80°42'47" W.) to 37°19'25" N., 80°49'10" W., to the point of beginning.

Robinson, Ill.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Robinson, Ill., Municipal Airport (latitude 39°00'51" N., longitude 87°38'47" W.) and within 8 miles SW and 5 miles NE of the 333° bearing from Robinson Municipal Airport extending from the airport to 12 miles NW of the airport.

Rochester, Minn.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Rochester Municipal Airport (latitude 43°54'38" N., longitude 92°29'46" W.); and within 2 miles each side of the Rochester VOR 029° radial, extending from the 7-mile radius area to 23 miles NE of the VOR; and within 5 miles SW and 8 miles NE of the Rochester ILS localizer SE course, extending from 5 miles NW to 12 miles SE of the OM; and within 2 miles each side of the Rochester ILS localizer NW course, extending from the 7-mile radius area to 19 miles NW of the OM; and that airspace extending upward from 1,200 feet above the surface within a 23-mile radius of Rochester Municipal Airport; and the airspace N and E of Rochester bounded on the W by the W edge of V-82, on the NW by the arc of a 36-mile radius circle centered on the Minneapolis-St. Paul International Airport (latitude 44°53'05" N., longitude 93°13'15" W.), on the NE by V-2, and on the S by V-82; and within 5 miles W and 7 miles E of the Rochester VOR 173° radial, extending from the 23-mile radius area to 38 miles S of the VOR; and within 5 miles S and 7 miles N of the Rochester VOR 105° radial, extending from the 23-mile radius area to 45 miles E of the VOR, excluding the portion which overlies the Winona, Wis., transition area.

AMENDMENTS 3/31/66 30 F. R. 16105 (Added)

Rochester, N. Y.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Rochester-Monroe County Airport (latitude 43°07'10" N., longitude 77°40'15" W.); within 8 miles N and 5 miles S of the Rochester ILS localizer E course, extending from the Rochester-Monroe County Airport to 12 miles E of the OM; within 5 miles each side of the Rochester VOR 125° radial, extending from the 7-mile radius area to the INT of the Rochester VOR 125° and the Geneseo, N. Y., VORTAC 061° radials; within 2 miles each side of the Rochester VOR 168° radial, extending from the 7-mile radius area to 8 miles S of the VOR; and within 8 miles S and 5 miles N of the Rochester VOR 280° and 100° radials, extending from the Rochester-Monroe County Airport to 12 miles W; and that airspace extending upward from 1,200 feet above the surface within the area bounded by a line extending from: latitude 43°24'00" N., longitude 76°53'00" W., to latitude 42°57'00" N., longitude 76°57'00" W., to latitude 42°32'00" N., longitude 77°36'00" W., to latitude 42°32'00" N., longitude 78°21'00" W., to latitude 43°06'00" N., longitude 78°21'00" W., to latitude 43°24'00" N., longitude 77°55'00" W., to point of beginning.

AMENDMENTS 2/3/66 30 F. R. 14969 (Changed)

Rockaway, Oreg.

That airspace extending upward from 19,500 feet MSL bounded on the E by the continental control area, and on the S, W, and NW by a line extending from the boundary of the continental control area through latitude 45°24'00" N., longitude 124°13'00" W., to latitude 45°36'00" N., longitude 124°28'00" W., to latitude 45°44'00" N., longitude 124°28'00" W., through latitude 45°55'00" N., longitude 124°15'00" W., to the boundary of the continental control area, excluding the airspace within Federal airways.

Rockford, Ill.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Greater Rockford Airport (latitude 42°11'50" N., longitude 89°05'45" W.), within 8 miles E and 5 miles W of the Rockford ILS localizer S course, extending from the Greater Rockford Airport to 12 miles S of the OM; and that airspace extending upward from 1,200 feet above the surface bounded on the N by latitude 42°45'00" N., on the E by longitude 88°30'00" W., on the S by latitude 41°55'00" N., and on the W by longitude 89°55'00" W.

Rock Hill, S. C.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Rock Hill Airport (latitude 34°59'05" N., longitude 81°03'30" W.); within 2 miles each side of the Fort Mill, S. C., VOR 267° radial extending from the 5-mile radius area to the VOR; excluding that airspace which coincides with the Charlotte, N. C., 700-foot transition area.

AMENDMENT 5/26/66 31 F.R. 4838 (Added)

Rockland, Maine
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Rockland Airport (latitude 44°03'40" N., longitude 69°06'05" W.); within 2 miles each side of the 192° bearing from the Rockland RBN, extending from the 5-mile radius area to 8 miles SW of the RBN; within 2 miles each side of the 292° bearing from the Rockland Airport, extending from the 5-mile radius area to 7 miles W of the airport; and within 2 miles each side of the 332° bearing from the Rockland Airport, extending from the 5-mile radius area to 7 miles NW of the airport.

Rock Springs, Wyo.
That airspace extending upward from 700 feet above the surface within 2 miles each side of the Rock Springs ILS localizer E course, extending from 6 miles to 12 miles E of the OM; within 1 mile N and 5 miles S of the Rock Springs VORTAC 097° radial, extending from the arc of a 5-mile radius circle centered on Rock Springs Municipal Airport (latitude 41° 35' 45" N., longitude 109° 04' 00" W.), to 14 miles E of the VORTAC, and within 2 miles each side of the Rock Springs VORTAC 259° radial, extending from the arc of a 5-mile radius circle centered on Rock Springs Municipal Airport to 10 miles W of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within 7 miles N and 11 miles S of the Rock Springs VORTAC 079° and 259° radials, extending from 20 miles E to 20 miles W of the VORTAC, and that airspace within a 23-mile radius of the Rock Springs VORTAC, extending clockwise from a line 5 miles NW of and parallel to the Rock Springs VORTAC 026° radial to a line 5 miles S of and parallel to the VORTAC 097° radial.

Rocky Mount, N. C.
That airspace extending upward from 700 feet above the surface within 2 miles each side of the 263° and 083° radials of the Rocky Mount VOR, extending from the 5-mile radius control zone to 8 miles E of the VOR.

Rocky Point, Alaska
That airspace extending upward from 1,200 feet above the surface within 10 miles N and 7 miles S of the 255° bearing from the Kodiak, Alaska, RR, extending from 18 miles E to 8 miles W of the INT of the 255° bearing from the Kodiak RR and the 132° bearing from the King Salmon, Alaska, RR.

Rome, Ga.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Russell Field, Rome, Ga. (latitude 34°21'00" N., longitude 85°09'30" W.), within 2 miles each side of the Rome VOR 349° radial, extending from the 8-mile radius area to the VOR; within 2 miles each side of the 165° bearing from the Rome RBN, extending from the 8-mile radius area to 8 miles S of the RBN; and that airspace extending upward from 1,200 feet above the surface bounded on the N. by latitude 34°37'00" N., on the E. by longitude 85°00'00" W., on the S. by latitude 33°59'00" N., and on the W. by longitude 85°21'00" W. excluding the portion which coincides with the Atlanta, Ga., transition area.

Roseburg, Oreg.
That airspace extending upward from 1,200 feet above the surface within 7 miles E and 10 miles W of the Roseburg VOR 175° and 355° radials extending from 20 miles N to 12 miles S of the VOR.

Roswell, N. Mex.
That airspace extending upward from 700 feet above the surface bounded by a line beginning at latitude 33° 06' 00" N., longitude 104° 50' 00" W., to latitude 33° 23' 00" N., longitude 104° 50' 00" W., to latitude 33° 34' 00" N., longitude 104° 40' 00" W., to latitude 33° 34' 00" N., longitude 104° 25' 00" W., to latitude 33° 37' 00" N., longitude 104° 20' 00" W., to latitude 33° 26' 00" N., longitude 104° 07' 00" W., to latitude 33° 09' 00" N., longitude 104° 12' 00" W., to latitude 33° 02' 00" N., longitude 104° 30' 00" W., to point of beginning; that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 32° 40' 38" N., longitude 104° 58' 25" W., to latitude 32° 50' 40" N., longitude 105° 15' 00" W., to latitude 32° 58' 00" N., longitude 105° 09' 00" W., to latitude 33° 41' 30" N., longitude 105° 09' 00" W., thence clockwise via the arc of a 45-mile radius circle centered on Walker AFB, Roswell, N. Mex., (latitude 33° 18' 05" N., longitude 104° 31' 20" W.) to latitude 33° 32' 00" N., longitude 103° 47' 35" W., to latitude 33° 04' 00" N., longitude 103° 48' 00" W.; thence clockwise via the arc of a 45-mile radius circle centered on Walker AFB to latitude 32° 44' 00" N., longitude 104° 54' 20" W., thence to point of beginning; and that airspace extending upward from 8,500 feet MSL within 5 miles each side of the Roswell VOR 350° radial, extending from the 45-mile radius area to 63 miles N of the Roswell VOR; within 5 miles each side of the Walker AFB TACAN 348° radial, extending from the 45-mile radius area to 67 miles N of the Walker TACAN; within 5 miles each side of the Roswell VOR 007° radial, extending from the 45-mile radius area to 69 miles N of the Roswell VOR; within 5 miles each side of the Roswell VOR 060° radial, extending from the 45-mile radius area to 64 miles NE of the Roswell VOR; within 5 miles each side of the Walker TACAN 192° radial, extending from the 45-mile radius area to 63 miles S of the Walker TACAN, and within 5 miles each side of the Roswell VOR 186° radial, extending from the 45-mile area to 65 miles S of the Roswell VOR. The portion of this transition area within 5 miles each side of the Roswell VOR 060° radial, extending from the 45-mile radius area to 64 miles NE is excluded from Federal airways.

Russell, Kans.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Russell Municipal Airport (latitude 38°52'25" N., longitude 98°48'45" W.),and that airspace extending upward from 1,200 feet above the surface within 5 miles E and 8 miles W of the Russell VOR 007° and 187° radials, extending from 1 mile S to 12 miles NE of the VOR.

Rutland, Vt.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center 43°31'46" N., 72°56'54" W. of Rutland Airport, Rutland, Vt., and within 2 miles each side of the Rutland RBN 158° bearing extending from the 5-mile radius area to the RBN.
AMENDMENTS 2/3/66 30 F. R. 15273 (Added)

Sacramento, Calif.
That airspace extending upward from 700 feet above the surface within a 13-mile radius circle centered on the Sacramento, Calif., VORTAC (latitude 38°26'37" N., longitude 121°33'02" W.); that airspace NE of Sacramento within an arc of a 38-mile radius circle centered on the Sacramento VORTAC bounded on the W and SW by the E edge of V-23, and that airspace SW of Sacramento bounded by a line beginning at latitude 38°16'00" N., longitude 122°05'00" W., thence to latitude 38°27'00" N., longitude 121°47'00" W., thence to latitude 38°16'-00" N., longitude 121°39'00" W., thence to latitude 38°02'00" N., longitude 121°52'00" W., thence via latitude 38°02'00" N. to the W edge of V-195, thence via the W edge of V-195 to latitude 38°16'00" N., thence to point of beginning; that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at the point of intersection of the E edge of V-195 and the S edge of V-200, thence via the S edge of V-200, the W edge of V-23 and latitude 39°00'00" N. to the W edge of V-283, thence via the W edge of V-283 to the N edge of V-244, thence via the N edge of V-244 to longitude 120°04'00" W., thence via longitude 120°04'-00" W., to latitude 38°07'00" N., thence via latitude 38°07'00" N., to longitude 121°37'00" W., thence via longitude 121°37'00" W., to latitude 38°02'00" N., thence via latitude 38°02'00" N., to the E edge of V-195, thence via the E edge of V-195 to point of beginning.
AMENDMENT 5/26/66 31 F. R. 4284 (Added)

Saginaw, Mich.
That airspace extending upward from 1,200 feet above the surface, within a 14-mile radius of Tri-City Airport (latitude 43°31'54" N., longitude 84°04'54" W.), within 10 miles SW and 6 miles NE of the Saginaw VOR 317° radial, extending from the 14-mile radius area to 37 miles NW of the VOR, and within the area bounded on the N by latitude 43°36'00" N., and the 14-mile radius area, on the NE by the NE boundary of V-216, on the E by longitude 83°30'00" W, on the S by latitude 43°16'00" N., and on the W by longitude 84°25'00" W.

St. Clairsville, Ohio
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Alderman Field, St. Clairsville, Ohio (latitude 40° 03' 25" N., longitude 80° 57' 55" W.), and within 2 miles each side of the Bellaire, Ohio, VOR 291° radial, extending from the 5-mile radius area to the VOR.

St. Johns, Ariz.
That airspace extending upward from 1,200 feet above the surface within 10 miles SE and 7 miles NW of the St. Johns VORTAC 067° and 247° radials, extending from 9 miles NE to 20 miles SW of the VORTAC.

St. Joseph, Mo.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Rosecrans Memorial Airport (latitude 39°46'23" N., longitude 94°54'31" W.); and within 5 miles E and 8 miles W of the St. Joseph ILS localizer S course, extending from the 8-mile radius area to 12 miles S of the OM; and that airspace extending upward from 1,200 feet above the surface bounded by the intersection of V-77 and V-13 thence S along the W boundary of V-13 to latitude 39°42'20" N., longitude 94°29'00" W., thence W to latitude 39° 44'00" N., longitude 94°43'20" W., thence S to latitude 39°30'00" N., longitude 94°49'00" W., thence W along latitude 39°30'00" N., to the SW boundary of V-71, thence NW along the SW boundary of V-71 to the W boundary of V-77, thence NE along the W boundary of V-77 to the NE boundary of V-71, thence NW along the NE boundary of V-71 to the arc of a 20-mile radius circle centered on the Rosecrans Memorial Airport, thence clockwise along the arc of the SE boundary of V-77, thence NE along the SE boundary of V-77 to point of beginning; and that airspace extending upward from 4,500 MSL in the vicinity of St. Joseph bounded by V-13 on the W, V-161 on the E, and V-50 on the S; within an area bounded on the W by V-13, on the N by V-50, on the E by V-161 and a direct line from latitude 39°39'30" N., longitude 94°07'40" W to latitude 39°40'45" N., longitude 94°18'35" W.; within an area bounded on the SW by V-71, on the N by V-50, on the E by a 20-mile arc centered on Rosecrans Memorial Airport; within an area bounded on the S by V-50, on the N by V-216, on the NE by V-15/205; and within an area bounded on the SW by V-15/205, on the N by V-216, and on the SE by V-77.

AMENDMENTS 9/15/66 31 F.R. 9865 (Rewritten); 1/5/67 31 F. R. 14453 (Rewritten)

St. Louis, Mo.
That airspace extending upward from 700 feet above the surface within a 10-mile radius of Lambert-St. Louis Municipal Airport (latitude 38°44'50" N., longitude 90°21'55" W.), within 5 miles SE and 8 miles NW of the Lambert-St. Louis Municipal Airport Runway 24 ILS localizer NE course extending from the 10-mile radius area to 12 miles NE of the Runway 24 OM, within 5 miles SW and 8 miles NE of the Lambert-St. Louis Municipal Airport Runway 12R ILS localizer NW course extending from Runway 12R OM to 12 miles NW, within a 5-mile radius of Civic Memorial Airport, Alton, Ill. (latitude 38°53'28" N., longitude 90°03'02" W.), within 2 miles each side of the 009° bearing from the Civic Memorial Airport, extending from the 5-mile radius area to 7 miles N of the airport, and within 5 miles S and 8 miles N of the 103° bearing from the Civic Memorial Airport, extending from the airport to 12 miles E of the airport; and that airspace extending upward from 1,200 feet above the surface within a 33-mile radius of Lambert-St. Louis Municipal Airport, within 6 miles SW and 9 miles NE of the St. Louis VORTAC 328° radial, extending from the 33-mile radius area to 36 miles NW of the VORTAC, within a 40-mile radius of Scott AFB, Belleville, Ill. (latitude 38°32'30" N., longitude 89°51'05" W.), and within 5 miles W and 8 miles E of the 009° bearing from Civic Memorial Airport, extending from the airport to 19 miles N of the airport, excluding the airspace within the Vandalia, Ill., transition area and the portion within a 13-mile radius of the Centralia, Ill., VOR.

Salem, Ill.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Salem-Leckrone Airport (latitude 38°38'40" N., longitude 88°57'50" W.), and within 2 miles each side of the 008° bearing from the Salem-Leckrone Airport extending from the 5-mile radius area to 8 miles N of the airport; and the airspace extending upward from 1,200 feet above the surface within 5 miles west, 8 miles east of the 008° bearing from the Salem-Leckrone Airport extending from the N boundary of V-446 to 12 miles N of the airport.

AMENDMENTS 5/26/66 31 F.R. 5055 (Added); Correction 31 F.R. 6296

Salem, Oreg.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of McNary Field, Salem, Oreg. (latitude 44°54'35" N., longitude 123°00'05" W.); within 2 miles each side of a 196° bearing from the Salem ILS LOM, extending from the 7-mile radius area to 8 miles S of the LOM and within 2 miles each side of the Salem ILS localizer SE course, extending from the 7-mile radius area to 6 miles SE of the LOM; that airspace extending upward from 1,200 feet above the surface within 6 miles SW and 7 miles NE of the 150° and 330° bearings from the Salem ILS LOM, extending from V-23E to V-23W.

Salina, Kans.
That airspace extending upward from 700 feet above the surface within 2 miles each side of the Salina VORTAC 011° radial, extending from the VORTAC to 8 miles N of the VORTAC, and within 8 miles E and 5 miles W of the Salina ILS localizer S course extending from the OM to 12 miles S of the OM; and that airspace extending upward from 1,200 feet above the surface within a 14-mile radius of the VORTAC bounded on the south by V-4, and within a 19-mile radius of the VORTAC bounded on the north by V-4S and on the west by V-73.

AMENDMENTS 8/18/66 31 F.R. 8749 (Rewritten); 11/10/66 31 F. R. 13038 (Rewritten)

Salisbury, Md.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center, 38°20'25" N., 75°30'40" W. of Salisbury-Wicomico Airport, Salisbury, Md., and within 2 miles each side of the Salisbury VOR 207° radial extending from the 7-mile radius area to 8 miles SW of the VOR; within 2 miles each side of the Salisbury VOR 050° radial extending from the 7-mile radius area to 8 miles NE of the VOR; within 2 miles each side of the Salisbury VOR 134° radial extending from the 7-mile radius area to 8 miles SE of the VOR. That portion within R-4006 is excluded.

Salisbury, N. C.
That airspace extending upward from 700 feet above the surface within a 4-mile radius of the Rowan County Airport (latitude 35°38'00" N., longitude 80°31'00" W.); within 2 miles each side of the 023° bearing from a reference point at latitude 35°40'30" N., longitude 80°30'30" W., extending from the 4-mile radius area to 8 miles NE of the reference point.

Salt Lake City, Utah
That airspace extending upward from 700 feet above the surface bounded on the E by longitude 111°45'00" W., on the S and W by the arc of a 17-mile radius circle centered on the Salt Lake City VORTAC, and on the N by latitude 41°00'00" N., and that airspace within 5 miles each side of the Salt Lake City ILS localizer S course, extending from the 17-mile radius circle to latitude 40°30'00" N.; that airspace extending upward from 1,200 feet above the surface bounded on the E by longitude 111°36'00" W. and V-235, on the S by latitude 40°30'08" N., on the SW by a line extending from latitude 40°30'00" N., longitude 112°30'00" W., to latitude 40°40'00" N., longitude 112°56'30" W., on the W by longitude 112°56'30" W., and on the N by latitude 41°00'00" N.; that airspace E of Salt Lake City extending upward from 11,000 feet m.s.l. bounded on the NW by V-32, on the SE by V-235, on the SW by V-484, and on the W by longitude 111°36'00" W.; and that airspace SE of Salt Lake City extending upward from 12,400 feet MSL bounded on the NE by the SW edge of V-484, on the S by the N edge of V-200 and on the NW by the SE edge of V-235, excluding the portion within Restricted Area R-6403.

AMENDMENT 5/26/66 31 F.R. 5120 (Changed)

San Angelo, Tex.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Mathis Field, San Angelo, Tex. (latitude 31°21'35" N., longitude 100°29'40" W.); within 2 miles each side of the San Angelo ILS localizer SW course, extending from the 8-mile radius area to 8-miles SW of the OM; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 31°40'00" N., longitude 100°39'30" W.; to latitude 31°59'30" N., longitude 100°13'20" W.; to latitude 31°53'15" N., longitude 100°05'30" W.; to latitude 31°33'40" N., longitude 100°11'45" W.; to latitude 31°12'20" N., longitude 99°41'15" W.; to latitude 30°49'45" N., longitude 100°12'45" W.; to latitude 30°47'15" N., longitude 100°22'15" W.; to latitude 31°02'40" N., longitude 100°45'55" W.; to latitude 31°28'40" N., longitude 100°59'40" W.; to latitude 31°39'00" N., longitude 101°27'20" W.; to latitude 31°50'00" N., longitude 101°22'00" W.; to point of beginning.

San Antonio, Tex.
That airspace extending upward from 700 feet above the surface bounded by a line beginning at latitude 29°22'30" N., longitude 97°47'00" W., thence W via latitude 29°22'30" N. to and clockwise along the arc of a 23-mile radius circle centered at latitude 29°31'50" N., longitude 98°28'12" W., to latitude 29°46'30" N., E. of longitude 98°30'00" W.; thence to latitude 29°43'00" N., longitude 98°01'30" W., thence to point of beginning, and within 5 miles NE and 8 miles SW of the 149° bearing from the Randolph AFB RBN extending from the RBN to 12 miles SE, within 5 miles NE and 8 miles SW of the La Vernia VOR 149° radial extending from the VOR to 12 miles SE, and within 2 miles each side of the Kelly VOR 189° radial extending from the VOR to 26 miles S; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 30°33'30" N., longitude 98°31'30" W.; thence to latitude 29°45'30" N., longitude 98°06'00" W.; to latitude 29°50'08" N., longitude 97°25'45" W.; to latitude 29°54'00" N., longitude 96°49'00" W.; to latitude 29°30'00" N., longitude 96°39'30" W.; to latitude 29°30'00" N., longitude 97°26'00" W.; to latitude 29°19'45" N., longitude 97°26'00" W.; to latitude 29°00'00" N., longitude 97°43'00" W.; to latitude 28°43'30" N., longitude 98°17'30" W.; to latitude 28°54'00" N., longitude 99°05'00" W.; to latitude 30°10'40" N., longitude 99°18'40" W.; thence
to point of beginning; and that airspace extending upward from 4,500 feet MSL bounded by a line beginning at latitude 29°24'00" N., and the arc of a 75-mile radius circle centered at latitude 29°38'37.7" N., longitude 98°27'39.7" W.; thence clockwise along this arc to longitude 98°33'00" W.; thence to latitude 30°33'30" N., longitude 98°31'30" W.; to latitude 30°10'40" N., longitude 99°18'40" W.; to latitude 29°19'50" N., longitude 99°00'30" W.; thence to point of beginning; and that airspace extending upward from 6,500 feet MSL bounded by a line beginning at latitude 29°30'00" N., longitude 97°26'00" W.; to latitude 29°30'00" N., longitude 96°39'30" W.; to latitude 29°08'00" N., longitude 97°00'00" W.; to latitude 29°00'00" N., longitude 97°17'00" W.; to latitude 29°00'00" N., longitude 97°43'00" W.; to latitude 29°19'45" N., longitude 97°26'00" W.; thence to point of beginning; excluding the portions of the transition area with floors of 4,500 and 6,500 feet MSL that lie within federal airways.

AMENDMENT 3/10/66 31 F.R. 4589 (Rewritten)

San Diego, Calif.
That airspace extending upward from 700 feet above the surface bounded by a line beginning at latitude 33° 15' 00" N., longitude 117° 30' 30" W., to latitude 33° 15' 00" N., longitude 117° 17' 00" W., to latitude 33° 00' 00" N., longitude 117° 07' 00" W., to latitude 33° 00' 00" N., longitude 116° 51' 00" W., thence S along longitude 116° 51' 00" W., to the United States/Mexican Border, thence W along the United States/Mexican Border, and Flight Information Region Boundary to latitude 32° 29' 40" N., longitude 117° 21' 00" W., thence via the arc of a 21-mile radius circle centered on the San Diego VOR to latitude 32° 33' 00" N., longitude 117° 27' 30" W., thence N to the point of beginning; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 33° 30' 00" N., longitude 117° 30' 00" W., thence to latitude 33° 30' 00" N., longitude 116° 18' 00" W., thence to latitude 33° 00' 00" N., longitude 116° 18' 00" W., thence to latitude 33° 00' 00" N., longitude 116° 05' 00" W., thence S via longitude 116° 05' 00" W., to the United States/Mexican Border, thence W via the United States/Mexican Border and Flight Information Region boundary to latitude 32° 29' 40" N., longitude 117° 21' 00" W., thence via the arc of a 21-mile radius circle centered on the San Diego VOR to latitude 32° 37' 15" N., longitude 117° 31' 50" W., thence to latitude 32° 34' 45" N., longitude 117° 39' 00" W., thence to latitude 32° 49' 30" N., longitude 117° 45' 15" W., thence to latitude 32° 57' 40" N., longitude 117° 35' 00" W., thence to latitude 33° 11' 00" N., longitude 117° 48' 55" W., thence to latitude 33° 15' 00" N., longitude 117° 30' 00" W., thence N via longitude 117° 30' 00" W., to the point of beginning.

Sandusky, Ohio
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Griffing-Sandusky Airport (latitude 41°26'00" N., longitude 82°39'05" W.); within 2 miles each side of the Sandusky VOR 026° and 206° radials, extending from the 5-mile radius area to 8 miles SW of the VORTAC.

AMENDMENTS 2/3/66 30 F. R. 15321 (Changed)

Sanford, Fla.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of NAS Sanford, Fla. (latitude 28°46'30" N., longitude 81°14'20" W.).

Sanford, Maine
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Sanford Municipal Airport (latitude 43°23'30" N., longitude 70°42'35" W.); within 2 miles each side of the Kennebunk, Maine VOR 064° radial, extending from the 7-mile radius area to 8 miles NE of the VOR.

San Francisco, Calif.
That airspace extending upward from 700 feet above the surface bounded on the N by latitude 38°02'00" N., on the E by longitude 121°52'00" W., on the S by latitude 37°30'00" N., and on the W by a line extending from latitude 37°30'00" N., longitude 122°27'00" W., to latitude 37°34'00" N., longitude 122°31'00" W., to latitude 37°55'00" N., longitude 122°31'00" W., to latitude 38°02'00" N., longitude 122°40'00" W.; and that airspace extending upward from 1,200 feet above the surface bounded on the N by latitude 38°02'00" N., on the E by a line extending from latitude 38°02'00" N., longitude 121°37'00" W., to latitude 37°38'00" N., longitude 121°37'00" W., to latitude 37°38'00" N., longitude 121°50'00" W., to latitude 37°30'00" N., longitude 121°50'00" W., on the S by latitude 37°30'00" N., and on the W by V-27 and V-199.

AMENDMENTS 7/21/66 31 F. R. 7031 (Added)

San Jose, Calif.
That airspace extending upward from 700 feet above the surface within 2 miles each side of the Moffett TACAN 157° radial, extending from 8 miles SE to 16 miles SE of the TACAN, within 2 miles each side of the San Jose ILS localizer course extending from the San Jose 5-mile radius control zone to 1 mile SE of the San Jose LOM, within 5 miles SW and 8 miles NE of the San Jose VOR 137° radial, extending from 16 miles SE to 28 miles SE of the VOR, and that airspace bounded by a line beginning at latitude 37°30'00" N., longitude 121°52'00" W., thence to latitude 37°22'00" N., longitude 122°08'00" W., thence to latitude 37°22'00" N., longitude 122°24'00" W., thence to latitude 37°30'00" N., longitude 122°27'00" W., thence to point of beginning; that airspace extending upward from 1,200 feet above the surface bounded on the N by latitude 37°30'00" N., on the E and NE by longitude 121°50'00" W., and the SW edge of V-107, on the SE and S by the NW edge of V-111 and latitude 37°00'00" N., and on the W by the E edge of V-27 to latitude 37°30'00" N.

AMENDMENT 4/28/66 31 F. R. 2650 (Added)

San Luis Obispo, Calif.
That airspace extending upward from 1,200 feet above the surface N of San Luis Obispo bounded on the SW by V-27, on the E by V-25W, and on the N by a line extending from V-27 through latitude 35°30'00" N., longitude 120°56'00" W., and latitude 35°32'00" N., longitude 120°48'00" W., to V-25 W; and W of San Luis Obispo bounded on the NE by V-27 and the Lompoc, Calif., control area extension, and on the W and SW by a line extending from V-27 through latitude 35°17'00" N., longitude 121°00'00" W., to latitude 35°10'00" N., longitude 120°55'00" W., thence through latitude 35°04'00" N., longitude 120°44'30" W. to the Lompoc, Calif. control area extension.

San Rafael, Calif.
That airspace extending upward from 700 feet above the surface bounded on the E by the W edge of V-195, on the S by latitude 38°02'00" N., and on the W and N by an arc of a 23-mile radius circle centered on Hamilton AFB (latitude 38°03'35" N., longitude 122°30'35" W.); that airspace extending upward from 1,200 feet above the surface bounded on the N by the S edge of V-200, on the E by the W edge of V-195, on the S by latitude 38°02'00" N., on the W by the E edge of V-199 to latitude 38°43'30" N., thence via latitude 38°43'30" N. to the E edge of V-25, thence via the E edge of V-25 to the S edge of V-200.

AMENDMENT 4/28/66 31 F. R. 2717 (Added)

San Simon, Ariz.
That airspace extending upward from 1,200 feet above the surface within 10 miles N and 7 miles S of the San Simon VOR 089° and 269° radials, extending from 9 miles W to 20 miles E of the VOR, excluding the portion within the Cochise, Ariz. and Portal, Ariz. transition areas.

Santa Barbara, Calif.
That airspace extending upward from 1,200 feet above the surface bounded on the W by V-25, on the N by V-248, on the NE by V-107, on the E by Long. 119°30'00" W, and on the S by V-12.

Santa Catalina, Calif.
That airspace extending upward from 1,200 feet above the surface bounded on the E by longitude 117° 30' 00" W., on the S by a line extending from latitude 33° 15' 00" N., longitude 117° 30' 00" W., to latitude 33° 11' 00" N., longitude 117° 48' 55" W., to latitude 33° 18' 00" N., longitude 118° 34' 00" W., on the W by longitude 118° 34' 00" W., and on the N by latitude 33° 30' 00" N., excluding the portion within Control Area 1177.

Santa Fe, N. Mex.
That airspace extending upward from 700 feet above the surface within a 10-mile radius of the Santa Fe County Municipal Airport (latitude 35°37'00" N., longitude 106°05'25" W.), within 2 miles each side of the Santa Fe VORTAC 165° radial, extending from the 10-mile radius area to 8 miles S of the VORTAC; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 35°14' 00" N., longitude 106°02'05" W.; thence counterclockwise along the arc of a 46-mile radius circle centered on the Albuquerque VORTAC; to latitude 35°37'35" N., longitude 106°24'48" W.; to latitude 35°47'00" N., longitude 106°15'00" W.; to latitude 35°47'00" N., longitude 105°50'00" W.; to latitude 35°14'00" N., longitude 105°50'00" W.; to point of beginning, excluding the portion within R-5101.

Santa Rosa, Calif.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Sonoma County Airport (latitude 38°30'30" N., longitude 122°48'45" W.) and within a 1-mile radius of Santa Rosa Coddingtown Airport (latitude 38°28'30" N., longitude 122°44'25" W.).

AMENDMENT 4/28/66 31 F. R. 2717 (Rewritten)

Saranac Lake, N. Y.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center, 44°23'04" N., 74°12'09" W., of Adirondack Airport, Saranac Lake, N. Y.; within 5 miles south and 8 miles north of the Saranac Lake VOR 237° radial extending from the VOR to 12 miles southwest of the VOR. This transition area is effective from sunrise to sunset, daily.

AMENDMENTS 2/3/66 30 F. R. 14918 (Added)

Sarasota, Fla.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Sarasota-Bradenton Airport (latitude 27°23'47" N., longitude 82°33'15" W.); within 2 miles each side of the Sarasota, Fla., VOR 299° radial extending from the 5-mile radius area to 8 miles NW of the VOR.

Sault Ste. Marie, Mich.
That airspace within the United States extending upward from 700 feet above the surface within a 7-mile radius of Kincheloe AFB (latitude 46°15'00" N., longitude 84°28'00" W.); within 8 miles NE and 5 miles SW of the 129° bearing from the Sault Ste. Marie RBN, extending from the RBN to 12 miles SE of the RBN; within 2 miles each side of the Sault Ste. Marie VOR 153° radial, extending from the VOR to 8 miles SE of the VOR, within 2 miles each side of the Sault Ste. Marie, Ontario, Canada, ILS localizer NW course, extending from the OM to 8 miles NW of the OM, and within 2 miles each side of the 293° bearing from the Gros Cap RBN, extending from the RBN to 8 miles NW of the RBN, and the airspace within the United States extending upward from 1,200 feet above the surface within a 34-mile radius of Kincheloe AFB and within 8 miles NE and 5 miles SW of the Whitefish, Michigan VOR 118° and 298° radials extending from 12 miles SE to 13 miles NW of the VOR.

AMENDMENTS 3/3/66 30 F. R. 15463 (Added); Corr: 31 F. R. 4107;

Savannah, Ga.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Hunter AFB (latitude 32°00'35" N., Longitude 81°08'45" W.); within an 8-mile radius Travis Field (latitude 32°07'35" N., longitude 81°12'05" W.); within 2 miles each side of the Savannah VORTAC 065° radial, extending from the Travis Field 8-mile radius area to 8 miles NE of the VORTAC; within 2 miles each side of the Travis Field ILS localizer E course, extending from the Travis Field 8-mile radius area to 8 miles E of the INT of the ILS localizer E course and the Savannah VORTAC 179° radial; that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 32°45'50" N., longitude 80°30'30" W.; thence SE to latitude 32°29'30" N., longitude 80°12'00" W.; thence SW via a line 3 nautical miles from the coastline to latitude 32°13'00" N., longitude 80°30'00" W.; thence S to latitude 32°00'00" N., longitude 80°33'00" W.; thence SW to latitude 31°30'00" N., longitude 80°51'05" W.; thence W via latitude 31°30'00" N., to the E boundary of V-267; thence NW via the E boundary of V-267 to the SE boundary of V-157; thence NE via the SE boundary of V-157 to the S boundary of V-18S; thence E via the S boundary of V-18S to the W boundary of V-3; thence S via the W boundary of V-3 to latitude 32°44'00" N.; thence E via latitude 32°44'00" N., to longitude 80°43'25" W.; thence E to the point of beginning.

AMENDMENTS 10/13/66 31 F.R. 11015 (Rewritten)

Scottsbluff, Nebr.
That airspace extending upward from 700 feet above the surface within 5 miles NW and 8 miles SE of the Scottsbluff VORTAC 211° and 031° radials, extending from 7 miles NE to 13 miles SW of the VORTAC; within 5 miles S and 8 miles N of the Scottsbluff VORTAC 259° and 080° radials, extending from 4 miles W to 13 miles E of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within a 20-mile radius of the Scottsbluff VORTAC.

Seattle, Wash.
That airspace extending upward from 700 feet above the surface within a 23-mile radius of McChord AFB, Tacoma, Wash. (latitude 47°08'20" N., longitude 122°28'30" W.); within a 23-mile radius of the Seattle VORTAC; within a 10-mile radius of Olympia VORTAC, within 2 miles each side of the Olympia VORTAC 170° radial, extending from the 10-mile radius area to 12 miles S of the VORTAC, within 2 miles each side of the Olympia VORTAC 195° radial, extending from the 10-mile radius area to 14 miles S of the VORTAC, and within 2 miles each side of the Olympia VORTAC 269° radial, extending from the 10-mile radius area to 14 miles W of the VORTAC; within a 23-mile radius of latitude 47°39'30" N., longitude 122°25'00" W.; within an 8-mile radius of Kitsap County Airport, Bremerton, Wash. (latitude 47°29'35" N., longitude 122°45'35" W.); that airspace N of Seattle extending from the 23-mile radius area of latitude 47°39'30" N., longitude 122°25'00" W., bounded on the W by longitude 122°30'00" W., on the N by latitude 48°05'00" N., and on the E by longitude 121°55'00" W.; that airspace extending upward from 1,200 feet above the surface bounded on the E by longitude 121°35'00" W., on the SE by a line extending from latitude 46°55'00" N., longitude 121°35'00" W., to latitude 46°55'00" N., longitude 121°53'00" W., to latitude 46°45'00" N., longitude 121°53'00" W., on the S by latitude 46°45'00" N., on the W by longitude 123°15'00" W., and on the N by latitude 48°05'00" N., and that airspace SW of Seattle bounded on the S by V-204, on the NW by V-27W and on the E by longitude 123°15'00" W.; that airspace S of Seattle extending upward from 4,500 feet MSL bounded on the E by longitude 122°30'00" W., on the S by latitude 46°25'00" N., on the W by V-99 and on the N by latitude 46°45'00" N.; that airspace SW of Seattle bounded on the SE by V-99, on the SW by the arc of a 37-mile radius circle centered on the Olympia, Wash., VORTAC, and on the N by V-204, and that airspace W of Seattle bounded on the E by longitude 123°15'00" W., on the S by V-27W, on the W by longitude 123°40'00" W., and on the N by a line 7 miles N of and parallel to the N edge of V-27W; that airspace extending upward from 6,500 feet MSL S of Seattle bounded on the E by a line extending from latitude 46°45'00" N., longitude 122°02'00" W., to latitude 46°25'00" N., longitude 122°16'00" W., on the S by latitude 46°25'00" N., and on the W by longitude 122°30'00" W., and on the N by latitude 46°45'00" N.; that airspace S of Seattle extending upward from 7,000 feet MSL, bounded on the E by longitude 121°53'00" W., on the S by latitude 46°25'00" N., on the W by a line extending from latitude 46°45'00" N., longitude 122°02'00" W., to latitude 46°25'00" N., longitude 122°16'00" W., and on the N by latitude 46°45'00" N.; that airspace W of Seattle extending upward from 8,500 feet MSL, bounded on the E by longitude 123°15'00" W., on the S by a line 7 miles N of and parallel to the N edge of V-27W, on the W by longitude 123°40'00" W., and on the N by latitude 47°30'00" W.; that airspace NW of Seattle extending upward from 9,500 feet MSL bounded on the E by longitude 123°15'00" W., on the S by latitude 47°30'00" N., on the W by longitude 123°40'00" W., and on the N by latitude 48°03'00" N., and that airspace NE of Seattle bounded on the E by longitude 121°00'00" W., on the S by V-2N, on the W by longitude 121°35'00" W., and on the N by latitude 48°00'00" N. The portions within the Portland, Oreg., and Port Angeles, Wash., transiton areas are excluded.

AMENDMENTS 3/3/66 31 F. R. 129 (Added); Correction 31 F. R. 877

Sedalia, Mo.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Whiteman, AFB, Sedalia, Mo., (latitude 38°43'50" N., longitude 93°33'00" W.), within 2 miles each side of Whiteman ILS localizer S course, extending from the 8-mile radius area to 8 miles S of the LOM; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at longitude 93°30'00" W., and the south boundary of V-12, thence north via longitude 93°30'00" W., to the south boundary of V-4, thence east along the south boundary of V-4 to longitude 92°31'00" W., thence south along longitude 92°31'00" W., to the south boundary of V-12, thence west along the south boundary of V-12 to and clockwise along the arc of a 29-mile radius circle centered on the Whiteman VOR, to the east boundary of V-205, thence northwest along the east boundary of V-205 to and counterclockwise along the arc of a 42-mile radius circle centered on the Kansas City, Mo., Municipal Airport (latitude 39°07'20" N., longitude 94°35'30" W.) to the south boundary of V-12, thence east along the south boundary of V-12 to the point of beginning.

AMENDMENTS 2/3/66 30 F. R. 16104 (Rewritten)

Selinsgrove, Pa.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 40°49'05" N., 76°51'50" W., of Penn Valley Airport, Selinsgrove, Pa.; within 2 miles each side of the centerline of Runway 35 extended from the 5-mile radius area to 7 miles N of the end of the runway; within 2 miles each side of the centerline of Runway 17 extended from the 5-mile radius zone to 7 miles S of the end of the runway; and within 2 miles each side of the Selinsgrove VOR 192° radial extending from the 5-mile radius zone to 8 miles S of the VOR. This transition area is effective from sunrise to sunset, daily.

Selma, Ala.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of Craig AFB (latitude 32°20'31" N., longitude 86°59'32" W.); within a 5-mile radius of Selfield Airport (latitude 32°26'28" N., longitude 86°57'05" W.); within 8 miles each side of the Craig AFB ILS localizer SE course extending from the AFB to 12 miles SE of the OM; within 2 miles each side of the Selma TACAN 316° radial, extending from the 9-mile radius area to 12 miles NW of the TACAN.

AMENDMENTS 10/13/66 31 F.R. 11016 (Rewritten)

Sheboygan, Wis.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Sheboygan County Memorial Airport (latitude 43°46'05" N., longitude 87°51'05" W.); and within 5 miles E and 8 miles W of the 021° bearing from Sheboygan County Memorial Airport, extending from the airport to 12 miles N of the airport.

AMENDMENTS 8/18/66 31 F.R. 8750 (Added)

Shelby, Mont.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Shelby Airport (latitude 48°32'26" N., longitude 111°52'30" W.); and within 2 miles each side of the 059° bearing from Shelby Airport extending from the 7-mile radius area to 8 miles NE of the airport; and that airspace extending from 1,200 feet above the surface within 8 miles NW and 5 miles SE of the 059° bearing from Shelby Airport, extending from the airport to 12 miles NE of the airport; and within 5 miles each side of the Cut Bank, Mont. VOR 096° radial extending from the Cut Bank VOR to Shelby Airport excluding the portion which overlies the Cut Bank, Mont., transition area.

AMENDMENT 7/21/66 31 F.R. 6296 (Added)

Shelbyville, Tenn.
That airspace extending upward from 700 feet above the surface within 5 miles N and 8 miles S of the 093° and 273° bearings from Bomar Field (latitude 35°33'44" N., longitude 86°26'33" W.), extending from 12 miles W to 5 miles E of the airport; within 8 miles W and 5 miles E of the Shelbyville VOR 196° radial, extending from the VOR to 12 miles S.
PENDING AMENDMENT
Shelbyville, Tenn.
That airspace extending upward from 700 feet above the surface within a 10-mile radius of Bomar Field (latitude 35°33'44" N., longitude 86°26'33" W.); within 5 miles N and 8 miles S of the Shelbyville VOR 272° radial extending from the VOR to 12 miles W; within 5 miles E and 8 miles W of the Shelbyville VOR 196° radial extending from the VOR to 12 miles S.
AMENDMENT 2/2/67 31 F.R. 1553l (Rewritten)

Shenandoah, Iowa
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Shenandoah, Iowa, Municipal Airport (latitude 40°45'15" N., longitude 95°25'15" W.), and within 5 miles NE and 8 miles SW of the 133° bearing from the Shenandoah RBN, extending from the RBN to a point 12 miles SE of the RBN.

Sheridan, Wyo.
That airspace extending upward from 700 feet above the surface within 2 miles each side of the Sheridan VORTAC 318° radial, extending from the VORTAC to 3 miles NW of the VORTAC, and within 2 miles each side of the Sheridan VORTAC 137° radial, extending from the arc of a 5-mile radius circle centered on the Sheridan County Airport (latitude 44°46'25" N., longitude 106°58'15" W.) to 23 miles SE of the VORTAC; that airspace extending upward from 1,200 feet above the surface within 10 miles NE and 7 miles SW of the Sheridan VORTAC 137° and 317° radials, extending from 25 miles SE to 15 miles NW of the VORTAC.

Sherman, Tex.
That airspace extending upward from 700 feet above the surface within a 10-mile radius of Perrin AFB (latitude 33°42'25" N., longitude 96°40'25" W.); and within a 5-mile radius of Sherman, Tex., Municipal Airport (latitude 33°37'30" N., longitude 96°35'09" W.); and that airspace extending upward from 1,200 feet above the surface within an area bounded by a line begining at latitude 33°07'00" N., longitude 95°41'00" W.; to latitude 33°09'00" N., longitude 95°54'00" W.; to latitude 33°09'00" N., longitude 96°01'00" W.; to latitude 33°37'00" N., longitude 96°50'00" W.; to latitude 33°34'00" N., longitude 97°44'00" W.; to latitude 33°48'00" N., longitude 97°44'00" W.; to latitude 33°56'00" N., longitude 97°18'00" W.; thence N via longitude 97°18'00" W. to and clockwise along the arc of a 25-mile radius circle centered at latitude 34°18'00" N., longitude 97°00' 50" W.; to longitude 97°25'00" W. NW of Ardmore, Okla., thence N via longitude 97°25'00" W. to and counterclockwise along the arc of a 57-mile radius circle centered at latitude 35°25'50" N., longitude 97°35'10" W.; to latitude 35°11'00" N.; thence E via latitude 35°11'00" N. to latitude 35°11'00" N., longitude 95°55'00 W.; to latitude 34°33'30" N., longitude 95°58'30" W.; to latitude 34°33'30" N., longitude 95°37'30" W.; to latitude 33°49'00" N., longitude 95°18'00" W.; to latitude 33°49'00" N., longitude 95°34'00" W.; to point of beginning.

Shreveport, La.
That airspace extending upward from 700 feet above the surface within an area bounded by a line beginning at latitude 32°48'10" N., longitude 93°48'30" W.; to latitude 32°42'00" N., longitude 93°37'00" W.; to latitude 32°25'00" N., longitude 93°27'00" W.; to latitude 32°14'00" N., longitude 93°27'00" W.; to latitude 32°16'30" N., longitude 93°53'30" W.; to latitude 32°35'30" N., longitude 94°00'30" W.; to point of beginning; and that airspace extending upward from 1,200 feet above the surface within an area bounded by a line beginning at latitude 33°30'00" N., longitude 93°36'00" W.; to latitude 33°22'50" N., longitude 93°02'30" W.; to latitude 33°20'30" N., longitude 92°51'30" W.; to latitude 32°44'00" N., longitude 92°20'00" W.; to latitude 32°10'00" N., longitude 92°20'00" W.; to latitude 31°49'00" N., longitude 92°51'30" W.; to latitude 31°26'00" N., longitude 93°17'00" W.; to latitude 31°42'00" N., longitude 93°51'00" W.; to latitude 31°42'00" N., longitude 94°37'00" W.; to latitude 32°00'00" N., longitude 94°30'00" W.; to latitude 32°17'00" N., longitude 94°19'00" W.; to latitude 32°41'10" N., longitude 95°00'00" W.; to latitude 33°14'00" N., longitude 94°11'00" W.; to point of beginning.

AMENDMENTS 10/13/66 31 F.R. 11014 (Changed)

Shuyak, Alaska
That airspace extending upward from 1,200 feet above the surface within 8 miles W either side of the 167° and 347° bearings from the Shuyak RBN, extending from 13 miles N to 14 miles S of the RBN.

Sidney, Nebr.
That airspace extending upward from 700 feet above the surface within 2 miles each side of the Sidney VOR 259° radial extending from the VOR to 8 miles W of the VOR, and within 4 miles each side of the Sidney VOR 083° radial, extending from 9 miles E to 13 miles E of the VOR; and that airspace extending upward from 1,200 feet above the surface within 5 miles N and 8 miles S of the Sidney VOR 079° and 259° radials extending from 3 miles E to 12 miles W of the VOR; and that airspace SW of Sidney VOR, extending upward from 8,500 feet MSL, bounded on the N by the S edge of V-138, on the E by the W edge of V-169, on the SE by the NW edge of V-172, on the SW by the NE edge of V-132, and on the NW by the SE edge of V-207, excluding the airspace withiin Federal airways.

AMENDMENTS 10/13/66 31 F.R. 10772 (Changed)

Sidney, N. Y.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 42°18' 30" N., 75°24'45" W. of Sidney Airport, Sidney, N. Y.; within 2 miles each side of the Rockdale VOR 219° radial extending from the 5-mile radius to the VOR; within 2 miles each side of a bearing 048° from the Sidney radio beacon 42°20'03" N., 75°22'10" W. extending from the 5-mile radius to 8 miles NE of the radio beacon.

Sidney, Ohio
That airspace extending upward from 700 feet above the surface within a 4-mile radius of the center, 40°14'23" N., 84°09'17" W. of Sidney Airport, Sidney, Ohio; and within 2 miles each side of the Rosewood VOR 242° radial extending from the 4-mile radius area to the VOR.

AMENDMENTS 2/3/66 30 F. R. 14916 (Added)

Simmons Army Air Field, N.C.
That airspace extending upward from 700 feet above the surface within 5 miles S and 8 miles N of the Simmons VOR 085° radial, extending from the VOR to 12 miles E of the VOR, excluding that airspace which coincides with the Ft. Bragg, N.C. (Pope AFB) transition area.

Sioux City, Iowa
That airspace extending upward from 700 feet above the surface within a 10-mile radius of Sioux City Municipal Airport (latitude 42°24'03" N., longitude 96°22'55" W.); within 7 miles SW and 8 miles NE of the Sioux City ILS localizer SE course, extending from the 10-mile radius area to 12 miles SE of the ILS OM; and within 7 miles NE and 8 miles SW of the Sioux City ILS localizer NW course extending from the 10-mile radius area to 12 miles NW of Jackson, Nebr., RBN; and that airspace extending upward from 1,200 feet above the surface within a 27-mile radius of the Sioux City VORTAC, and the area SE of Sioux City bounded on the NE by a line 5 miles NE of and parallel to the Sioux City VORTAC 116° radial, on the SW by a line 5 miles SW of and parallel to the Sioux City VORTAC 140° radial, on the NW by the 27-mile radius area and on the SE by the arc of a 30-mile radius circle centered on the Sioux City ILS OM.

Sioux Falls, S. Dak.
That airspace extending upward from 700 feet above the surface within a 10-mile radius of Sioux Falls/Joe Foss Field (latitude 43°34'44" N., longitude 96°44'27" W.), within a 21-mile radius of the Sioux Falls VORTAC, extending from the line 5 miles east of and parallel to the 154° radial, clockwise to the 329° radial, and within a 17-mile radius of the Sioux Falls VORTAC, extending from the 329° radial, clockwise to a line 5 miles south of and parallel to the 070° radial; and that airspace extending upward from 1,200 feet above the surface within a 43-mile radius of the Sioux Falls VORTAC bounded on the east by a line 5 miles east of and parallel to the 154° radial, clockwise to a line 6 miles northwest of and parallel to the 231° radial, and within a 33-mile radius of the Sioux Falls VORTAC, bounded on the northwest by a line 5 miles southwest of and parallel to the 336° radial, clockwise to a line 5 miles south of and parallel to the 070° radial.

AMENDMENT 5/26/66 31 F. R. 2650 (Added)

Sitka, Alaska
That airspace extending upward from 700 feet above the surface within 2 miles each side of the Sitka RR SW course, extending from 2 miles SW to 8 miles SW of the RR; within 2 miles each side of the Biorka, Alaska, VORTAC 207° radial, extending from 2 miles SW to 8 miles SW of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within 10 miles SE and 7 miles NW of the Biorka VORTAC 027° and 207° radials, extending from 6 miles NE to 14 miles SW of the VORTAC.

Skwentna, Alaska
That airspace extending upward from 1,200 feet above the surface within 15 miles S and 23 miles N of the 100° and 280° bearings from the Skwentna RR, extending from 40 miles W to 13 miles E of the RR.

Smithfield, R.I.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 41°55'21" N., 71°29'30" W. of North Central State Airport, Smithfield, R.I., and within 2 miles east and 5 miles west of the Providence, R.I., VOR 347° radial extending from the 5-mile radius to the VOR, excluding the portion that overlaps the Providence 700-foot transition area.

Snowbird, Tenn.
That airspace extending upward from 1,200 feet above the surface S of V-16S and V-185 bounded on the S by a line 10 miles S of and parallel to the centerlines of V-16S and V-185, on the W by the arc of a 21-mile radius circle centered at the McGhee-Tyson Airport (latitude 35°48'40" N., longitude 83°59'35" W.), on the E by the arc of a 25-mile radius circle centered at the Asheville Airport (latitude 35°26'00" N., longitude 82°32'25" W.) within the area SW of Snowbird VOR bounded on the NW by the arc of a 21 mile radius circle centered at the McGhee-Tyson Airport, on the E by a line 10 miles E of and parallel to the centerline of V-267, on the N by a line 10 miles N of and parallel to V-54, on the SE by V-222, on the S by V-54, on the W by V-267; and that airspace extending upward from 7,700 feet MSL bounded on the W by a line 10 miles E of and parallel to the centerline of V-267, on the NW by the arc of a 21-mile radius circle centered at the McGhee-Tyson Airport, on the N by a line 10 miles S of and parallel to the centerlines of V-16S and V-185, on the E by a line 6 miles W of and parallel to the 341°bearing from the Broad River RBN, on the SE by V-222, on the S by a line 10 miles N of and parallel to the centerline of V-54.

AMENDMENT 4/28/66 31 F. R. 3338 (Added)

South Bend, Ind.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of St. Joseph County Airport, South Bend, Ind. (latitude 41°42'15" N., longitude 86°18'50" W.) and within 5 miles south and 8 miles north of the South Bend ILS localizer east course, extending from St. Joseph County Airport to 12 miles east of the ILS outer marker and within 5 miles west and 8 miles east of the South Bend, Ind. VOR 360° radial, extending from the St. Joseph County Airport to 12 miles north of the VOR and within a 5-mile radius of Tyler Memorial Airport, Niles, Mich. (latitude 41°50'30" N., longitude 86°13'30" W.); and that airspace extending upward from 1,200 feet above the surface bounded on the south by latitude 41°20'00" N., on the west by longitude 87°00'00" W., on the north by latitude 42°35'00" N., and on the east by a line extending from latitude 42°35'00" N., longitude 86°00'00" W., direct to latitude 42°07'30" N., longitude 86°00'00" W., along the east edge of V-277 to latitude 41°40'00" N., longitude 85°38'25" W., direct to latitude 41°40'00" N., longitude 85°30'00" W., direct to latitude 41°20'00" N., longitude 85°30'00" N.

South Boston, Va.
That airspace extending upward from 700 feet above the surface and within a 5-mile radius of the center, 36°42'35" N., 78°50'55" W. of William M. Tuck Airport, South Boston, Va.; and within 2 miles each side of the South Boston, Va., VOR 076° radial extending from the 5-mile radius area to the VOR. This transition area shall be in effect sunrise to sunset, daily.

AMENDMENTS 10/13/66 31 F.R. 11461 (Added)

Southbridge, Mass.
That airspace extending upward from 700 feet above the surface within a 4-mile radius of the center, 42°06'05" N., 72°02'20" W., of Southbridge Airport, Southbridge, Mass.; and within 2 miles each side of the Putnam VOR 315° radial extending from the 4-mile radius area to the VOR.

AMENDMENTS 3/3/66 31 F. R. 249 (Added)

Southern Pines, N.C.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Pinehurst-Southern Pines Airport (latitude 35°14'06" N., longitude 79°23'36" W.); within 2 miles each side of the Pinehurst VOR 083° radial, extending from the 6-mile radius area to the VOR.

South Kauai, Hawaii
That airspace extending upward from 700 feet above the surface within 2 miles N and 4 miles S of the South Kauai VOR 271° radial, extending from the VOR to 8 miles W of the VOR.

Spartanburg, S. C.
That airspace extending upward from 700 feet above the surface within 2 miles each side of the Spartanburg VORTAC 014° radial extending from the VORTAC to 8 miles north.

Spencer, Iowa
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Spencer, Iowa, Municipal Airport (latitude 43°09'45" N., longitude 95°11'30" W.), and within 2 miles each side of the 191° bearing from the Spencer Municipal Airport, extending from the 5-mile radius to 8 miles S of the airport; and that airspace extending upward from 1,200 feet above the surface within 5 miles W and 8 miles E of the 191° bearing from the Spencer Municipal Airport, extending from the airport to 12 miles S of the airport, and within 5 miles each side of the 011° bearing from the Spencer Municipal Airport, extending from the airport to V-120.

Spokane, Wash.
That airspace extending upward from 700 feet above the surface within a 15-mile radius of the Spokane International Airport (latitude 47°37'35" N., longitude 117°32'05" W.), and within a 15-mile radius of Fairchild AFB, Spokane, Wash. (latitude 47°36'55" N., longitude 117°39'20" W.); that airspace extending upward from 1,200 feet above the surface within a 38-mile radius of Fairchild AFB, Spokane (latitude 47°36'55" N., longitude 117°39'20" W.), within a 52-mile radius of Fairchild AFB, extending clockwise from the Spokane VORTAC 024° radial to a line 5 miles S of and parallel to the Spokane VORTAC 094° radial, and clockwise from a line 5 miles NE of and parallel to the Spokane VORTAC 156° radial to the Spokane VORTAC 300° radial; and that airspace S of Spokane extending from the 52-mile radius area bounded on the E by longitude 117°32'00" W., on the S by V-536, and on the W by V-281; that airspace extending upward from 7,000 feet m.s.l. within the area bounded by the arcs of 38- and 52-mile radius circles centered on Fairchild AFB, extending clockwise from the Spokane VORTAC 300° to the 024° radials; and that airspace extending upward from 6,000 feet m.s.l. within the area bounded by the arcs of 38- and 52-mile radius circles centered on Fairchild AFB, extending clockwise from a line 5 miles S of and parallel to the Spokane VORTAC 094° radial to a line 5 miles NE of and parallel to the Spokane VORTAC 156° radial.

AMENDMENTS 9/15/66 31 F.R. 10024 (Changed)

Springfield, Ill.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Capital Airport, Springfield, Ill. (latitude 39°50'35" N., longitude 89°40'35" W.); within 2 miles each side of the ILS localizer SW course, extending from the 7-mile radius area to 12 miles SW of the OM; and that airspace extending upward from 1,200 feet above the surface within an area bounded by a line beginning at intersection of longitude 89° 33'00" W. and the NW boundary of V-426, thence SW along the NW boundary of V-426 to and counterclockwise along the arc of a 33-mile radius circle centered on the Lambert-St. Louis Municipal Airport (latitude 38°44'50" N., longitude 90°21'55" W.) to and N along the W boundary of V-9W, to and N along longitude 90°18'00" W., to and W along a line 10 miles S of and parallel to the Capital, Ill., VOR 269° radial, to and N along longitude 90°29'00" W., to and E along a line 6 miles N of and parallel to the Capital VOR 269° radial, to and clockwise along the arc of a 26-mile radius circle centered on Capital Airport, to and NE along the SE boundary of V-173, to and S along longitude 88°39'59" W., to and SW along the NW boundary of V-191, to and counterclockwise along the arc of a 15-mile radius circle centered on the Decatur, Ill., VOR, to and W along a line 6 miles N of and parallel to the Decatur 285° radial, to and clockwise along the arc of a 26-mile radius circle centered on the Capital Airport, to and S along longitude 89°33'00" W. to the point of beginning, and that airspace extending upward from 3,00 MSL within an area bounded on the N by latitude 40°20'00" N., on the E by the W boundary of V-233 on the S by the arc of a 26-mile radius circle centered on the Capital Airport, on the west by longitude 90°00'00" W.; within an area bounded on the N by latitude 40°20'00" N., on the SE by the NW boundary of V-9, on the S by the arc of a 26-mile radius circle centered on Capital Airport, on the W by the E boundary of V-233; within an area bounded on the N by latitude 40°20'00" N., on the SE by the NW boundary of V-173, on the NW by the SE boundary of V-9; and within an area bounded on the NW by the arc of a 26-mile radius circle centered on Capital Airport on the N by a line 10 miles S of and parallel to the Decatur 285° radial on the SE by the NW boundary of V-191 and V-426, on the W by longitude 89°33'00" W.

AMENDMENTS 3/3/66 31 F. R. 427 (Rewritten); 11/10/66 31 F. R. 12054 (Rewritten)

Springfield, Mo.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Springfield Municipal Airport (latitude 37° 14' 35" N., longitude 93° 23' 20" W.), within 2 miles each side of the 324° bearing from the Springfield RBN, extending from the 7-mile radius area to 8 miles NW of the RBN, within 5 miles W and 8 miles E of the Springfield ILS localizer S course, extending from 1 mile N to 12 miles S of the OM: and that airspace extending upward from 1,200 feet above the surface within a 25-mile radius of the Springfield Municipal Airport, within 9 miles N and 6 miles S of the Springfield VORTAC 058° radial, extending from the 25-mile radius area to 43 miles NE of the VORTAC, within 6 miles W and 9 miles E of the Springfield VORTAC 146° radial, extending from the 25-mile radius area to 41 miles SE of the VORTAC, within 5 miles NW and 8 miles SE of the Dogwood, Mo., VOR 053° radial, extending from the VOR to 7 miles NE of the VOR, and within 9 miles E and 6 miles W of the Springfield VORTAC 210° radial, extending from the 25-mile radius area to 44 miles SW of the VORTAC.

Springfield, Vt.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Hartness Airport (latitude 43°20'40" N., longitude 72°31'15" W.); within 2 miles each side of the Keene VOR 341° radial extending from the 5 mile radius area to 5.5 miles SE of the Springfield RBN; within 2 miles each side of the 185° bearing from the Springfield RBN extending from the 5-mile radius area to 8 miles S of the RBN. This transition area is effective from sunrise to sunset, daily.

AMENDMENTS 2/3/66 30 F. R. 15015 (Added)

State College, Pa.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 40°51' 05" N., 77°51'00" W., of University Park Airport, State College, Pa.; within a 5-mile radius of the center 40° 46'15" N., 77°52'50" W., of State College Air Depot Airport, State College, Pa., and within 2 miles each side of the State College Air Depot Airport Runway 22 centerline extended from the State College Air Depot Airport 5-mile radius area to 10 miles southwest of the end of the runway, excluding that portion that coincides with the Philipsburg, Pa., transition area.
AMENDMENTS 7/21/66 31 F.R. 8047 (Rewritten)

Staunton, Va.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Shenandoah Valley Airport (latitude 38°15'45" N., longitude 78°53'50" W.) and within 2 miles each side of the 216° bearing from the Laurel Hill RBN extending from the 7-mile radius area to 8 miles SW of the RBN.

Sterling, Ill.
That airspace extending upward from 700 feet above the surface wtihin a 5-mile radius of Whiteside County Airport (latitude 41°44'20" N., longitude 89°40'40" W.); and within 2 miles each side of the Polo, Ill., VORTAC 209° radial extending from the 5-mile radius area to the VORTAC; and within 2 miles each side of the Polo VORTAC 206° radial extending from the 5-mile radius area to 31 miles SW of the VORTAC; and within 2 miles each side of the 231° bearing from the Whiteside County Airport extending from the 5-mile radius area to 8 miles SW of the airport, excluding the airspace within the Dixon, Ill., transition area.

Stevens Point, Wis.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Stevens Point, Wis., Municipal Airport (latitude 44°32'38" N., longitude 89°31'50" W.); within 2 miles each side of the Stevens Point, Wis., VOR 024° radial extending from the 5-mile radius area to 11 miles NE of the VOR; within 2 miles each side of the Stevens Point VOR 111° radial extending from the 5-mile radius area to 8 miles E of the VOR; within 2 miles each side of the Stevens Point VOR 217° radial extending from the 5-mile radius area to 8 miles SW of the VOR; and within 2 miles each side of the Stevens Point VOR 306° radial extending from the 5-mile radius area to 8 miles NW of the VOR.

Stillwater, Okla.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Searcy Field, Stillwater, Okla., latitude 36°09'30" N., longitude 97°05'05" W.); and within 2 miles each side of the Stillwater VOR 005° radial, extending from the 6-mile radius area to 8 miles N of the VOR; and that airspace extending upward from 1,200 feet above the surface within an area bounded on the W by the E boundary of V-77E; on the E by the SW boundary of V-74S; and on the S by latitude 36°26'00" N., excluding the portion within the Ponca City, Okla., transition area.

Stockton, Calif.
That airspace extending upward from 700 feet above the surface within 2 miles each side of the Stockton ILS localizer SE course, extending from the OM to 1 mile NW of the OM; within 2 miles each side of the Stockton VORTAC 140° radial, extending from the VORTAC to 8 miles SE of the VORTAC, and within a 12-mile radius of the Stockton VORTAC, extending from the arc of a 5-mile radius circle centered on the Stockton Municipal Airport (latitude 37° 53' 45" N., longitude 121° 14' 10" W.) clockwise from a line 2 miles SW of and parallel to the Stockton VORTAC 303° radial to a line 2 miles NE of and parallel to the Stockton VORTAC 334° radial; and that airspace extending upward from 1,200 feet above the surface bounded on the E by longitude 120° 04' 00" W., on the SE by a line extending from latitude 37° 52' 00" N., longitude 120° 04' 00" W., to latitude 37° 38' 00" N., longitude 121° 00' 00" W., on the S by latitude 37° 38' 00" N., on the W by longitude 121° 37' 00" W., and on the N by latitude 38° 07' 00" N. The airspace within R-2531 is excluded.

Storm Lake, Iowa
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Storm Lake, Iowa, Municipal Airport (latitude 42°35'45" N., longitude 95°14'35" W.), and within 8 miles NE and 5 miles SW of the 142° and 322° bearings from the Storm Lake RBN, extending from 3 miles NW to 12 miles SE of the RBN.

Stuart, Fla.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Witham Airport (latitude 27°10'51" N., longitude 80°13'25" W.); within 2 miles each side of the 320° bearing from the WSTU Commercial Broadcast Station (latitude 27°12'58" N., longitude 80°15'19" W.) extending from the 5-mile radius area to 11 miles NW of the WSTU Commercial Broadcast Station; and that airspace extending upward from 1,200 feet above the surface within 5 miles SW and 8 miles NE of the 320° and 140° bearings from the WSTU Commercial Broadcast Station extending to 12 miles NW and 3 miles SE of the WSTU Commercial Broadcast Station.

Sturgeon Bay, Wis.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Door County-Cherryland Airport (latitude 44° 50' 30" N., longitude 87° 25' 10" W.); and within 2 miles each side of the 195° bearing from Door County-Cherryland Airport, extending from the 5-mile radius area to 8 miles S of the airport; and that airspace extending upward from 1,200 feet above the surface within 8 miles W and 5 miles E of the 015° and 195° bearings from Door County-Cherryland Airport extending from 6 miles N to 14 miles S of the airport; and within 5 miles each side of the 015° bearing from Door County-Cherryland Airport extending from 6 to 12 miles N of the airport.

AMENDMENT 12/8/66 31 F.R. 13207 (Added)

Sturgis, Mich.
That airspace extending upward from 700 feet above the surface within a 4-mile radius of Kirsch Airport, Sturgis, Mich., (latitude 41° 48' 50" N., longitude 85° 26' 10" W.), and within 8 miles NW and 5 miles SE of the 059° bearing from Kirsch Airport, extending from Kirsch Airport to 12 miles NE of the airport.

Stuttgart, Ark.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Stuttgart Municipal Airport (latitude 34°36'15" N., longitude 91°34'30" W.); and within 2 miles each side of the Little Rock VORTAC 098° radial extending from the 5-mile radius area to 20 miles E of the Little Rock VORTAC; and within 2 miles each side of the 350° bearing from the Stuttgart RBN (latitude 34°39'52" N., longitude 91°35'30" W.) extending from the 5-mile radius area to 8 miles north of the RBN.

AMENDMENTS 3/31/66 31 F. R. 693 (Rewritten)

Summit Alaska
That airspace extending upward from 1,200 feet above the surface within 25 miles W and 16 miles E of the 187° and 007° bearings from the Summit RR, extending from 22 miles S to 42 miles N of the RR.

Sumter, S. C.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Shaw AFB (latitude 33°58'15" N., longitude 80°28'19" W.); within 2 miles each side of the Shaw ILS localizer SW course extending from the Shaw 7-mile radius area to 12 miles SW of the Shaw OM; within an 8-mile radius of McEntire ANGB (latitude 32°55'26" N. longitude 80°48'14" W.); within 5 miles NE and 8 miles SW of the McEntire VOR 138° radial extending from the McEntire 8-mile radius area to 12 miles SE of the VOR; and within a 5-mile radius of Sumter Airport (latitude 33°59'39" N., longitude 80°21'45" W.).

AMENDMENT 5/26/66 31 F.R. 5120 (Rewritten); 9/28/66 31 F. R. 12943 (Rewritten)

Sunol, Calif.
That airspace extending upward from 1,200 feet above the surface bounded on the E by longitude 121°31'00" W., on the SW by V-107 and on the NW by V-244S.

Syracuse, N. Y.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of the center, 43°06'50" N., 76°06'35" W. of Clarence E. Hancock Airport, Syracuse, N. Y., and within 8 miles N and 5 miles S of the Syracuse ILS localizer East course extending from the 9-mile radius to 12 miles E of the Syracuse LOM; within 5 miles SW and 8 miles NE of the Syracuse VORTAC 309° radial extending from the 9-mile radius to 12 miles NW of the VORTAC; within 8 miles N and 5 miles S of a 269° bearing from the Syracuse RBN extending from the 9-mile radius to 12 miles W of the RBN; within 5 miles each side of the Syracuse VORTAC 242° radial extending from the 9-mile radius to the INT of the Syracuse VORTAC 242° radial and the Ithaca, N. Y., VOR 348° radial.

Talkeetna, Alaska
That airspace extending upward from 1,200 feet above the surface within 23 miles W and 15 miles E of the 022° and 202° bearings from the Talkeetna RBN, extending from 40 miles N to 15 miles S of the RBN, excluding the airspace within Federal airways.

Talladega, Ala.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Talladega Municipal Airport (latitude 33°34'07" N., longitude 86°03'36" W.), within 2 miles each side of the 252° True radial of the Anniston, Ala., VOR, extending from the 5-mile radius zone to 8 miles southwest of the VOR, excluding that portion coinciding with the Anniston, Ala., transition area.

Tallahassee, Fla.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Tallahassee Municipal Airport (latitude 30°23'33" N., longitude 84°21'06" W.), within 8 miles E and 5 miles W of the ILS localizer S course, extending from the airport to 12 miles S of the LOM; within 2 miles each side of the ILS localizer N course, extending from the 7-mile radius area to the INT of the localizer N course and the Tallahassee VORTAC 305° radial; between the 14 nautical miles and 16 nautical miles arcs of the Tallahassee VORTAC, extending clockwise from the 7-mile radius area to the Tallahassee VORTAC 305° radial; and that airspace extending upward from 1,200 feet above the surface, bounded by a line beginning at longitude 85°00'00" W., and the S boundary of V-22 extending E along the S boundary of V-22 to longitude 84°36'00" W.; thence N via longitude 84°36'00" W., to the N boundary of V-22; thence E along the N boundary of V-22 to the W boundary of V-97; thence N along the W boundary of V-97 to the arc of a 30-mile radius circle centered on the Albany, Ga., Municipal Airport (latitude 31°32'00" N., longitude 84°11'35" W.); thence counterclockwise along this arc to the E boundary of V-97; thence S along the E boundary of V-97 to the N boundary of V-22; thence E along the N boundary of V-22 to the E boundary of V-159; thence along the E boundary of V-159 to the S boundary of V-22, thence SW to latitude 29°55'30" N., longitude 83°51'00" W.; thence W along a line 3 nautical miles S of and parallel to the shoreline to longitude 84°12'20" W.; thence S via longitude 84°12'20" W. to the S boundary of V-7 W; thence along the S boundary of V-7 W to longitude 85°00'00" W.; thence N via longitude 85°00'00" W to the point of beginning.

Tampa, Fla.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Tampa International Airport (latitude 27°58'30" N., longitude 82°31'40" W.); within 5 miles E and 8 miles W of the Tampa ILS localizer N course extending from the Tampa International Airport to 12 miles N of the Tampa LOM; within a 7-mile radius of St. Petersburg-Clearwater International Airport (latitude 27°54'40" N., longitude 82°41'10" W.); within 2 miles each side of the St. Petersburg ILS localizer S course extending from the 7-mile radius area to 13 miles S of the ILS localizer; within 5 miles E and 8 miles W of the St. Petersburg ILS N course extending from the St. Petersburg-Clearwater International Airport to 12 miles N of the St. Petersburg LOM; within a 4-mile radius of Peter O. Knight Airport (latitude 27°54'55" N., longitude 82°27'05" W.); within a 7-mile radius of MacDill AFB (latitude 27°51'05" N., longitude 82°31'15" W.); within 2 miles each side of the MacDill ILS localizer NE course extending from the Peter O. Knight Airport 4-mile radius area to 12 miles NE of the MacDill OM; within 2 miles SE and 4 miles NW of the MacDill TACAN 226° radial extending from the MacDill AFB 7-mile radius area to 8 miles SW of the TACAN; within 2 miles each side of the MacDill AFB runway 22 extended centerline extending from the MacDill AFB 7-mile radius area to 6 miles SW of the lift-off end of the runway; that airspace extending upward from 1,200 feet above the surface within a 42-mile radius of MacDill AFB, excluding the portion within W-168; within the area bounded on the N by the 42-mile radius area, on the E by V-35W and the arc of a 20-mile radius circle centered on the Fort Myers, Fla., VOR, on the S by latitude 26°30'00" N., and on the W by W-168; within the area bounded on the N by the 42-mile radius area, on the E by V-97 and V-7, and on the W by V-35; within the area bounded on the N by the 42-mile radius area, on the E by V-157, on the SW by V-97, and on the W by V-7, within the area bounded on the E by the 42-mile radius area, on the S by W-168, on the W by a line extending from the INT of the N boundary of W-168 and longitude 83°42'00" W. to the INT of the N boundary of Control 1,226 and longitude 83°47'50" W., and on the N by the N boundary of Control 1,226; that airspace extending upward from 2,000 feet MSL bounded on the E by V-35W, on the SW by V-97 and on the NW by V-97E; and that airspace extending upward from 4,700 feet MSL bounded on the NE by V-97 and V-97W, on the SE by the 42-mile radius area, on the S by Control 1,226, on the NW by the Cross City, Fla., VOR 212° radial and the St. Petersburg, Fla., VORTAC 280° radial, excluding the portion within W-151.

AMENDMENT 3/31/66 31 F. R. 1059 (Added)

Tanana, Alaska
That airspace extending upward from 700 feet above the surface within 5 miles NW and 8 miles SE of the Tanana RR SW course, extending from the RR to 12 miles SW; and within 5 miles NW and 8 miles SE of the Tanana VOR 246° radial, extending from the VOR to 12 miles SW; and that airspace extending upward from 1,200 feet above the surface within a 14-mile radius of the Tanana VOR, extending clockwise from the Tanana VOR 093° to the 280° radials, and within an 8-mile radius of the Tanana VOR, extending clockwise from the Tanana VOR 280° to the 093° radials.

Taunton, Mass.
That airspace extending upward from 700 feet above the surface within a 4-mile radius of the Taunton Municipal Airport (latitude 41°52'35" N., longitude 71°01'00" W.), and within 2 miles each side of the Whitman, Mass., VOR 187° radial, extending from the 4-mile radius area to the Whitman VOR.

Taylor, Fla.
That airspace southwest of Taylor extending upward from 2,500 feet MSL bounded on the N by V-22, on the E by V-157 and on the SW by V-159.

Terre Haute, Ind.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Hulman Field, Terre Haute, Ind. (latitude 39°27'05" N., longitude 87°18'30" W.); within 2 miles each side of the Terre Haute ILS localizer SW course, extending from the 7-mile radius area to 8 miles SW of the OM; within 2 miles each side of the 198° bearing from the Terre Haute LOM, extending from the 7-mile radius area to 8 miles S of the LOM; and within 5 miles SE and 10 miles NW of the Terre Haute VOR 051° radial, extending from the VOR to 13 miles NE.

Texarkana, Ark.
That airspace extending upward from 700 feet above the surface within 2 miles each side of the Texarkana VORTAC 129° and 309° radials extending from 0.5 mile SE to 8 miles NW of the VORTAC; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 34°25'00" N., longitude 94°39'30" W.; to latitude 33°49'00" N., longitude 95°18'00" W.; to latitude 33°08'00" N., longitude 95°18'00" W.; to latitude 33°07'00" N., longitude 95°41'00" W.; to latitude 33°09'00" N., longitude 95°54'00" W.; to latitude 33°00'00" N., longitude 95°45'00" W.; to latitude 32°43'00" N., longitude 95°39'00" W.; to latitude 32°41'10" N., longitude 95°00'00" W.; to latitude 33°14'00" N., longitude 94°11'00" W.; to latitude 33°30'00" N., longitude 93°36'00" W.; to latitude 33°22'50" N., longitude 93°02'30" W.; to latitude 34°17'00" N., longitude 93°26'00" W.; to latitude 34°26'00" N., longitude 93°31'00" W.; to latitude 34°25'00" N., longitude 94°00'00" W.; to point of beginning.

The Dalles, Oreg.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of The Dalles Municipal Airport (latitude 45°37'05" N., longitude 121°10'05" W.), and within 2 miles each side of the The Dalles VORTAC 270° radial, extending from the 5-mile radius area to the VORTAC; that airspace extending upward from 1,200 feet above the surface within 5 miles N and 8 miles S of The Dalles VORTAC 276° and 096° radials, extending from 7 miles W to 14 miles E of the VORTAC.
AMENDMENTS 3/3/66 31 F. R. 131 (Rewritten)

Thief River Falls, Minn.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Thief River Falls, Minn., Municipal Airport (latitude 48°03'58" N., longitude 96°11'06" W.), within 2 miles each side of the 138° bearing from Thief River Falls Municipal Airport extending from the 5-mile radius area to 8 miles SE of the airport, and within 2 miles each side of the 305° bearing from Thief River Falls Municipal Airport extending from the 5-mile radius area to 8 miles NW of the airport; and that airspace extending upward from 1,200 feet above the surface within 8 miles NE and 5 miles SW of the 138° bearing from Thief River Falls Municipal Airport extending from the airport to 12 miles SE of the airport, and within 5 miles NE and 8 miles SW of the 305° bearing from Thief River Falls Municipal Airport extending from the airport to 12 miles NW of the airport.

Thurman, Colo.
That airspace extending upward from 6,200 feet MSL within 10 miles N and 7 miles S of the Thurman VOR 100° and 280° radials, extending from 20 miles E to 9 miles W of the VOR.

AMENDMENTS 3/3/66 30 F. R. 15736 (Rewritten)

Tifton, Ga.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of the Henry Tift Myers Airport (latitude 31°25'40" N., longitude 83°29'10" W.).

AMENDMENTS 12/8/66 31 F. R. 12516 (Added)

Toccoa, Georgia
That airspace extending upward from 700 feet above the surface within a 4-mile radius of the Toccoa, Ga., Airport (latitude 34°35'35" N., longitude 83°17'45" W.); within 2 miles each side of the 180° and 360° radials of the Toccoa VOR extending from the 4-mile radius area to 6 miles N of the VOR; including that airspace extending upward from 1200 feet above the surface 5 miles W and 8 miles E of the 360° radial of the Toccoa VOR extending from the VOR to 12 miles N of the VOR.

Toledo, Ohio
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center of the Toledo Express Airport, Toledo, Ohio 41°35'15" N., 83°48'23" W.; within 2 miles each side of the Waterville VOR 318° radial extending from the 7-mile radius area to the VOR; within 5 miles N and 8 miles S of the airport ILS localizer SW course extending SW from the OM for 12 miles; within 2 miles N and 3 miles S of the airport ILS localizer NE course extending NE from the 7-mile radius area for 9 miles from the localizer.
That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at: 41°44'00" N., 84°28'00" W. to 41°41'00" N., 84°16'00" W. to 41°45'05" N., 84°11'45" W. to 41°45'30" N., 83°19'45" W. to 41°50'39" N., 83°08'47" W. to 41°35'41" N., 82°54'24" W. to 41°30'00" N., 82°52'00" W. then counterclockwise along an arc with a radius of 12 miles from Griffin-Sandusky Airport (41°26'00" N., 82°39'00" W.) to 41°18'30" N., 82°49'30" W. to 41°14'00" N., 82°57'00" W., 41°11'00" N., 83°19'00" W. to 41°18'00" N., 84°07'00" W. to 41°00'00" N., 84°02'15" W. to 41°00'00" N., 84°40'00" W. to 41°21'00" N., 84°40'00" W. to 41°32'00" N., 84°31'00" W. to point of beginning.

Tomball, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Gleannloch Farms Airport (latitude 30°02'40" N., longitude 95°33'50" W.); and within 2 miles each side of the 280° bearing from the Tomball RBN extending from the 5-mile radius area to 8 miles W of the RBN.

Tonopah, Nev.
That airspace extending upward from 700 feet above the surface within 2 miles W and 3 miles E of the Tonopah VORTAC 198° radial, extending from the VORTAC to 5 miles S of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within 9 miles N and 8 miles S of the Tonopah VORTAC 083° and 263° radials, extending from 17 miles E to 8 miles W of the VORTAC.

AMENDMENT 5/26/66 31 F.R. 5120 (Rewritten)

Topeka, Kans.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Philip Billard Airport, Topeka, Kans. (latitude 39°04'09" N., longitude 95°37'18" W.), within 2 miles each side of the Topeka VORTAC 039° radial extending from the 7-mile radius area to 8 miles NE of the VORTAC, within 5 miles SW and 8 miles NE of the Philip Billard Airport ILS localizer NW course, extending from 3 miles SE to 12 miles NW of the OM, within a 7-mile radius of Forbes AFB, Topeka, Kans. (latitude 38°57'10" N., longitude 95°39'50" W.), and within 2 miles each side of the Forbes AFB TACAN 321° radial extending from the 7-mile radius area to 9 miles NW of the TACAN; that airspace extending upward from 1,200 feet above the surface bounded by the Emporia, Kans., VORTAC 346° radial beginning at latitude 39°26'50" N., longitude 96°30'50" W., S to the NW edge of V-10, thence NE to latitude 39°00'00" N., longitude 95°09'00" W., thence N along longitude 95°09'00" W. to the S edge of V-71, thence NW to latitude 39°49'00" N., longitude 95°34'00" W., thence direct to point of beginning excluding the portion within the Emporia, Kans., transition area.; and that airspace extending upward from 3,500 feet MSL bounded
by a line beginning at Lat. 40°02'20" N., Long. 96°43'00" W., thence E along the S boundary of V-216 and V-50 to the arc of a 20-mile radius circle centered on the Rosecrans Memorial Airport, thence counterclockwise along the arc of the 20-mile radius circle to the W boundary of V-77, thence SW along the west boundary of V-77 to the arc of a 28-mile radius circle centered on Philip Billard Airport, thence counterclockwise along the arc of the 28-mile radius circle to longitude 95°45'00" W., thence NW to latitude 39°40'00" N., longitude 95°57'00" W., thence SW to latitude 39°26'50" N., longitude 96°30'50" W., thence NW to the point of beginning.

AMENDMENTS 10/13/66 31 F.R. 10771 (Changed)

Traverse City, Mich.
That airspace extending upward from 700 feet above the surface within a 15-mile radius of the Traverse City VOR.

AMENDMENTS 9/15/66 31 F.R. 10023 (Rewritten)

Tri-City, Tenn.
That airspace extending upward from 700 feet above the surface within a 20-mile radius of Tri-City Municipal Airport (latitude 36°28'30" N., longitude 82°24'20" W.); and the airspace extending upward from 1,200 feet above the surface within a 30-mile radius of Tri-City Municipal Airport; within the area S of the 30-mile radius circle bounded on the NW by V-16S, on the SW by V-185E, and on the E by V-35W; within the area NW of the 30-mile radius circle bounded on the S by V-310, on the N by a line extending E from latitude 36°34'00" N., longitude 84°01'00" W., to latitude 37°11'30" N., longitude 81°09'00"W., and on the E by the intersection of this line, the 30-mile radius circle and V-53; and within the area N of the 30-mile radius circle bounded on the E by V-35, on the N by a line extending E from latitude 36°34'00" N., longitude 84°01'00" W., to latitude 37°11'30" N., longitude 81°09'00" W., and on the W by the intersection of this line, V-53, and the 30-mile radius circle.

AMENDMENT 4/28/66 31 F. R. 3338 (Rewritten)

Truth or Consequences, N. Mex.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Truth or Consequences Municipal Airport (latitude 33°14'10" N., longitude 107°16'20" W.); and that airspace extending upward from 1,200 feet above the surface within 10 miles E and 7 miles W of the Truth or Consequences VOR 013° and 193° radials, extending from 20 miles N to 9 miles S of the VOR, and within 5 miles each side of the Truth or Consequences VOR 143° radial, extending from the 8-mile radius area to 23 miles SE of the VOR.

Tucson, Ariz.
That airspace extending upward from 700 feet above the surface within a 10-mile radius of Tucson International Airport (latitude 32°07'05" N., longitude 110°56'35" W.); within 3 miles NE and 13 miles SW of the Tucson VORTAC 138° radial, extending from the 10-mile radius area to 9 miles SE of the VORTAC, and within 9 miles SW and 1 mile NE of the Tucson VORTAC 318° radial, extending from the 10-mile radius area to 22 miles NW of the VORTAC; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 32°33'00" N., longitude 111°45'00" W.; to latitude 32°33'00" N., longitude 110°52'00" W.; thence N via longitude 110°52'00" W, to the S boundary of V-94; thence SE via the S boundary of V-94 to longitude 110°00'00" W.; thence S to latitude 31°39'00" N., longitude 110°00'00" W.; to latitude 31°39'00" N., longitude 111°00'00" W.; to latitude 32°00'00" N., longitude 111°45'00" W.; to point of beginning, excluding the portion within R-2303.

Tucumcari, N. Mex.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Tucumcari Municipal Airport (latitude 35°10'50" N., longitude 103°36'15" W.); and that airspace extending upward from 1,200 feet above the surface within 10 miles N and 7 miles S of the Tucumcari VOR 267° and 087° radials, extending from 23 miles W to 12 miles E of the VOR; and within 8 miles NW and 5 miles SE of the Tucumcari VOR 033° radial, extending from the VOR to 12 miles NE.

Tulsa, Okla.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of Tulsa, Okla., International Airport (latitude 36°12'00" N., longitude 95°53'15" W.); within 8 miles W and 5 miles E of the Tulsa ILS localizer N course, extending from the OM to 12 miles N; within 8 miles N and 5 miles S of the Tulsa VORTAC 088° Radial, extending from the 9-mile radius area to 12 miles E of the VORTAC; and within 2 miles each side of the Tulsa ILS localizer S course, extending from the 9-mile radius area to 8 miles S of the OM; that airspace extending upward from 1,200 feet above the surface within an area bounded by a line beginning at latitude 36°40'00" N., longitude 96°00'00" W.; to latitude 36°53'00" N., longitude 95°47'00" W.; to latitude 36°48'00" N., longitude 95°30'00" W.; to latitude 36°55'00" N., longitude 95°05'00" W.; to latitude 36°24'00" N., longitude 94°30'00" W.; to latitude 36°12'00" N., longitude 94°28'00" W., to latitude 35°46'00" N., longitude 95°06'30" W.; to latitude 35°46'00" N., longitude 95°30'00" W.; to latitude 35°11'00" N., longitude 95°55'00" W.; thence W along latitude 35°11'00" N., to and counterclockwise along the arc of a 57-mile radius circle centered at latitude 35°25'50" N., longitude 97°35'10" W.; to longitude 97°18'20" W., to point of beginning, excluding the portion within the Oklahoma City, Okla., transition area.

Tupelo, Miss.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Tupelo Municipal Airport (latitude 34°15'30" N., longitude 88°45'55" W.); within 2 miles each side of the Tupelo VOR 214° radial, extending from the 5-mile radius area to 8 miles SW of the VOR; and that airspace extending upward from 1,200 feet above the surface within an 18-mile radius of the Tupelo Municipal Airport.

AMENDMENTS 8/ 2/66 31 F.R. 10771 (Rewritten)

Tuscaloosa, Ala.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Van De Graaff Airport (latitude 33°13'35" N., longitude 87°36'36" W.).

Twentynine Palms, Calif.
That airspace extending upward from 700 feet above the surface within a 3-mile radius of Thermal Airport (latitude 33°37'40" N., longitude 116°09'45" W.), within 2 miles each side of the Thermal VORTAC 140° radial extending from the 3-mile radius area to 8 miles SE of the VORTAC, and within 2 miles each side of the Thermal VORTAC 122° radial, extending from the 3-mile radius area to 5 miles SE of the VORTAC; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 34°17'00" N., longitude 115°25'00" W., to latitude 33°28'00" N., longitude 115°25'00" W., to latitude 33°28'00" N., longitude 116°18'00" W., to latitude 34°17'00" N., longitude 116°18'00" W., thence to point of beginning, excluding the portions within R-2501 and R-2507.

Twin Falls, Idaho
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Twin Falls VOR; within 8 miles N and 5 miles S of the Twin Falls VOR 086° radial, extending from the VOR to 12 miles E of the VOR, and within 2 miles each side of the Twin Falls VOR 195° radial, extending from the 7-mile radius area to 10 miles S of the VOR; and that airspace extending upward from 1,200 feet above the surface within a 14-mile radius of the Twin Falls VOR, extending clockwise from the VOR 038° radial to the VOR 311° radial; within a 27-mile radius of the Twin Falls VOR, extending clockwise from the VOR 311° radial to the VOR 038° radial, and within 9 miles SW and 6 miles NE of the Twin Falls VOR 311° radial, extending from the VOR to 39 miles NW of the VOR.

Tyler, Tex.
That airspace extending upward from 700 feet above the surface bounded by a line beginning at latitude 32°07'00" N., longitude 95°14'00" W., to latitude 32°26'00" N., longitude 95°45'15" W., to latitude 32°36'00" N., longitude 95°33'30" W., to latitude 32°17'00" N., longitude 95°02'00" W., to point of beginning; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 32°43'00" N., longitude 95°39'00" W., to latitude 32°41'10" N., longitude 95°00'00" W., to latitude 32°17'00" N., longitude 94°19'00" W., to latitude 32°00'00" N., longitude 94°30'00" W., to latitude 31°59'00" N., longitude 95°31'00" W., to latitude 31°47'00" N., longitude 95°55'00" W., to latitude 32°30'00" N., longitude 95°53'00" W., to point of beginning.

Ukiah, Calif.
That airspace extending upward from 1,200 feet above the surface within a 20-mile radius of the Ukiah, Calif., VORTAC bounded on the E by the W edge of V-25, that airspace S of Ukiah bounded on the E by the W edge of V-25, on the S by latitude 38°43'30" N., on the W by longitude 123°23'15" W., and that airspace between the 20- and 24-mile arcs of the Red Bluff, Calif., VORTAC bounded on the NW by the NW edge of V-199 and on the SE by the SE edge of V-25; that airspace extending upward from 7,500 feet MSL between the 24- and 45-mile arcs of the Red Bluff, Calif., VORTAC bounded on the NW by the NW edge of V-199 and on the SE by the SE edge of V-25; that airspace extending upward from 8,500 MSL bounded on the NE by a 45-mile arc of the Red Bluff, VORTAC, on the SE by the SE edge of V-25, on the S and SW by the N edge of V-200 and a 20-mile arc of the Ukiah VORTAC, and on the NW by the NW edge of V-199; that airspace extending upward from 9,500 feet MSL bounded on the SE by the NW edge of V-199, on the W by the E edge of V-27, and on the N by a line 9 miles S of and parallel to the Red Bluff VORTAC 291° and Fortuna VORTAC 110° radials.

AMENDMENTS 3/31/66 31 F. R. 131 (Added)

Unalakleet, Alaska

That airspace extending upward from 700 feet above the surface within 5 miles N and 8 miles S of the Unalakleet RR W course, extending from the RR to 17 miles W of the RR; and within 5 miles N and 8 miles S of the Unalakleet VOR 265° radial, extending from the VOR to 17 miles W of the VOR; and that airspace extending upward from 1,200 feet above the surface within 7 miles N and 8 miles S of the RR E and W courses, extending from 7 miles E to 23 miles W of the RR; and within 5 miles each side of the Unalakleet VOR 265° radial, extending from the VOR to 23 miles W of the VOR.

Utica, N. Y.

That airspace extending upward from 700 feet above the surface within a 10-mile radius of the center, 43°14'10" N., 75°24'25" W. of Griffiss AFB, Rome, N. Y., and within 2 miles each side of the Griffiss-TACAN 305° radial extending from the 10-mile radius to 14 miles NW of the TACAN.

Within a 12-mile radius of the center, 43°08'45" N., 75°22'55" W. of Oneida County Airport, Utica, N. Y., and within 2 miles each side of the Utica VOR 306° radial extending from the 12-mile radius to the VOR; within 2 miles each side of a bearing 137° from the Utica radio beacon extending from the 12-mile radius to 8 miles SE of the radio beacon; within 2 miles each side of a bearing 132° from the Utica radio beacon extending from the 12-mile radius to 9 miles SE of the radio beacon.

That airspace extending upward from 1,200 feet above the surface within the area bounded by a line beginning at 43°24'00" N., 76°53'00" W. to 42°57'00" N., 76°57'00" W. to 42°40'00" N., 77°23'45" W. to 42°41'30" N., 76°23'00" W. to 42°40'00" N., 75°30'00" W. to 43°00'00" N., 74°30'00" W. to 43°19'00" N., 74°30'00" W., to 43°16'00" N., 74°37'00" W., thence counterclockwise along an arc with a radius of 40 SM from the center of Griffiss AFB to 43°44'00" N., 75°49'15" W. to 43°32'00" N., 76°23'00" W. to 43°24'00" N., 76°40'00" W to point of beginning.

AMENDMENTS 5/24/66 31 F.R. 7456 (Changed); 5/26/66 31 F. R. 5056 (Changed)

Valdosta, Ga.

That airspace extending upward from 700 feet above the surface within 2 miles each side of the Valdosta VOR 187° radial, extending from the VOR to 8 miles S of the VOR; and that airspace extending upward from 1200 feet above the surface bounded on the S by V-22, on the W by V-35/97, on the NW by a 30-mile arc centered on Albany Airport (latitude 31°32'00" N., longitude 84°11'35" W.), on the N by latitude 31°35'30" N., on the NE by V-243 and on the E by V-157; and that airspace extending upward from 2000 feet MSL bounded on the N by latitude 32°00'00" N., on the E by V-243, on the S by latitude 31°35'30" N., and on the W by a 40-mile arc centered on Turner Air Force Base (latitude 31°35'55" N., longitude 84°05'39" W.); excluding that airspace which coincides with the Waycross, Ga., transition area.

Valdosta, Ga. (Moody AFB)

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Moody AFB (latitude 30°58'01" N., longitude 83°11'27" W.); within 2 miles each side of the Moody ILS localizer N course, extending from the 7-mile radius area to 12 miles N of the LOM; within 2 miles each side of the Moody TACAN 180° radial, extending from the 7-mile radius area to 12 miles S of the TACAN. The transition area shall be effective only during specific dates and times established 30 days in advance by a Notice to Airmen and continuously published in the Airman's Information Manual.

Vandalia, Ill.

That airspace extending upward from 1,200 feet above the surface within a 10-mile radius of the Vandalia Municipal Airport (latitude 38°59'26" N., longitude 89°09'55" W.); within 5 miles E and 8 miles W of the Vandalia 003° and 183° radials extending from the 10-mile radius area to 12 miles N of the VOR; within an area bounded on the S by V-14N, on the NW by V-191, on the E by a line 8 miles W of and parallel to the 003° radial; and within an area bounded on the N by V-14 and V-210, on the E by the arc of a 10-mile radius circle centered on the Vandalia Municipal Airport, on the SW by the arc of a 40-mile radius circle centered on the Scott AFB, Belleville, Ill. (latitude 38°32'30" N., longitude 89°51'05" W.); and that airspace extending upward from 3,000 feet MSL within an area bounded on the W by V-191, on the E by V-313, and on the S by a line 12 miles N of the Vandalia VOR.

AMENDMENTS 12/8/66 31 F. R. 12597 (Rewritten)

Vernal, Utah

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Vernal Airport (latitude 40°26'30" N., longitude 109°30'50" W.) and within 2 miles each side of the Vernal VOR 159° radial, extending from the 7-mile radius area to 11 miles S of the VOR; that airspace extending upward from 1,200 feet above the surface within 7 miles W and 10 miles E of the Vernal VOR 159° and 339° radials, extending from 3 miles N to 30 miles S of the VOR.

Vero Beach, Fla.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Vero Beach, Fla., Municipal Airport (latitude 27°39'15" N., longitude 80°24'55" W.) and within 2 miles each side of the Vero Beach VORTAC 291° radial extending from the 6-mile radius area to 8 miles W of the VORTAC; within a 5-mile radius of the St. Lucie County Airport, Fort Pierce, Fla. (latitude 27°29'38" N., longitude 80°22'02" W.); within 2 miles each side of the Vero Beach VORTAC 150° radial extending from the 5-mile radius area to the Vero Beach VORTAC; that airspace extending upward from 1,200 feet above the surface within a 20-mile radius of the Vero Beach VORTAC, including the area SW of Vero Beach bounded on the E by V-51, on the SW by V-492N, on the NW by V-225, and including the airspace W of Vero Beach bounded on the SE by V-225, on the W by V-267, on the NE by V-295; excluding the airspace within a 25-mile radius of Patrick AFB, Cocoa, Fla. (latitude 28°14'15" N., longitude 80°36'35" W.), and the airspace outside of the continental limits of the United States.

AMENDMENTS 2/1/66 31 F. R. 2531 (Changed)

Vichy, Mo.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Rolla National Airport (latitude 38°07'40" N., longitude 91°46'10" W.) and within 2 miles each side of the Vichy VORTAC 067° radial extending from the 5-mile radius area to 8 miles NE of the VORTAC, and the airspace extending upward from 1,200 feet above the surface within 8 miles SE and 5 miles NW of the Vichy VORTAC 059° and 239° radials, extending from 7 miles NE to 13 miles SW of the VORTAC, and within 5 miles SE and 8 miles NW of the Vichy VORTAC 067° radial, extending from the VORTAC to 12 miles NE of the VORTAC.

Vicksburg, Miss.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Vicksburg Municipal Airport (latitude 32°14'20" N., longitude 90°55'40" W.); within 2 miles each side of the 276° bearing from the Vicksburg Municipal Airport, extending from the 6-mile radius area to 8 miles W of the airport; and that airspace extending upward from 1,200 feet above the surface within 8 miles S and 5 miles N of the 276° bearing from the Vicksburg Municipal Airport, extending from the airport to 12 miles W; and within 5 miles each side of the 096° bearing from the Vicksburg Municipal Airport, extending from the airport to 12 miles E.

Victoria, Tex.

That airspace extending upward from 700 feet above the surface within 8 miles SW and 5 miles NE of the Victoria VOR 313° radial, extending from the VOR to 12 miles NW of the VOR; within 8 miles SW and 5 miles NE of the 324° bearing from latitude 28° 51' 30" N., longitude 96° 55' 00" W., extending from latitude 28° 51' 30" N., longitude 96° 55' 00" W., to 12 miles NW; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 29° 00' 00" N., longitude 97° 17' 00" W.; to latitude 29° 08' 00" N., longitude 97° 00' 00" W., to latitude 28° 52' 50" N., longitude 96° 28' 30" W.; to latitude 28° 47' 25" N., longitude 96° 35'20" W; through latitude 28°43'40" N., longitude 96°28'00" W.; to the N boundary of V-20; thence sw via the N boundary of V-20 to longitude 97°05'00" W.; to point of beginning.

Victorville, Calif.

That airspace extending upward from 700 feet above the surface within a 12-mile radius of George AFB (latitude 34°35'45" N., longitude 117°22'55" W.), and within 3 miles each side of the George AFB VOR 360° radial extending from the 12-mile radius area to 17 miles N of the VOR.

Visalia, Calif.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Visalia Municipal Airport (latitude 36°19'10" N., longitude 119°23'35" W.), and within 2 miles each side of the Visalia VOR 123° and 303° radials, extending from the 5-mile radius area to 8 miles NW of the VOR.

Waco, Tex.

That airspace extending upward from 700 feet above the surface within the area bounded by a line beginning at latitude 32°08'00" N., longitude 96°54'00" W.; to latitude 32°02'00" N., longitude 96°50'40" W.; to latitude 31°49'00" N., longitude 97°00'00" W.; to latitude 31°39'30" N., longitude 96°43'50" W.; to latitude 31° 28'20" N., longitude 96°55'40" W.; to latitude 31°17'00" N., longitude 96°56'00" W.; to latitude 31°17' 00" N., longitude 97°13'00" W.; to latitude 30°56'30" N., longitude 97°25'30" W.; to latitude 30°58'30" N., longitude 97°35'40" W.; to latitude 31°11'00" N., longitude 97°31'00" W.; to latitude 31°27'00" N., longitude 97°34' 00" W.; to latitude 31°33'00" N., longitude 97°28'00" W.; to latitude 31°46'00" N., longitude 97°30'00" W.; to latitude 31°59'00" N., longitude 97°24'00" W.; to point of beginning; and that airspace extending upward from 1,200 feet above the surface within the area bounded by a line beginning at latitude 31°13'00" N., longitude 98°38'00" W.; to latitude 31°23'31" N., longitude 97°47'45" W.; to latitude 31°22'33" N., longitude97°42'45" W.; to latitude 31°20'48" N., longitude 97°40'32" W.; to latitude 31°19'37" N., longitude 97°40'32" W.; to latitude 31°13'45" N., longitude 97°32'35" W.; to latitude 31°06'06" N., longitude 97°32'42" W.; to latitude 30°57' 00" N., longitude 97°36'00" W.; to latitude 30°55'00" N., longitude 97°26'00" W.; to latitude 30°48'00" N., longitude 97°14'00" W.; to latitude 30°48'00" N., longitude 97°05'20" W.; to latitude 30°51'00" N., longitude 96°56' 00" W.; to latitude 31°17'00" N., longitude 96°11'00" W.; to latitude 31°19'00" N., longitude 95°58'00" W.; to latitude 31°47'00" N., longitude 95°55'00" W.; to latitude 31°47'00" N., longitude 96°22'00" W.; to latitude 32°12'00" N., longitude 96°50'00" W.; to latitude 32°18'00" N., longitude 97°25'00" W.; to latitude 32°07'00" N., longitude 97°46'00" W.; to latitude 32°00'00" N., longitude 98°15'00" W.; to point of beginning.

AMENDMENTS 5/1/66 31 F.R. 6489 (Rewritten)

Wake Island
That airspace extending upward from 1,200 feet above the surface within a 100-nmi radius of the Wake Island VORTAC.

Walla Walla, Wash.
That airspace extending upward from 700 feet above the surface within 7 miles NW and 5 miles SE of the Walla Walla VOR 040° radial, extending from the VOR to 13 miles NE of the VOR; that airspace extending upward from 1,200 feet above the surface within 5 miles SE and 13 miles NW of the Walla Walla VOR 023° and 203° radials, extending from 14 miles SW to 28 miles NE of the VOR, within 5 miles each side of the Walla Walla TACAN 041° radial extending from the TACAN to 23 miles NE of the TACAN, within 5 miles SE and 9 miles NW of the Pendleton, Oreg., VORTAC 025° radial, extending from 33 miles NE to 61 miles NE of the VORTAC, and that airspace bounded by an arc of a 19-mile radius circle centered on the Walla Walla VOR (latitude 46°06'13" N., longitude 118°17' 29" W.), from 5 miles SE of the Walla Walla 040° radial, to 4 miles SE of the Pendleton VORTAC 025° radial, excluding the portion within the Pendleton, Oreg., transition area.
AMENDMENT 6/23/66 31 F.R. 5824 (Rewritten)

Walnut Ridge, Ark.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Walnut Ridge Airport (latitude 36°07'30" N., longitude 90°55'25" W.) and within 2 miles each side of the Walnut Ridge VOR 244° radial extending from the 5-mile radius area to 8 miles SW of the VOR; that airspace extending upward from 1200 feet above the surface within 8 miles SE and 5 miles NW of the Walnut Ridge VOR 244° and 064° radials, extending from 13 miles SW to 7 miles NE of the VOR, and within 5 miles each side of the Walnut Ridge VOR 020° radial, extending from the VOR to 23 miles N, excluding that portion within the Memphis, Tenn., transition area.

Warsaw, Indiana
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Warsaw, Ind., Municipal Airport (latitude 41°17'00" N., longitude 85°51'00" W.); and within 2 miles each side of the Wolflake, Ind., VOR 278° radial, extending from the 5-mile radius area to 25 miles W of the VOR.

Washington, D. C.
That airspace extending upward from 700 feet above the surface bounded on the W by a line beginning at latitude 38°37'20" N., longitude 77°35'30" W., extending N to latitude 38°50'30" N., longitude 77°35'20" W., thence clockwise along the arc of a 10-mile radius circle centered at Dulles International Airport, Chantilly, Va. (latitude 38°56'40" N., longitude 77°27'24" W.), to and clockwise along the arc of a 22-mile radius circle centered at Davison AAF, Fort Belvoir, Va. (latitude 38°42'55" N., longitude 77°10'50" W.) to, and clockwise along, the arc of a 10-mile radius circle centered at Andrews AFB, Camp Springs, Md. (latitude 38°48'40" N., longitude 76°52'05" W.) to latitude 38°40'15" N., longitude 76°55'10" W., to latitude 38°35' 00" N., longitude 76°54'20" W., to latitude 38°35'00" N., longitude 77°11'40" W., thence counterclockwise along the arc of an 8-mile radius circle centered at MCAS Quantico, Va. (latitude 38°30'10" N., longitude 77°18'20" W.) to latitude 38°35'10" N., longitude 77°24'20" W., thence to the point of beginning, and within 2 miles each side of the Dulles International Airport runway 19R ILS localizer N course, extending from the 10-mile radius area centered at the Dulles International Airport to the Poolesville, Md., RBN; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 39°05' 26" N., longitude 78°12'02" W., to latitude 38°51'15" N., longitude 78°12'21" W.; to latitude 38°30'00" N., longitude 77°44'00" W.; to latitude 38°24'00" N., longitude 77°29'00" W.; to latitude 38°05'00" N., longitude 77°35'00" W.; to latitude 38°01'00" N., longitude 77°15'00" W.; to latitude 38°14'00" N., longitude 77°04' 00" W.; to latitude 38°14'00" N., longitude 76°46'00" W.; to latitude 38°47'00" N., longitude 76°16'00" W.; to latitude 38°57'00" N., longitude 76°22'00" W.; to latitude 39°09'00" N., longitude 77°12'00" W.; to latitude 39°18'00" N., longitude 77°22'00" W.; to the point of beginning. The portion within P-56 is excluded.

Waterloo, Iowa
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Waterloo Municipal Airport (latitude 42°33'22" N., longitude 92°23'59" W.), within 2 miles each side of the Waterloo VORTAC 120° radial extending from the 7-mile radius area to 13 miles SE of the VORTAC, within 2 miles each side of the Waterloo ILS NW course extending from the 7-mile radius area to 10 miles NW of the OM, within 5 miles S and 8 miles N of the Waterloo VORTAC 078° radial extending from the VORTAC to 12 miles E of the VORTAC, and within 5 miles E and 8 miles W of the Waterloo VORTAC 200° radial extending from the VORTAC to 12 miles S of the VORTAC; and that airspace extending upward from 1200 feet above the surface beginning NE of Waterloo at the intersection of lines 8 miles E and 8 miles N of and parallel to the Waterloo VORTAC 353° and 099° radials, thence E along the line 8 miles N of and parallel to the Waterloo VORTAC 099° radial to the arc of a 29-mile radius circle centered on the Waterloo VORTAC, thence clockwise around this arc to 8 miles E of the Waterloo VORTAC 353° radial, thence S to the point of beginning; and within 6 miles NW and 8 miles SE of the Waterloo VORTAC 241° radial extending from the 29-mile arc to 36 miles SW of the VORTAC.

Watertown, N. Y.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center, 43°59'20" N., 76°01'20" W. of Watertown Municipal Airport, Watertown, N. Y., and within 2 miles each side of the Watertown, N. Y., VOR 214° radial extending from the 7-mile radius to 8 miles SW of the VOR.
That airspace extending upward from 1,200 feet above the surface within the area bounded by a line beginning at: 44°16'00" N., 75°40'00" W. to 44°16'00" N., 76°10'00" W. to 43°52'00" N., 76°21'00" W. to 43°32'00" N., 76°23'00" W. to 43°44'00" N., 75°49'00" W. to 43°52'00" N., 75°54'00" W. to point of beginning.

Watertown, S. Dak.
That airspace extending from 700 feet above the surface within a 9-mile radius of Watertown, S. Dak., Municipal Airport (latitude 44°54'35" N., longitude 97°09'30" W.), within 2 miles each side of the Watertown VOR 185° radial extending from the 9-mile radius area to 20 miles S of the VOR, and within 5 miles E and 8 miles W of the Watertown VOR 006° radial extending from the VOR to 12 miles N of the VOR; and that airspace extending upward from 1200 feet above the surface south of Watertown bounded on the E by longitude 96°50'00" W., on the S by latitude 44°34'00" N., on the W by longitude 97°21'00" W. and on the N by latitude 44°56'00" N., the airspace northwest of Watertown within 5 miles NE and 8 miles SW of the Watertown VOR 297° radial extending from the VOR to 30 miles NW of the VOR, and the airspace north of Watertown within 6 miles W and 5 miles E of the Watertown VOR 006° radial extending from the VOR to 39 miles N of the VOR.

Waterville, Maine
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Robert La Fleur Airport, Waterville, Maine (latitude 44°32'10" N., longitude 69°40'30" W.); and within 2 miles each side of the 222° bearing from the Waterville RBN, extending from the 5-mile radius area to 8 miles SW of the RBN, excluding the portion within the Augusta, Maine, transition area.

Waterville, Ohio
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center of Toledo Municipal Airport, Toledo, Ohio, 41°33'50" N., 83°28'50" W.; within a 4-mile radius of the center of University Airport, Bowling Green, Ohio, 41°23'17" N., 83°38'02" W.; within 2 miles each side of the Waterville VOR 047° radial extending the 5-mile radius area to the VOR; and within 2 miles each side of the Waterville VOR 356° radial extending from the 4-mile radius area to the VOR, excluding that area that coincides with the Toledo, Ohio, transition area. The transition area shall be in effect from sunrise to sunset.

Wausau, Wis.
That airspace extending upward from 700 feet above the surface within 2 miles each side of the Wausau, Wis., VOR 161° radial extending from the VOR to 8 miles S of the VOR, and within 2 miles each side of the 138° bearing from Wausau, Wis., Municipal Airport (latitude 44°55'35" N., longitude 89°37'35" W.) extending from the 5-mile radius control zone to 9 miles SE of the airport; and that airspace extending upward from 1,200 feet above the surface bounded on the N by a line 6 miles N and parallel to the Wausau VOR 273° radial, the arc of a 15-mile radius circle centered on the Wausau Municipal Airport and a line 9 miles N and parallel to the Wausau VOR 106° radial, on the E by the arc of a 35-mile radius circle centered on the Wausau VOR, on the S by a line 5 miles S and parallel to the Stevens Point, Wis., VOR 089° radial, the arc of a 15-mile radius circle centered on the Stevens Point VOR and a line 9 miles S and parallel to the Stevens Point VOR 281° radial and on the W by the arc of a 36-mile radius circle centered on the Wausau VOR, excluding the area which overlies the Marshfield, Wis., transition area.

AMENDMENTS 6/23/66 31 F.R. 5950 (Rewritten)

Waycross, Ga.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Waycross-Ware County Airport (latitude 31°14'55" N., longitude 82°23'48" W.); within 2 miles each side of the Waycross, Ga., VOR 099° radial, extending from the 5-mile radius area to the Waycross VOR 206° and 026° radials; and that airspace extending upward from 1,200 feet above the surface within 8 miles N and 5 miles S of the Waycross VOR 296° radial, extending from the VOR to 12 miles NW.

AMENDMENT 10/7/66 31 F.R. 13422 (Rewritten)

Webster City, Iowa
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Webster City Municipal Airport (latitude 42°26'15" N., longitude 93°52'15" W.), and within 2 miles each side of the 151° bearing from Webster City Municipal Airport, extending from the 5-mile radius area to 8 miles SE of the airport; and that airspace extending upward from 1,200 feet above the surface within 8 miles E and 5 miles W of the 151° bearing from Webster City Airport extending from the airport to 12 miles SE, excluding the portion which overlies the Fort Dodge, Iowa, transition area.

AMENDMENT 1/5/67 31 F.R. 14631 (Added)

Weirwood, Va.
That airspace extending upward from 700 feet above surface within a 4-mile radius of the center 37° 27' 30" N., 75° 52' 45" W., of Kellam Field, Weirwood, Va.; and within 2 miles each side of the Cape Charles, Va., VOR 041° radial extending from the 4-mile radius area to the VOR. This transition area shall be in effect from sunrise to sunset, daily.

AMENDMENT 12/8/66 31 F.R. 13039 (Added)

Wellsboro, Pa.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center, 41°43'45" N., 77°23'30" W., of Grand Canyon State Airport, Wellsboro, Pa., and within 2 miles each side of Stonyfork, Pa., VOR 212° radial extending from the 6-mile radius area to 8 miles southwest of the VOR. This transition area is effective from sunrise to sunset daily.

AMENDMENTS 2/3/66 40 F. R. 14969 (Added)

Wellsville, N.Y.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of the center of Wellsville Municipal Airport, Wellsville, N.Y., 42°08'15" N., 77°58'30" W. and within 2 miles each side of the Wellsville VOR 205° radial extending from the 9-mile radius area for 8 miles from the VOR.

Wenatchee, Wash.

That airspace extending upward from 1,200 feet above the surface within 5 miles S and 8 miles N of the Wenatchee VOR 092° and 272° radials, extending from 7 miles W to 14 miles E of the VOR, and within 5 miles SW and 8 miles NE of the 124° radial, extending from the VOR to 14 miles SE of the VOR.

AMENDMENTS 3/3/66 30 F. R. 15418 (Added)

Wendover, Utah
That airspace extending upward from 8,500 feet MSL bounded on the N by V-6, on the W by V-253, on the S by V-32 and on the E by a line extending from latitude 40°51'30" N., longitude 112°56'30" W., to latitude 41°00'00" N., longitude 112°56'30" W.; to latitude 41°00'00" N., longitude 112°45'00" W.; to latitude 41°10'40" N., longitude 112°45'00" W.; to latitude 41°12'00" N., longitude 112°52'00" W.; thence N via longitude 112°52'00" W., to V-6.

Westhampton Beach, N. Y.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Suffolk County Air Force Base (latitude 40°50'40" N., longitude 72°37'45" W.); within 5 miles W and 8 miles E of the Suffolk AFB ILS localizer NE course extending from the Suffolk RBN to 12 miles NE of the RBN; and within 5 miles W and 8 miles E of the Suffolk TACAN 039° radial extending from the TACAN to 12 miles NE of the TACAN.

West Point, Va.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center of West Point Municipal Airport 37°31'00" N., 76°45'40" W. and within 2 miles each side of the Harcum, Va., VOR 148° radial extending from the 6-mile radius area to 8 miles southeast of the VOR.

Wheeling, W. Va.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Wheeling-Ohio County Airport (latitude 40° 10' 25" N., longitude 80° 38' 55" W.); within 2 miles each side of the Wheeling VOR 036° and 216° radials, extending from the 7-mile radius area to 8 miles NE of the VOR, and within 2 miles each side of the Wheeling ILS localizer SW course, extending from the 7-mile radius area to 8 miles SW of the OM.

Whidbey Island, Wash.
That airspace extending upward from 700 feet above the surface bounded on the E by a line extending from latitude 48°40'00" N., longitude 122°05'00" W. to latitude 48°05'00" N., longitude 121°55'00" W., on the S by latitude 48°05'00" N., on the W by the east edge of V-4, A-1 and the United States/Canadian border to latitude 48°25'00" N., thence via latitude 48°25'00" N. to an arc of a 13-mile radius circle centered on Ault Field, Whidbey Island, Wash. (latitude 48°21'10" N., longitude 122°39'20" W.), thence clockwise via the 13-mile radius arc to longitude 122°45'00" W., thence to latitude 48°40'00" N., longitude 122°43'00" W., on the N by latitude 48°40'00" N. to point of beginning, and that airspace NW of Whidbey Island NAS bounded by a line beginning at the point of intersection of latitude 48°25'00" N., and the United States/Canadian border, thence via the United States/Canadian border to altitude 48°40'00" N., thence via latitude 48°40'00" N., to longitude 123°02'00" W., thence direct to point of beginning; that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 48°52'00" N., longitude 122°00'00" W., thence via longitude 122°00'00" W. to latitude 48°43'00" N., thence via latitude 48°43'00" N. to longitude 121°45'00" W., thence via longitude 121°45'00" W., to latitude 48°05'00" N., thence via latitude 48°05'00" N., to longitude 121°55'00" W., thence to latitude 48°40'00" N., longitude 122°05'00" W., thence via latitude 48°40'00" N., to longitude 122°43'00" W., thence to latitude 48°31'00" N., longitude 122°45'00" W., to intercept an arc of a 13-mile radius circle centered on Ault Field, Whidbey Island, Wash. (latitude 48°21'10" N., longitude 122°39'20" W.), thence counterclockwise via the 13-mile radius arc to latitude 48°25'00" N., thence via latitude 48°25'00" N., to its intersection with the United States/Canadian border, thence to latitude 48°40'00" N., longitude 123°02'00" W., thence via latitude 48°40'00" N., to the east edge of Canadian VOR airway V-300, thence N via the east edge of V-300 to the United States/Canadian border, thence via the United States/Canadian border to latitude 48°52'00" N., thence to point of beginning; that airspace extending upward from 8,200 feet MSL bounded on the E by longitude 121°30'00" W., to latitude 48°00'00" N., thence via latitude 48°00'00" N., to longitude 121°35'00" W., thence via longitude 121°35'00" W., to latitude 48°05'00" N., thence via latitude 48°05'00" N., to longitude 121°45'00" W., on the W by longitude 121°45'00" N., to latitude 48°38'00" N., thence via latitude 48°38'00" N., to longitude 121°30'00" W.; that airspace extending upward from 12,000 feet MSL bounded on the E by longitude 121°00'00" W., on the S by latitude 48°00'00" N., on the W by longitude 121°30'00" W., and on the N by latitude 48°30'00" N.
AMENDMENT 3/31/66 31 F.R. 2422 (Added); Correction 31 F.R. 5190

White Cloud, Mich.

That airspace extending upward from 1,200 feet above the surface within 10 miles E and 7 miles W of the White Cloud VOR 006° and 186° radials, extending from 20 miles N to 9 miles S of the VOR.

Whitefield, N.H.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center 44°21'53" N., 71°33'07" W. of Whitefield, N.H., Airport; within 2 miles each side of the 248° bearing from the Whitefield, N.H., RBN extending from the 5-mile radius area to 8 miles W of the RBN, effective sunrise to sunset.

White Plains, N.Y.

That airspace extending upward from 700 feet above the surface bounded by a line beginning at: 41°16'00" N., 74°06'00" W. to 41°16'00" N., 74°00'00" W. to 41°19'00" N., 74°00'00" W. to 41°19'00" N., 73°57'00" W. to 41°27'00" N., 73°54'00" W. to 41°27'00" N., 73°47'00" W. to 41°19'00" N., 73°42'00" W. to 41°25'00" N., 73°30'00" W. to 41°20'00" N., 73°23'00" W. to 41°10'00" N., 73°33'00" W. to 41°00'00" N., 73°33'00" W. to 40°50'00" N., 73°42'00" W. to 41°01'00" N., 74°00'00" W. to 41°07'30" N., 73°57'00" W. to 41°10'30" N., 74°09'00" W. to the point of beginning.

That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at: 41°31'00" N., 73°54'00" W. to 41°31'00" N., 73°30'00" W. to 41°25'00" N., 73°30'00" W. to 41°19'00" N., 73°42'00" W. to 41°27'00" N., 73°47'00" W. to 41°27'00" N., 73°54'00" W. to the point of beginning.

White Sulphur Springs, W. Va.

That airspace extending upward from 700 feet above the surface within an 11-mile radius of the center 37°47'00" N., 80°20'00" W., of Greenbrier Airport, White Sulphur Springs, W. Va.; within 2 miles each side of the White Sulphur Springs VOR 043° radial extending from the 11-mile radius area to 15.5 miles NE of the VOR; and within 2 miles each side of the White Sulphur Springs VOR 154° radial extending from the 11-mile radius area to 12.5 miles SE of the VOR. This transition area shall be in effect from sunrise to sunset.

Wichita, Kans.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Wichita Municipal Airport (latitude 37° 39' 10" N., longitude 97° 25' 46" W.),within 2 miles each side of the Wichita Municipal Airport ILS localizer N course, extending from the 8-mile radius area to 8 miles N of the INT of the Wichita Municipal Airport ILS localizer N course and the Wichita VOR 075° radial, within 5 miles E and 8 miles W of the Wichita Municipal Airport ILS localizer S course, extending from the 8-mile radius area to 12 miles S of the OM, within an 8-mile radius of McConnell AFB, Wichita, Kans. (latitude 37° 37' 25" N., longitude 97° 16' 00" W.) within 2 miles each side of the McConnell AFB ILS localizer S course, extending from the 8-mile radius area to 8 miles S of the OM, and within a 6-mile radius of the Beech Factory Airport, Wichita Kans. (latitude 37° 41' 10" N., longitude 97° 13' 15" W.); and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at the INT of the N boundary of V-516 and longitude 96° 29' 00" W., thence extending NW to the INT of a line 10 miles SE of and parallel to the Emporia, Kans., VORTAC 209° radial and latitude 37° 10' 00" N., thence NE along a line 10 miles SE of and parallel to the Emporia, Kans., VORTAC 209° radial to the Emporia VORTAC 134° radial, thence NW along the Emporia VORTAC 134° and 314° radials to , and W along the N boundary of V-10 to, and NE along, the W boundary of V-77 to, and SW along, the SE boundary of V-280 to, and E along, the N boundary of V-10 to longitude 97° 15' 00" W., thence SW to latitude 38° 00' 30" N., longitude 97° 28' 00" W., thence SW to the INT of the NW boundary of V-12 N alternate and longitude 97° 56' 25" W., thence SW along the NW boundary of V-12 N alternate to, and S along, the W boundary of V-125 to, and SE along, the SW boundary of V-74 to the Ponca City, Okla., VORTAC 217° radial, thence NE along the Ponca City VORTAC 217° and 047° radials to, and NE along, the NW boundary of V-516 to the point of beginning; and that airspace extending upward from 3,500 feet MSL bounded by a line beginning at the INT of the N boundary of V-516 and longitude 96° 29' 00" W., thence extending NW to the INT of a line 10 miles SE of and parallel to the Emporia, Kans., VORTAC 209° radial and latitude 37° 10' 00" N., thence NE along a line 10 miles SE of and parallel to the Emporia, Kans., VORTAC 209° radial to, and SE along, the SW boundary of V-132 to, and SE along, a line 12 miles SW of and parallel to the Chanute, Kans., VOR 334° and 154° radials to, and S along, the W boundary of V-131 to, and SW along, the NW boundary of V-516 to the point of beginning, excluding the portions within the Ponca City, Okla., control zone, the Ponca City, Okla., transition area, the Emporia, Kans., control zone, and the Emporia, Kans., transition area.

Wichita Falls, Tex.

That airspace extending upward from 700 feet above the surface within the area bounded by a line beginning at latitude 34°11'30" N., longitude 98°38'00" W.; to latitude 34°07'30" N., longitude 98°25'30" W.; to latitude 33°50'30" N., longitude 98°11'30" W.; to latitude 33°46'00" N., longitude 98°14'00" W.; to latitude 33°43'00" N.; longitude 98°27'30" W.; to latitude 33°52'00" N., longitude 98°33'00" W.; to latitude 33°51'00" N., longitude 98°39'00" W.; to latitude 33°57'30" N., longitude 98°48'30" W.; to latitude 34°09'00" N., longitude 98°45'30" W.; to point of beginning; and that airspace extending upward from 1,200 feet above the surface within the area bounded by a line beginning at latitude 34° 10' 00" N., longitude 97° 49' 00" W.; thence E via latitude 34° 10' 00" N., to and counterclockwise along the arc of a 25-mile radius circle centered at the Ardmore Airport, Ardmore, Okla. (latitude 34° 18' 00" N., longitude 97° 00' 50" W.) to longitude 97° 18' 00" W.; thence S via longitude 97° 18' 00" W.; to latitude 33° 56' 00" N., longitude 97° 18' 00" W.; to latitude 33° 48' 00" N., longitude 97° 44' 00" W.; to latitude 33° 34' 00" N., longitude 97° 44' 00" W.; to latitude 33° 22' 00" N., longitude 97° 55' 00" W.; to latitude 33° 16' 00" N., longitude 98° 30' 00" W.; to latitude 33° 16' 00" N., longitude 98° 51' 00" W.; to latitude 33° 02' 00" N., longitude 98° 51' 00" W.; to latitude 32° 52' 00" N., longitude 99° 02' 00" W.; to latitude 32° 52' 00" N., longitude 99° 14' 00" W.; to latitude 33° 31' 00" N., longitude 99° 14' 00" W.. to latitude 33° 31' 00" N., longitude 99° 49' 00" W.; to latitude 33° 56' 00" N., longitude 99° 42' 30" W.; to latitude 34° 18' 00" N., longitude 99° 33' 00" W.; to latitude 34° 15' 00" N., longitude 99° 30' 00" W.; to latitude 34° 08' 00" N., longitude 99° 05' 00" W.; to latitude 34° 21' 00" N., longitude 98° 46' 00" W.; to point of beginning.

AMENDMENTS 12/8/66 31 F.R. 13039 (Change)

Wildwood, N. J.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 39°00'32" N., 74°54'32" W. of Cape May County Airport, Wildwood, N. J., and within 2 miles each side of the Sea Isle, N. J., VORTAC 225° radial extending from the 5-mile radius area to the VORTAC.

Wilkes-Barre, Pa.

That airspace extending upward from 700 feet above the surface within a 12-mile radius of the center 41°20'17" N., 75°43'28" W. of Wilkes-Barre-Scranton Airport, Wilkes-Barre, Pa., within 2 miles each side of the airport ILS localizer SW course extending from the 12-mile radius area for 7 miles.

That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at 41°28'30" N., 75°29'00" W. to 42°00'00" N., 75°26'30" W. to 42°00'00" N., 75°00'00" W. to 41°31'00" N., 75°07'00" W. to 40°56'16" N., 75°11'04" W. to 41°00'00" N., 75°15'00" W. to 41°00'00" N., 75°45'00" W. to 40°55'20" N., 76°43'00" W. to 40°48'20" N., 76°41'30" W. to 40°47'27" N., 76°53'04" W. to 40°36'00" N., 77°55'00" W. to 40°44'06" N., 78°19'53" W. to 40°55'00" N., 78°28'00" W. to 40°55'00" N., 78°38'00" W. to 41°00'00" N., 78°35'20" W. to 41°38'00" N., 78°13'00" W. to 41°55'30" N., 78°10'00" W. to 41°55'00" N., 77°58'00" W. to 41°52'30" N., 77°33'15" W. to 41°48'40" N., 77°33'40" W. to 41°45'05" N., 77°01'05" W. to 41°39'30" N., 77°02'20" W. to point of beginning.

Williamsport, Pa.

That airspace extending upward from 700 feet above the surface within a 12-mile radius of the center, 41°14'30" N., 76°55'20" W., of the Williamsport-Lycoming County Airport, Williamsport, Pa.; within 5 miles N and 8 miles S of the Williamsport ILS localizer E course extending from the 12-mile radius area to 12 miles E of the Picture Rocks RBN; and within 2 miles each side of the centerline of Runway 27 extended from the 12-mile radius area to 14 miles W of the end of the runway.

Willimantic, Conn.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of the center 41°44'40" N., 72°10'46" W. of Windham Airport, Willimantic, Conn.; within 2 miles each side of the centerline of Runway 9 extended from the 8-mile radius area to 9.5 miles E of the end of the runway; within 2 miles each side of the Norwich VOR 323° radial extended from the 8-mile radius area to the VOR; and within 2 miles each side of the centerline of Runway 27 extended from the 8-mile radius area to 9 miles W of the end of the runway. This transition area shall be in effect from sunrise to sunset.

Williston, N. Dak.

That airspace extending upward from 700 feet above the surface within a 9-mile radius of Sloulin Field, Williston, N. Dak. (latitude 48°10'35" N., longitude 103°38'10" W.), and within 2 miles each side of the Williston VOR 316° radial, extending from the 9-mile radius area to 8 miles NW of the VOR; and the airspace extending upward from 1,200 feet above the surface within 8 miles SW and 5 miles NE of the Williston VOR 136° and 316° radials, extending from 4 miles SE to 13 miles NW of the VOR.

Willmar, Minn.

That airspace extending upward from 700 feet above the surface within 5 miles N and 8 miles S of the 104° and 284° bearings from Willmar, Minnesota, Municipal Airport (Lat. 45°06'52" N., Long. 95°05'11" W.), extending from 7 miles E to 13 miles W of the airport.

Willoughby, Ohio
That airspace extending upward from 700 feet above the surface within the area bounded by a line beginning at: 41°45'00" N., 81°32'00" W to 41°48'00" N., 81°10'00" W. to 41°42'00" N., 81°05'00" W. to 41°39'00" N., 81°08'00" W. to 41°39'00" N., 81°15'00" W. to 41°29'00" N., 81°27'00" W. to 41°29'00" N., 81°31'00" W. to 41°33'00" N., 81°36'00" W. to point of beginning.

AMENDMENTS 3/3/66 30 F. R. 16070 (Rewritten)

Wilmington. Del.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Greater Wilmington, Del., Airport (latitude 39° 40' 40" N., longitude 75° 36' 25" W.) within 2 miles each side of the New Castle, Del., VORTAC 238° radial, extending from the 7-mile radius area to 8 miles SW of the VORTAC; and within 2 miles each side of the New Castle, Del., VORTAC 278° radial extending from the 7-mile radius area to 8 miles west of the VORTAC.

Wilmington, N. C.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the New Hanover County Airport (latitude 34°16'15" N., longitude 77°54'05" W.); within 2 miles each side of the ILS localizer SE course, extending from the 6-mile radius area to 8 miles SE of the LOM; within 2 miles each side of the Wilmington, N. C., VORTAC 017° radial, extending from the 6-mile radius area to 8 miles NE of the VORTAC; and that airspace extending upward 1,200 feet above the surface to the base of the continental control area bounded by a line extending S along the E boundary of V-229 from the arc of a 55-mile radius circle centered at latitude 36°57'44" N., longitude 76°24'44" W. to the arc of a 60-mile radius circle centered at latitude 34°54'30" N., longitude 76°53'00" W., thence clockwise along this arc to the W boundary of the Cherry Point ,N. C., transition area, thence SW and counterclockwise along the boundaries of the Cherry Point transition area, R-5306A, R-5306B, R-5306C, and R-5306B to a point 3 NM from the shoreline, thence SW 3 NM equidistant from the shoreline to a line extending through latitude 33°58'30" N., longitude 77°51'00" W., and latitude 33°58'30" N., longitude 78°10'45" W., thence W along this line to latitude 33°58'30" N., longitude 78°10'45" W., thence NW to the intersection of a line extending from latitude 34°18'40" N., longitude 79°11'00" W., through latitude 34°17'45" N., longitude 78°25'30" W. and the E boundary of V-213, thence NE along the E boundary of V-213 to the E boundary of V-1W, thence NE along the E boundary of V-1W to its intersection with a 15-mile radius circle centered at the Kinston, N. C., VORTAC, thence counterclockwise along this 15-mile radius arc to its intersection with the E boundary of V-1, thence NE along the E boundary of V-1 to its intersection with a 55-mile radius circle centered at latitude 36°57'44" N., longitude 76°24'44" W., thence counterclockwise along the 55-mile radius arc to the point of beginning; and within 5 miles each side of the Wilmington, N. C., localizer SE course, extending from the LOM to 12 miles SE of the LOM.

AMENDMENTS 8/18/66 31 FR 8679 (Rewritten); Amendment Alt. 31 F.R. 9447
AMENDMENTS 12/6/66 31 F. R. 15798 (Changed)

Wilmington, Ohio
That airspace extending upward from 700 feet above the surface within a 12-mile radius of the center, 39°26'00" N., 83°48'00" W. of Clinton County AFB, Wilmington, Ohio.

AMENDMENTS 2/3/66 30 F. R. 14916 (Added)

Winchester, Ky.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center (38°01' 20" N., 84°13'10" W.) of Winchester-Codell Airport, Winchester, Ky.

AMENDMENT 12/8/66 31 F.R. 13698 (Added)

Winchester, Va.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 39°08'30" N., 78°08'30" W., of Winchester Airport, Winchester, Va.

Winder, Ga.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Winder Airport (latitude 33°58'40" N., longitude 83°40'05" W.); within 2 miles each side of the Athens, Ga., VORTAC 277° radial extending from the 5-mile radius area to 6 miles E of the airport.

AMENDMENTS 5/26/66 31 F.R. 4839 (Added); Amend. Alt. 31 F.R. 8046

Wink, Tex.
That airspace extending upward from 1,200 feet above the surface within the area bounded by a line beginning at latitude 31°33'40" N., longitude 102°59'10" W.; to latitude 31°26'20" N., longitude 103°01'00" W.; to latitude 31°26'30" N., longitude 103°29'30" W.; to latitude 32°02'00" N., longitude 103°29'30" W.; to latitude 32°06'45" N., longitude 103°07'50" W.; to latitude 32°04'50" N., longitude 102°58'00" W.; to latitude 31°34'20" N., longitude 103°03'45" W.; to point of beginning.

Winona, Minn.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Max Conrad Field, Winona, Minn. (latitude 44°04'34" N., longitude 91°42'25" W.), within 2 miles each side of the 107° bearing from Max Conrad Field extending from the 7-mile radius area to 8 miles E of the airport, and within 2 miles each side of the 319° bearing from Max Conrad Field, extending from the 7-mile radius area to 8 miles NW of the airport; and that airspace extending upward from 1,200 feet above the surface within 8 miles SW and 5 miles NE of the 319° bearing from Max Conrad Field extending from the airport to 12 miles NW of the airport, and within 8 miles S and 5 miles N of the 107° bearing from Max Conrad Field extending from the airport to 12 miles E of the airport, excluding the portion which overlies the La Crosse, Wis., transition area.
AMENDMENT 3/31/66 31 F. R. 2474 (Added)

Winslow, Ariz.

That airspace extending upward from 700 feet above the surface within a 9-mile radius of Winslow Municipal Airport (latitude 35°01'15" N., longitude 110°43'15" W.), and within 2 miles each side of the Winslow VORTAC 314° radial, extending from the 9-mile radius area to 8 miles NW of the VORTAC; that airspace extending upward from 1,200 feet above the surface within 10 miles SW and 13 miles NE of the Winslow VORTAC 154° and 334° radials, extending from 15 miles NW to 25 miles SE of the VORTAC.

Winston-Salem, N. C.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Smith-Reynolds Airport (latitude 36°08'00" N., longitude 80°13'20" W.); within 2 miles each side of the Winston-Salem ILS localizer SE course, extending from the 5-mile radius area to 8 miles SE of the LOM.

Wolf Point, Mont.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Wolf Point Airport (latitude 48°05'40" N., longitude 105°34'45"W.), and within 2 miles each side of the 314° bearing from Wolf Point Airport extending from the 5-mile radius area to 10½ miles NW of the airport; and that airspace extending upward from 1,200 feet above the surface within 5 miles NE and 8 miles SW of the 314° bearing from Wolf Point Airport, extending from the airport to the arc of a 35-mile radius circle centered on Glasgow, Mont., AFB (latitude 48°25'00" N., longitude 106°31'40" W.); and 5 miles each side of the 280° bearing from Wolf Point Airport extending from the airport to the arc of a 35-mile radius circle centered on Glasgow AGB

AMENDMENTS 8/18/66 31 F.R. 8575 (Added); Eff. date changed 7/21/66 31 F.R. 9864

Worcester, Mass.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Worcester, Mass., Airport (latitude 42°16'05" N., longitude 71°52'20" W.); within 2 miles each side of the Worcester ILS localizer SE course extending from the 7-mile radius area to 8 miles SE of the OM.

AMENDMENTS 2/3/66 30 F. R. 15321 (Added)

Worthington, Minn.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of Worthington Municipal Airport (latitude 43°39'10" N., longitude 95°34'50" W.); and within 5 miles E and 8 miles W of the Worthington VOR 358° radial, extending from the VOR to 13 miles N of the VOR; and within 2 miles each side of the Worthington VOR 189° radial, extending from the 6-mile radius area to 8 miles S of the VOR; and that airspace extending upward from 1,200 feet above the surface within 5 miles W and 8 miles E of the Worthington VOR 189° radial, extending from the VOR to 12 miles S of the VOR; and within 5 miles each side of the Worthington VOR 178° radial, extending from the VOR to the S boundary of V-120.
AMENDMENTS 8/18/66 31 F.R. 8750 (Rewritten)

Wrightstown, N. J.

That airspace extending upward from 700 feet above the surface within a 12-mile radius of McGuire AFB (latitude 40°00'55" N., longitude 74°35'25" W.); within a 12-mile radius of NAS Lakehurst (West Field) (latitude 40°02'05" N., longitude 74°21'05" W.); within a 5-mile radius of Trenton-Robbinsville Airport (latitude 40°12'45" N., longitude 74°35'50" W.); within 2 miles N and 3 miles S of the Robbinsville VOR 278° and 098° radials extending from the Trenton-Robbinsville 5-mile radius area to 8 miles E of the VOR; within a 5-mile radius of Monmouth County Airport (latitude 40°11'05" N., longitude 74°07'20" W.); within a 5-mile radius of Colts Neck Airport (latitude 40°16'35" N., longitude 74°10'55" W.); within 2 miles each side of the Colts Neck VOR 004° radial extending from the Colts Neck 5-mile radius area to 8 miles N of the VOR; within a 5-mile radius of the Red Bank Airport (latitude 40°19'45" N., longitude 74°04'45" W.); and within 2 miles each side of the Colts Neck VOR 255° radial extending from the Colts Neck Airport 5-mile radius area to 8 miles W of the VOR, and within a 4-mile radius of the center, 40°13'05" N., 74°05'30" W., of the Asbury Park-Neptune Airport, Neptune, N. J., excluding the portion within the New York, N. Y., Transition Area; and that airpsace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 40°24'20" N., longitude 74°45'40" W., thence to latitude 40°17'20" N., longitude 73°52'45" W., to latitude 40°13'05" N., longitude 73°20'00" W., to latitude 40°05'20" N., longitude 73°30'45" W., to latitude 39°42'20" N., longitude 74°00'50" W., to latitude 39°32'15" N., longitude 74°16'15" W.; to latitude 39°37'31" N., longitude 74°20'02" W., to latitude 39°43'00" N., longitude 74°48'00" W., to latitude 39°53'00" N., longitude 74°48'00" W., to latitude 40°00'35" N., longitude 74°54'35" W., to latitude 40°16'10" N., longitude 74°39'20" W.; thence to the point of beginning. The airspace within W-107 below 2,000 feet MSL and within control area 1147 is excluded.
AMENDMENTS 7/21/66 31 F.R. 7456 (Changed)

Yakataga, Alaska
That airspace extending upward from 1,200 feet above the surface within 5 miles NW and 8 miles SE of the Yakataga R.R. SW course, extending from 7 miles NE to 13 miles SW of the INT of the SW course of the Yakataga R.R. and E course of the Hinchinbrook, Alaska R.R.; and within 5 miles each side of the Yakataga R.R. SE course, extending from the R.R. to the INT of the SE course of Yakataga R.R. and the W course of the Yakutat, Alaska R.R.

AMENDMENTS 10/13/66 31 F.R. 10770 (Added)

Yakima, Wash.
That airspace extending upward from 700 feet above the surface within 2 miles NE and 3 miles SW of the Yakima VOR 129° and 309° radials, extending from 2 miles NW to 7 miles SE of the VOR; and that airspace extending upward from 1,200 feet above the surface within 5 miles E and 8 miles W of the Ellensburg, Wash., VORTAC 191° radial, extending from 8 miles S to 13 miles N of the INT of the Ellensburg VORTAC 191° and the Yakima VOR 304° radials; within 5 miles E and 8 miles W of the Yakima VOR 198° radial, extending from the VOR to 29 miles S of the VOR; within 5 miles NE and 8 miles SW of the Yakima VOR 309° and 129° radials, extending from 5 miles NW to 12 miles SE of the VOR; and within 5 miles N and 8 miles S of the Yakima ILS localizer E course, extending from the LOM to 12 miles E of the LOM, excluding the portion within R-6714.

Yakutat, Alaska
That airspace extending upward from 700 feet above the surface within a 15-mile radius of the Yakutat VORTAC, and within a 15-mile radius of the Yakutat RR, excluding the portion NE of a line 5 miles NE of and parallel to the Yakutat VORTAC 319° and 139° radials; and that airspace extending upward from 1,200 feet above the surface within 5 miles each side of the Yakutat VORTAC 147° radial, extending from the 15-mile radius area to 18 miles SE of the VORTAC; and within 5 miles each side of the Yakutat VORTAC 229° radial, extending from the 15-mile radius area to 18 miles SW of the VORTAC.

AMENDMENT 12/8/66 31 F.R. 13389 (Rewritten)

Yankton, S. Dak.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Yankton Municipal Airport (latitude 42°54'45" N., longitude 97°23'15" W.); within 2 miles each side of the Yankton VOR 140° radial, extending from the 5-mile radius area to 8 miles SE of the VOR; and within 5 miles NE and 8 miles SW of the Yankton VOR 321° radial, extending from the VOR to 12 miles NW; and that airspace extending upward from 1,200 feet above the surface within 5 miles SW and 8 miles NE of the Yankton VOR 140° radial extending from the VOR to 12 miles SE.

Yazoo City, Miss.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Barrier Field, Yazoo City, Miss. (latitude 32°52'30" N., longitude 90°24'25" W.); within 2 miles each side of the 100° bearing from latitude 32°52'00" N., longitude 90°23'31" W., extending from the 5-mile radius area to 8 miles east of latitude 32°52'00" N., longitude 90°23'31" W.; and that airspace extending upward from 1,200 feet above the surface within 5 miles each side of the 280° bearing from latitude 32°52'00" N., longitude 90°23'31" W., extending from latitude 32°52'00" N., longitude 90°23'31" W., to 13 miles west; and within 8 miles north and 5 miles south of the 100° bearing from latitude 32°52'00" N., longitude 90°23'31" W., extending from latitude 32°52'00" N., longitude 90°23'31" W., to 12 miles east, effective from 0530 to 2215 hours local time, daily.

AMENDMENTS 5/23/66 31 F.R. 7736 (Changed)

Yerington, Nev.
That airspace extending upward from 11,000 feet MSL within 12 miles, southwest and 8 miles northeast of the Reno, Nev., VORTAC 135° radial, extending from 10 miles northwest to 22 miles southeast of the INT of Reno VOR 135° and Lovelock, Nev., VORTAC 197° radials, excluding the airspace within Federal airways.

York, Pa.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center, 39°55'00" N., 76°52'00" W. of York Airport, York, Pa., and within 2 miles each side of the centerline of Runway 16 extended from the 6-mile radius area to 7 miles S of the end of the runway and within 2 miles each side of the 336° bearing of the York RBN extending from the 6-mile radius area to 8 miles NW of the RBN excluding that portion coincident with the Harrisburg, Pa., 700-foot transition area.

Youngstown, Ohio
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Youngstown Municipal Airport (latitude 41° 15' 35" N., longitude 80° 40' 40" W.); within 2 miles each side of the Youngstown ILS localizer NW course, extending from the 7-mile radius area to 13 miles NW of the localizer; within 2 miles each side of the Youngstown ILS localizer SE course, extending from the 7-mile radius area to the Hubbard RBN; and within 2 miles each side of the Youngstown VOR 358° radial, extending from the 7-mile radius area to 8 miles N of the VOR; and that airspace extending upward from 1,200 feet above the surface within the area bounded by a line beginning at: latitude 41° 50' 55" N., longitude 81° 05' 30" W.; to latitude 41° 55' 00" N., longitude 80° 35' 00" W.; to latitude 41° 48' 00" N., longitude 80°25'00" W.; to latitude 41°35'00" N., longitude 79°36'00" W.; to latitude 41°21'12" N., longitude 79°09'05" W.; to the Clarion, Pa., VOR; to latitude 41°01'15" N., longitude 80°08'00" W.; to latitude 40° 57' 00" N., longitude 80° 30' 00" W.; to latitude 40° 58' 40" N., longitude 80° 36' 00" W.; to latitude 40° 56' 00" N., longitude 80° 52' 00" W.; to latitude 41° 05' 00" N., longitude 80° 50' 00" W.; to latitude 41° 28' 00" N., longitude 81° 10' 00" W.; thence counterclockwise via the arc of a 19-mile radius circle centered on the Lost Nation Airport, Willoughby, Ohio (latitude 41° 41' 00" N., longitude 81° 23' 25" W.), to the point of beginning.

AMENDMENTS 6/8/66 31 F.R. 8047 (Changed)

Yuma, Ariz.
That airspace extending upward from 700 feet above the surface within an 8 mile radius of MCAS Yuma RBN; and that airspace extending upward from 1,200 feet above the surface within 11 miles E and 8 miles W of the Yuma VOR 351° and 180° radials, extending from 20 miles N to 26 miles S of the VOR, and within 5 miles N and 8 miles S of the Yuma VOR 087° radial, extending from the VOR to 14 miles E of the VOR, excluding the portion outside the United States.

Zanesville, Ohio
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Zanesville Municipal Airport (latitude 39°56'40" N., longitude 81°53'20" W.); within 8 miles E and 5 miles W of the Zanesville VOR 222° radial extending from the VOR to 12 miles SW of the VOR; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 39° 53' 15" N., longitude 81° 03' 15" W.; to latitude 39° 43' 00" N., longitude 81° 13' 00" W.; to latitude 39° 40' 00" N., longitude 81° 30' 00" W.; to latitude 39° 40' 00" N., longitude 82° 00' 00" W.; to latitude 39° 52' 25" N., longitude 82° 13' 00" W.; thence direct to the Tiverton, Ohio, VOR; to the Newcomerstown, Ohio, VOR; to the INT of the Imperial, Pa., VORTAC 249° radial and the arc of a 60-mile radius circle centered on the Imperial VORTAC; thence via this arc to the point of beginning.

AMENDMENTS 3/3/66 30 F. R. 15419 (Changed)

Zuni, N. Mex.
That airspace extending upward from 8,500 feet MSL within 10 miles N and 7 miles S of the Zuni VORTAC 087° and 267° radials extending from 20 miles E to 9 miles W of the VORTAC.

SUBPART H - POSITIVE CONTROL AREAS

§71.193 Designation of Positive Control Areas.
The parts of airspace described below are designated as positive control areas.

Continental positive control area.
That airspace within the continental control area from flight level 240 to and including flight level 600 bounded by a line beginning at latitude 48°30'00" N., longitude 124°45'00" W.; thence along the United States/Canadian border to latitude 48°17'00" N., longitude 123°13'00" W.; thence to latitude 48°25'00" N., longitude 123°17'00" W.; thence to latitude 48°27'00" N., longitude 123°07'00" W.; thence to latitude 48°37'00" N., longitude 123°12'00" W.; thence to latitude 48°55'30" N., longitude 123°05'00" W.; thence to latitude 48°55'30" N., longitude 122°02'00" W.; thence to latitude 49°00'00" N., longitude 121°48'00" W.; thence along the United States/Canadian border to latitude 49°00'00" N., longitude 100°00'00" W.; thence to latitude 46°14'00" N., longitude 100°00'00" W.; latitude 45°40'20" N., longitude 98°20'40" W.; thence to latitude 46°07'30" N., longitude 96°47'30" W.; thence
to latitude 46°27'30" N., longitude 95°35'00" W.; thence to latitude 47°33'00" N., longitude 92°19'00" W.; thence to latitude 47°35'30" N., longitude 91°19'00" W.; thence to latitude 46°42'00" N., longitude 89°45'00" W.; thence to latitude 47°40'40" N., longitude 86°46'00" W.; thence along the United States/Canadian border to latitude 45°01'00" N., longitude 71°29'00" W.; thence to latitude 45°17'00" N., longitude 71°20'10" W.; thence to latitude 45°17'20" N., longitude 71°16'00" W.; thence along the United States/Canadian border to latitude 45°18'10" N., longitude 71°05'40" W.; thence to latitude 45°19'00" N., longitude 70°56'00" W; thence along the United States/Canadian border to latitude 45°19'55" N., longitude 70°49'00" W.; thence to latitude 45°20'40" N., longitude 70°39'30" W.; thence to latitude 45°40'40" N., longitude 70°30'30" W.; thence along the United States/Canadian border to latitude 45°40'20" N., longitude 67°46'30" W.; thence to latitude 47°37'30" N., longitude 67°46'30" W.; thence to latitude 45°27'00" N., longitude 67°29'00" W.; thence along the United States/Canadian border to latitude 44°48'00" N., longitude 66°53'00" W.; thence via a line three nautical miles from the coastline to latitude 44°01'00" N., longitude 69°01'00" W.; thence to latitude 43°47'48" N., longitude 69°23'20" W.; thence via a line 3 nautical miles from the coastline to latitude 43°09'31" N., longitude 70°31'24" W.; thence to latitude 43°07'40" N., longitude 70°32'45" W.; thence to latitude 43°03'16" N., longitude 70°36' 17" W.; thence to latitude 42°57'43" N., longitude 70°41'49" W.; thence via a line 3 nautical miles from the coastline to latitude 41°59'10" N., longitude 70°32'10" W.; thence to latitude 42°05'45" N., longitude 70°17' 50" W.; thence via a line 3 nautical miles from the coastline to latitude 41°29'54" N., longitude 70°30'26" W.; thence to latitude 41°26'24" N., longitude 71°05'36" W.; thence via a line 3 nautical miles from the coastline to latitude 41°16'30" N., longitude 71°47'35" W.; thence to latitude 41°04'50" N., longitude 71°47'25" W.; thence to latitude 41°01'20" N., longitude 71°50'45" W.; thence via a line 3 nautical miles from the coastline to latitude 26°42'30" N., longitude 97°16'00" W.; thence to latitude 26°37'45" N., longitude 97°34'00" W.; thence to latitude 26°30'00" N., longitude 99°06'10" W.; thence along the United States/Mexico border to latitude 32°31'00" N., longitude 117°11'00" W ; thence via a line 3 nautical miles from the coastline to latitude 48°25'00" N., thence to the point of beginning, excluding the Santa Barbara Island, Farallon Island, and the portion south of latitude 25°04'00" N.

AMENDMENTS 6/23/66 31 F. R. 6546 (Changed); Correction 8/15/66 31 F.R. 11092

SUBPART I - REPORTING POINTS

§ 71.201 **Designation.**

The locations described in this Subpart are designated as reporting points.

§ 71.203 **Domestic low altitude reporting points.**

The reporting points listed below are designated at all altitudes up to but not including 18,000 feet MSL.

Aberdeen, S. Dak.
Abilene, Tex.
Akron, Colo.
Alamosa, Colo.
Albany, Ga.
Albany, N. Y.
Albuquerque, N. Mex.
Alexandria, La.
Alexandria, Minn.
Allegheny, Pa.
Allendale, S. C.
Allentown, Pa.
Alma, Ga.
Amarillo, Tex.
Anderson, S. C. 7/21/66 31 F. R. 7507 (Added)
Anton Chico, N. Mex.
Appleton, Ohio
Ardmore, Okla.
Asheville, N. C.
Atlanta, Ga. 7/21/66 31 F. R. 7507 (Added)
Augusta, Ga.
Augusta, Maine
Austin, Tex.
Avenal, Calif.
Baker, Oreg.
Bakersfield, Calif.
Bangor, Maine
Barstow INT: INT Hector, Calif., 263°, Daggett, Calif., 229° radials.
Baton Rouge, La.
Battle Mountain, Nev.
Baxley, Ga. INT: INT Dublin, Ga. 137°, Alma, Ga. 035° radials; V-5E, V-267.
Bay Point, INT: INT Oakland, Calif., 039°, Napa, Calif., 117° radials.
Beatty, Nev.
Beaumont, Tex.
Bellingham, Wash.
Berman INT: INT Allentown, Pa., 173°, Yardley, Pa., 284° radials.
Bible Grove, Ill.
Big Spring, Tex.
Big Sur, Calif.
Billings, Mont.
Binghamton, N. Y.
Birmingham, Ala.
Biscayne Bay, Fla.
Bismarck, N. Dak.
Bluefield, W. Va.
Blue Springs, Mo.
Blythe, Calif.
Boise, Idaho
Bolton INT: INT Myrtle Beach, S. C., 031° and Wilmington, N. C., 276° radials.
8/18/66 31 F. R. 9000 (Rewritten)
Bonneville, Utah
Boston, Mass.
Boulder, Nev.
Bowling Green, Ky.
Boysen Reservoir, Wyo. 3/3/66 30 F. R. 15322 (Added)
Bozeman, Mont.
Bradford, Ill.
Bridgeport, Tex.
Britton, Tex.
Brooke, Va.
Brookley, Ala.
Brookwood, Ala.
Brownsville, Tex.
Brunswick, Ga.
Bryce Canyon, Utah
Buckeye, Ariz.
Buffalo, N. Y.
Burley, Idaho. 3/3/66 30 F. R. 15322 (Added)
Burlington, Iowa
Burlington, Vt.
Butler, Mo.

Cape Girardeau, Mo. 3/31/66 31 F. R. 2473 (Added)
Capital, Ill.
Carleton, Mich.
Carlsbad, N. Mex.
Carmel, N. Y.
Casa Grande, Ariz.
Casper, Wyo.
Cedar Rapids, Iowa
Centralia, Ill.
Chadron, Nebr.
Chanute, Kans.
Charleston, S. C.
Charleston, W. Va.
Charlo INT: INT Mullan Pass, Idaho, 089°, Missoula, Mont., 354° radials.
Chattanooga, Tenn.
Cherokee, Wyo.
Chesterfield, S. C.
Cheyenne, Wyo.
Chicago Heights, Ill.
Childress, Tex.
Cimarron, N. Mex.
Cincinnati, Ohio
Cleveland, Ohio
Coaldale, Nev.
Coalfax INT: INT Johnstown, Pa., 093°, St. Thomas, Pa., 358° radials.
Cochise, Ariz.
Cofield, N. C.
Columbia, S. C.
Columbus, Ga.
Columbus, Miss.
Columbus, N. Mex.
Concord, N. H.
Cooksburg, Pa. INT: INT Clarion, Pa., 044° and Franklin, Pa. 099° radials. 5/26/66 31 F.R. 5408 (Added)
Cordova, Ill.
Corona, N. Mex.
Corpus Christi, Tex.
Cotulla, Tex.
Coyle, N. J.
Crazy Woman, Wyo.
Crescent City, Calif.
Crestview, Fla.
Cross City, Fla.
Crossville, Tenn.
Cut Bank, Mont.
Dalhart, Tex.
Dallas, Tex.
Daytona Beach, Fla.
Dayton, Ohio
Decatur, Ill.
DeLancey, N.Y.
Delta, Utah
Deming, N. Mex.
Denver, Colo.
Des Moines, Iowa
Dickinson, N. Dak.
Dillon, Mont.
Doby INT: INT Wells, Nev., 256°, Elko, Nev., 338° radials.
Dogwood, Mo.
Dothan, Ala.
Douglas, Ariz.
Douglas, Wyo.
Dublin, Ga.
Dubois, Idaho
Dubuque, Iowa
Duluth, Minn.
Dunkirk, N. Y.
Dupree, S. Dak.
Dyersburg, Tenn.
Dyess, Texas
Eagle Lake, Tex.
Eau Claire, Wis.
Edgerton INT: INT Fort Wayne, Ind., 039°, Waterville, Ohio, 273° radials.
El Dorado, Ark.
Elkins, W. Va.
Elko, Nev.
Ellensburg, Wash.
Elmira, N. Y.
El Paso, Tex.

Ephrata, Wash.
Erie, Pa.
Eugene, Oreg.
Evansville, Ind.
Falmouth, Ky.
Fargo, N. Dak.
Farmington, Minn.
Farmington, Mo.
Farmington, N. Mex.
Fayetteville, Ark.
Fayetteville, N. C.
Fellows, Calif.
Fillmore, Calif.
Findlay, Ohio
Flat Rock, Va.
Flint, Mich.
Flint Stone INT: INT of St. Thomas, Pa., 239°, Martinsburg, W. Va., 297° radials.
Florence, S. C.
Fort Bridger, Wyo.
Fort Jones, Calif.
Fort Mill, S. C.
Fort Myers, Fla.
Fort Smith, Ark.
Fort Stockton, Tex.
Fortuna, Calif.
Fort Wayne, Ind.
Franklin, Va.
Fresno, Calif.
Friant, Calif.
Front Royal, Va.
Gage, Okla.
Gainesville, Fla.
Garden City, Kans.
Garrett INT: INT Goshen, Ind., 108°, Ft. Wayne, Ind., 016° radials.
Garrison INT: INT Drummond, Mont., 092°, Butte, Mont., 002° radials.
Gaviota, Calif.
Gila Bend, Ariz.
Gill, Colo.
Gill INT: INT Jefferson, Ohio, 279°, Cleveland, Ohio, 024° radials.
Goffs, Calif.
Goodland, Kans.
Gordonsville, Va.
Goshen, Ind.
Graham, Tenn.
Grand Island, Nebr.
Grand Junction, Colo.
Grantsburg, Wis.
Grantsville, Md.
Great Falls, Mont.
Green Bay, Wis.
Greensboro, N. C.
Greenville, Fla.
Greenwood, Miss.
Greenwood, S. C.
Greer County, Tex.
Gulfport, Miss.
Guthrie, Tex.
Hallsville, Mo.
Hamilton, Ala.
Hampton INT: INT Harrisburg, Pa., 196°, Lancaster, Pa., 256° radials.
Hanksville, Utah
Harcum, Va.
Harris, Ga., VORTAC 4/28/66 31 F. R. 3230 (Added)
Harrisburg, Pa.
Harrison, Ark.
Hartford, Conn.
Hattiesburg, Miss.
Hayes Center, Nebr.
Hazen, Nev.
Hector, Calif.
Helena, Mont.
Herndon, Va.
Hickory, N. C.
Hidden Hills INT: INT Las Vegas, Nev., 266°, Beatty, Nev., 142° radials.
Hill City, Kans.
Hobart, Okla.
Hobbs, N. Mex.

Hoquiam, Wash.
Holston Mountain, Tenn.
Hot Springs, Ark.
Houghton, Mich.
Houlton, Maine
Houston, Tex.
Hudspeth, Tex.
Huntsville, Ala.
Huron, S. Dak.
Hutchinson, Kans.
Imperial, Calif.
Indianapolis, Ind.
Jacks Creek, Tenn.
Jackson, Mich.
Jackson, Miss.
Jacksonville, Fla.
Jamestown, N. Dak.
Janesville, Wis.
Joliet, Ill.
Julian, Calif. 9/15/66 31 F. R. 11461 (Added)
Junction, Tex.
Kansas City, Mo.
Keating, Pa.
Keeler, Mich.
Kennebunk, Maine
Kenton, Del.
Key West, Fla.
Key West, Fla., RBN
Kingston, N. Y.
Kinston, N, C.
Kirksville, Mo.
Klamath Falls, Oreg.
Knoxville, Tenn.
Kokomo, Ind.
Kremmling, Colo.
LaBelle, Fla.
Lafayette, Ind.
Lafayette, La.
Lake Charles, La.
Lake Hughes, Calif.
Lakeland, Fla.
Lamar, Colo.
Lamoni, Iowa
Lancaster, Pa.
Lansing, Mich.
Laramie, Wyo.
Laredo, Tex.
Las Vegas, Nev.
Lawrenceville, Va.
Leona, Tex.
Leslie INT: INT Salem, Mich., 273°, Lansing, Mich., 159° radials.
Lewis, Ind.
Lewistown, Mont.
Lexington, Ky.
Liberal, Kans.
Liberty, N. C.
Linden, Calif.
Linden, Va.
Litchfield, Mich.
Little Rock, Ark.
Livingston, Mont.
Llano, Tex.
Lometa, Tex.
London, Ky.
Lone Rock, Wis.
Long Beach, Calif.
Los Angeles, Calif.
Los Banos, Calif.
Louisville, Ky.
Lovelock, Nev.
Lubbock, Tex.
Lucin, Utah
Lufkin, Tex.
Lynchburg, Va.
Macon, Ga.
Malad City, Idaho
Malden, Mo.

Mansfield, Ohio
Maples, Mo.
Marianna, Fla.
Marion, Ill. 3/31/66 31 F. R. 2473 (Added)
Martinsburg, W. Va.
Massena, N. Y.
Mason City, Iowa
McAlester, Okla.
McCall, Idaho. 3/3/66 30 F. R. 15322 (Added)
McComb, Miss.
McCook, Nebr.
Medford, Oreg.
Medicine Bow, Wyo.
Memphis, Tenn.
Meridian, Miss.
Miami, Fla.
Miami, Fla., RBN
Midland, Tex.
Miles City, Mont.
Milford, Utah
Millinocket, Maine, RBN
Millinocket, Maine
Milton, Pa.
Milwaukee, Wis.
Mineral Wells, Tex.
Minneapolis, Minn.
Minot, N. Dak.
Missoula, Mont.
Mobile, Ala.
Moline, Ill.
Monroe, La.
Monroeville, Ala. 5/26/66 31 F. R. 5055 (Added)
Montebello, Va.
Montgomery, Ala.
Mormon Mesa, Nev.
Morgantown, W. Va.
Mullan Pass, Idaho
Muncie, Ind. 5/26/66 31 F. R. 4839 (Added)
Muscle Shoals, Ala.
Muskegon, Mich.
Myrtle Beach, S. C.
Nabb, Ind.
Nantucket, Mass.
Naperville, Ill.
Nashville, Tenn.
Needles, Calif.
Neola, Iowa
Neosho, Mo.
Newman, Tex.
New Orleans, La.
Newport, Oreg.
Nodine, Minn.
Norris INT: INT Westchester, Pa., 250°, Lancaster, Pa., 178° radials.
North Bend, Oreg.
Northbrook, Ill.
North Nantucket INT: INT of 098° bearing from Boston, Mass., RBN, centerline of Control 1143.
North Platte, Nebr.
Nottingham, Md.
Oakland, Calif.
Ocala, Fla.
Oceanside, Calif.
Ogden, Utah
Oklahoma City, Okla.
Omaha, Nebr.
O'Neill, Nebr.
Ontario, Calif.
Orlando, Fla.
Oshkosh, Wis.
Paducah, Ky.
Pahokee, Fla.
Palacios, Tex.
Palm Beach, Fla.
Palmdale, Calif.
Palm Springs, Calif.
Parker, Calif.
Parkersburg, W. Va.
Paso Robles, Calif.

Patuxent, Md.
Pawnee City, Nebr.
Peach Springs, Ariz.
Pecos, Tex.
Pellston, Mich.
Pembina, N. Dak.
Pendleton, Oreg.
Peoria, Ill.
Peotone, Ill.
Philipsburg, Pa.
Phoenix, Ariz.
Pierre, S. Dak.
Pine Bluff, Ark.
Pioneer INT: INT Ft. Wayne, Ind., 039°, Waterville, Ohio, 288° radials.
Plainview, Tex.
Plattsburg, N. Y.
Pocatello, Idaho
Point Reyes, Calif.
Polo, Ill.
Pomona, Calif.
Ponca City, Okla.
Porterville, Calif.
Portland, Oreg.
Poughkeepsie, N. Y.
Power Point INT: INT Briggs, Ohio, 084°, Akron, Ohio, 130° radials.
Prescott, Ariz.
Presque Isle, Maine
Priest, Calif.
Princeton, Maine
Providence, R. I.
Provo, Utah
Pueblo, Colo.
Pulaski, Va.
Pullman, Mich.
Quincy, Ill.
Quitman, Tex.
Raleigh-Durham, N. C.
Rapid City, S. Dak.
Ravine, Pa.
Raymond, Nebr.
Readsville, Mo.
Red Bluff, Calif.
Redmond, Oreg.
Redwood Falls, Minn.
Reno, Nev.
Rewey, Wis.
Rex, Ga.
Rhinelander, Wis.
Richwoods, Mo.
Roberts, Ill.
Rochester, Minn.
Rochester, N. Y.
Rockford, Ill.
Rock Springs, Wyo.
Rocky Mount, N. C.
Rome, Oreg. 3/3/66 30 F. R. 15322 (Added)
Rosewood, Ohio
Roswell, N. Mex.
Sacramento, Calif.
Saginaw, Mich.
St. Johns, Ariz.
St. Louis, Mo.
St. Petersburg, Fla.
Salem, Mich.
Salina, Kans.
Salisbury, Md.
Salt Flat, Tex.
Salt Lake City, Utah
Samsville, Ill.
San Angelo, Tex.
San Antonio, Tex.
San Luis Obispo, Calif.
San Simon, Ariz.
Santa Barbara, Calif.
Santa Fe, N. Mex.
Saufley, Fla.

Sault Ste. Marie, Mich.
Savannah, Ga.
Saybrook INT: INT Carmel, N. Y., 093°, Riverhead, N. Y., 046° radials.
Sayre, Okla.
Scipio INT: INT Syracuse, N. Y., 210° and Georgetown, N. Y., 273° radials.
Scotland, Ind.
Scottsbluff, Nebr.
Sea Isle, N. J.
Seattle, Wash.
Selinsgrove, Pa.
Shelbyville, Ind.
Sheridan, Wyo.
Shreveport, La.
Sidney, Nebr.
Sioux City, Iowa
Sioux Falls, S. Dak.
Snow Hill, Md.
Sod House, Nev. 3/3/66 30 F. R. 15322 (Added)
South Bangor INT: INT of SE course Bangor, Maine, RR, centerline of Control 1143.
South Bend, Ind.
South Boston, Va.
Spokane, Wash.
Springfield, Mo.
Stacy INT: INT Blackford, Va., 009°, Bluefield, W. Va., 267° radials.
Stansbury INT: INT Salt Lake City, Utah, 265°, Ogden Utah, 212° radials.
Sterling INT: INT Providence, R. I., 270°, Norwich, Conn., 043° radials.
Stevens Point, Wis.
Stockton, Calif.
Sulphur Springs, Tex.
Syracuse, N. Y.
Tallahassee, Fla.
Texarkana, Ark.
The Dalles, Oreg.
Thermal, Calif.
Thornhurst, Pa.
Thurman, Colo.
Tidioute, Pa.
Tiverton, Ohio
Tobe, Colo.
Topeka, Kans.
Traverse City, Mich.
Troy, Ill.
Truth or Consequences, N. Mex.
Tuba City, Ariz.
Tucson, Ariz.
Tucumcari, N. Mex.
Tulsa, Okla.
Tuskegee, Ala.
Twenty-Nine Palms, Calif.
Twin Falls, Idaho. 3/3/66 30 F. R. 15322 (Added)
Tyrone, Pa.
Ukiah, Calif.
Vance, S. C.
Vandalia, Ill.
Ventura, Calif.
Vero Beach, Fla.
Vichy, Mo.
Vienna, Ga.
Waco, Tex.
Walnut Ridge, Ark.
Waterloo, Iowa
Watertown, N. Y.
Watertown, S. Dak.
Waterville, Ohio
Waukon, Iowa
Wausau, Wis.
Waycross, Ga.
West Chester, Pa.
West Point, Ind.
White Cloud, Mich.
Whitehall, Mont.
White Lake, La.
Whitesburg, Ky.
Wichita, Kans.
Wichita Falls, Tex.
Wilkes-Barre, Pa.
Williams, Calif.

Williamsport, Pa.
Wilmington, N.C.
Wink, Tex.
Winslow, Ariz.
Wolbach, Nebr.
Woodside, Calif.
Woodstown, N. J.
Yakima, Wash.
York, Ky.
Youngstown, Ohio
Yuma, Ariz.
Zuni, N. Mex.

§ 71.207 Domestic High Altitude Reporting Points.

The reporting points listed below are designated at all altitudes from 18,000 feet MSL to Flight Level 450, inclusive.

Aberdeen, S. Dak.
Abilene, Tex.
Alamosa, Colo.
Albany, N. Y.
Albuquerque, N. Mex.
Alexandria, La.
Allegheny, Pa.
Alma, Ga.
Amarillo, Tex.
Appleton, Ohio
Atlanta, Ga.
Augusta, Ga.
Austin, Tex.
Bakersfield, Calif.
Bangor, Maine
Battle Mountain, Nev.
Beckley, W. Va.
Billings, Mont.
Birmingham, Ala.
Blythe, Calif.
Boise, Idaho
Boston, Mass.
Boulder, Nev.
Bradford, Ill.
Brownsville, Tex.
Bryce Canyon, Utah
Buffalo, N. Y.
Butler, Mo.
Charleston, S. C.
Charleston, W. Va.
Cleveland, Ohio
Coaldale, Nev.
Columbia, S. C.
Coyle, N. J.
Crazy Woman, Wyo.
Crestview, Fla.
Dallas, Tex.
Davey INT: INT Yarmouth, Nova Scotia, 230° and Bangor, Maine 152° radials. 3/3/66 30 F. R. 15822 (Rewritten).
Dayton, Ohio
Daytona Beach, Fla.
Denver, Colo.
Des Moines, Iowa
Dickinson, N. Dak.
Dubois, Idaho
Duluth, Minn.
Dupree, S. Dak.
El Paso, Tex.
Erie, Pa.
Evansville, Ind.
Fargo, N. Dak.
Farmington, Mo.
Farmington, N. Mex.
Fayetteville, Ark.
Fort Stockton, Tex.
Flat Rock, Va.
Florence, S. C.
Fresno, Calif.
Front Royal, Va.
Gainesville, Fla.

Garden City, Kans.
Gila Bend, Ariz.
Gordonsville, Va.
Grand Junction, Colo.
Great Falls, Mont.
Green Bay, Wis.
Greensboro, N. C.
Greenwood, Miss.
Hector, Calif.
Herndon, Va.
Hill City, Kans.
Houston, Tex.
Indianapolis, Ind.
Jackson, Miss.
Jacksonville, Fla.
Joliet, Ill.
Kansas City, Mo.
Kennedy, N. Y.
Key West, Fla.
Knoxville, Tenn.
Lake Charles, La.
Lakeview, Oreg.
Laredo, Tex.
Las Vegas, N. Mex.
Lewistown, Mont.
Lexington, Ky.
Little Rock, Ark.
Los Angeles, Calif.
Louisville, Ky.
Lufkin, Tex.
Malad City, Idaho
Mason City, Iowa
Meeker, Colo. 7/21/66 31 F. R. 8047 (Added)
Messena, N. Y.
McCall, Idaho 3/3/66 30 F. R. 15322 (Added)
McComb, Miss.
Medford, Oreg.
Memphis, Tenn.
Meridian, Miss. 2/3/66 30 F. R. 15365 (Added)
Miami, Fla.
Milford, Utah
Millinocket, Maine
Milwaukee, Wis.
Mineral Wells, Tex.
Minneapolis, Minn.
Mobile, Ala.
Montgomery, Ala.
Mullan Pass, Idaho
Nantucket, Mass.
Nashville, Tenn.
New Orleans, La.
Nodine, Minn.
Norfolk, Va.
Northbrook, Ill.
Oakland, Calif.
Oklahoma, City, Okla.
Omaha, Nebr.
O'Neill, Nebr.
Orlando, Fla.
Palm Beach, Fla.
Palmdale, Calif.
Parker, Calif.
Pawnee City, Nebr.
Peach Springs, Ariz.
Pembina, N. Dak.
Pendleton, Oreg.
Philipsburg, Pa.
Phoenix, Ariz.
Plattsburgh, N. Y.
Presque Isle, Maine
Pueblo, Colo.
Pulaski, Va.
Raleigh-Durham, N. C.
Ramey AFB, P. R., RBN
Rapid City, S. Dak.
Red Bluff, Calif.

Reno, Nev.	
Richmond, Va.	
Rock Springs, Wyo.	
Rome, Oreg.	
Roswell, N. Mex.	
Sacramento, Calif.	
St. Louis, Mo.	
St. Petersburg, Fla.	
Salina, Kans.	
Salt Lake City, Utah	
San Angelo, Tex.	
San Antonio, Tex.	
San Diego, Calif.	
San Juan, P. R. RBN	
San Simon, Ariz.	
Sault Ste. Marie, Mich.	
Savannah, Ga.	
Scottsbluff, Nebr.	
Seattle, Wash.	
Shreveport, La.	
Sidney, Nebr.	7/21/66 31 F. R. 8047 (Added)
Sioux Falls, S. Dak.	
Spartanburg, S. C.	
Spokane, Wash.	
Springfield, Mo.	
Stockton, Calif.	
Syracuse, N. Y.	
Tallahassee, Fla.	
Texarkana, Ark.	
Thornhurst, Pa.	
Tuba City, Ariz.	
Tucson, Ariz.	
Tulsa, Okla.	
Vero Beach, Fla.	
Waco, Tex.	
Walnut Ridge, Ark.	
Westminster, Md.	
Whitehall, Mont.	
Wichita, Kans.	
Wilmington, N. C.	
Wilson Creek, Nev.	7/21/66 31 F. R. 8047 (Added)
Wink, Tex.	
Wolbach, Nebr.	
Yuma, Ariz.	

§ 71.209 **Other domestic reporting points.**
The reporting points listed below are designated at all altitudes.

Alaska INT: INT Ponce, P. R., 181°, St. Croix, P. R., 243° radials.

Albacore INT: INT 188° bearing Galveston, Tex., RBN, 102° bearing Corpus Christi, Tex., RBN, at latitude 27°22' N., longitude 95°14' W.

Azalea INT: INT Charleston, S. C., 109°, Wilmington, N. C., 189° radials.

Azalea INT: INT 188° bearing Wilmington (Carolina Beach), N. C., RBN, 110° bearing Charleston, S. C., RBN.

Balboa INT: INT 219° bearing Marathon, Fla., RBN, with Lat. 24°00'00" N.

Barracuda INT: INT 055° bearing Melbourne, Fla., RBN, 008° bearing Bimini, Bahamas, RBN.

Bass INT: INT 133° bearing Weeksville, N. C., (Navy) RBN, W boundary New York Oceanic Control Area, at latitude 34°26' N., longitude 73°51' W.

Bimini, Bahamas, RBN

Bonita INT: INT 208° bearing New Orleans, La., RBN and 109° bearing Galveston, Texas, RBN, at latitude 28°15" N., longitude 91°27" W.

Brim INT: INT 227° Grand Isle, La., RBN, 107° bearing Galveston, Tex., RBN, at latitude 28°15' N., longitude 91°13' W.

Carp INT: INT direct line between Carolina Beach (Wilmington), N. C., RBN, Nassau, British West Indies, RBN, 090° bearing Jacksonville, Fla., RBN.

Catfish INT: INT 220° Grand Isle, La., RBN, 106° bearing Galveston, Tex., RBN, at latitude 28°15' N., longitude 90°58' W.

Cod INT: INT of Nantucket, Mass., CONSOLAN 089° True bearing and the W boundary of New York Oceanic Control Area at latitude 41°16'50" N., longitude 68°00'00" W.

AMENDMENTS 7/21/66 31 F.R. 7827 (Rewritten)

Crab INT: INT St. Petersburg, Fla., 275°, Tallahassee, Fla., 192° radials.

Crab INT: INT 188° bearing Tallahassee, Fla., RBN, 284° bearing Egmont Key, Fla., RBN.
AMENDMENTS 5/27/65 30 F. R. 4463 (Changed)

Dolphin INT: INT 177° bearing Grand Isle, La., RBN, 102° bearing Galveston, Tex., RBN, at latitude 28°15' N., longitude 90°02' W.

Ear Shell INT: INT 140° bearing Galveston, Tex., RBN, 254° bearing Grand Isle, La., RBN, at latitude 28°15' N., longitude 93°56' W.

Fallfish INT: INT 153° bearing Grand Isle, La., RBN, 223° bearing Pensacola, Fla., RBN, at latitude 28°15' N., longitude 89°34' W.

Florida INT: INT 149° bearing San Juan, P. R., RBN, St. Croix, P. R., 220° radial.

Gateway INT: INT 090° bearing Jacksonville, Fla., RBN, 188° bearing Wilmington (Carolina Beach), N. C., RBN.

Gateway Cedar INT: INT Hoquiam, Wash., 232° radial, E boundary Oakland Oceanic Control Area at latitude 45°30'35" N., longitude 126°43'10" W.
AMENDMENTS 6/23/66 31 F. R. 6685 (Rewritten)

Gateway Hemlock INT: INT Newport, Oreg., 237° radial, E boundary Oakland Oceanic Control Area at Lat. 43° 19'20" N., Long. 126°40'45" W.
AMENDMENTS 6/23/66 31 F. R. 6685 (Changed)

Gulfstream INT: INT 216° bearing Bimini, Bahamas, RBN, 145° bearing Miami, Fla., RBN.

AMENDMENT 5/26/66 31 F.R. 5285 (Rewritten)

Haddock INT: INT rhumb line Nantucket, Mass., consolan station (monitor site) to Kindley AFB, Bermuda, RBN, W boundary New York Oceanic Control Area at Lat. 39°50'00" N., Long. 69°14'30" W.

Halibut INT: INT 008° bearing Bimini, Bahamas, RBN, 090° bearing Palm Beach, Fla., RBN.

Hawaii INT: INT Ramey AFB, P. R., 195°, Ponce, P. R., 235° radials.

Herring INT: INT Nantucket, Mass., 066° radial with longitude 67°47'30" W. (latitude 42°00'30" N., longitude 67°47'30" W.).

AMENDMENT 5/26/66 31 F.R. 5286 (Added)

Idaho INT: INT Ramey AFB, P. R., 326° radials, Mona Island, P. R., RBN 012° bearing.

Ohio INT: INT Ramey AFB, P. R., 013°, San Juan, P. R., 333° radials.

Perch INT: INT Los Angeles, Calif., 251°, Ventura, Calif., 200° radials.

Ramey AFB, P. R.

San Juan, P. R.

Sea Lion INT: INT 205° bearing Key West, Fla., RBN with latitude 24°00'00" N.

Shad INT: INT of Millville, N. J., RBN 135° bearing and west boundary New York Oceanic Control area at latitude 37°43' N., longitude 73°00' W.
AMENDMENTS 11/10/66 31 F.R. 12084 (Rewritten)

Smelt INT: INT 110° bearing Charleston, S. C., RBN, W boundary New York Oceanic control area at latitude 31°58' N., longitude 77°00' W.

Tadpole INT: INT 187° bearing Marathon, Fla., RBN, with Lat. 24°00'00" N.

Trout INT: INT 090° bearing Jacksonville, Fla., RBN, W boundary New York Oceanic Control area, at latitude 30°23' N, longitude 77°00" W.

Tuna INT: INT 137° bearing Newark, N. J., RBN, W boundary New York Oceanic Control Area, at latitude 38°55' N.. longitude 72°07' W.

Utah INT: INT San Juan, P.R., 314°, Ramey, P.R., 354° radials, at latitude 19°35' N., longitude 67°15' W. is added.

Vermont INT: INT Ramey, P. R., 027°, San Juan, P. R., 351° radials.

Viperfish INT: INT 132° bearing Grand Isle, La., RBN, 214° bearing Pensacola, Fla., RBN, at latitude 28°14' N., longitude 88°51' W.

§ 71.211 **Alaskan low altitude reporting points.**

The reporting points listed below are designated up to but not including 18,000 feet MSL.

Adak, Alaska, RBN
Anchorage, Alaska
Anchorage, Alaska, RR
Anchor Point INT: INT W course Homer, Alaska, RR, SW course Kenai, Alaska, RR.
Aniak, Alaska, RBN 8/18/66 31 F. R. 8870 (Changed)
Annette Island, Alaska 9/15/66 31 F. R. 9400 (Added)
Annette Island, Alaska, RR
Bethel, Alaska
Bethel, Alaska, RBN.
Bettles, Alaska
Bettles, Alaska, RR
Big Delta, Alaska
Big Delta, Alaska, RR
Biorka Island, Alaska
Coghlan Island, Alaska, RBN.
Cold Bay, Alaska, RR
Crab INT: INT 227° bearing King Salmon, Alaska, RR, 314° bearing Port Heiden, Alaska, RBN.
Dillingham, Alaska
Domestic Annette INT: INT SW course Annette Island, Alaska, RR, centerline Middleton Island - Sandspit route, at Lat. 54°14' N., Long. 133°40' W.
Domestic Gustavus INT: INT SW course Gustavus, Alaska, RR, centerline Middleton Island - Sandspit route, at Lat. 56°57' N., Long. 139°26' W.
Domestic Sitka INT: INT SW course Sitka, Alaska, RR, centerline Middleton Island - Sandspit route, at Lat. 55°42' N., Long. 136°36' W.
Domestic Yakutat INT: INT SW course Yakutat, Alaska, RR, centerline Middleton Island - Sandspit route, at Lat. 57°52' N., Long. 141°46' W.
East Cordova INT: INT E course Hinchinbrook, Alaska, RR, SE course Cordova, Alaska, RR.
Fairbanks, Alaska
Fairbanks, Alaska, RR
Farewell, Alaska, RR
Five Finger, Alaska, RBN
FLUKE INT: INT 237° bearing Bethel, Alaska, RBN, 327° bearing Cape Newenham, Alaska, RBN.
Fort Yukon, Alaska
Fort Yukon, Alaska, RBN
Galena, Alaska
Galena, Alaska RR
Galtan INT: INT E course Galena, Alaska, RR, SW course Tenana, Alaska, RR.
Gar INT: INT 263° bearing King Salmon, Alaska, RR, 131° bearing Cape Newenham, Alaska, RBN.
Granite INT: INT 118° bearing Homer, Alaska, RR, NW boundary Anchorage Oceanic Control Area, at Lat. 58°43' N., Long. 148°14' W.
Gulkana, Alaska, RR
Gustavus, Alaska, RR
Haines, Alaska, RBN
Harriet INT: INT Homer, Alaska, 330°, Anchorage, Alaska, 237° radials.
Herring INT: INT 248° bearing King Salmon, Alaska, RR, 131° bearing Cape Newenham, Alaska, RBN.
Hinchinbrook, Alaska AMENDMENTS 11/10/66 31 F. R. 12433 (Added)
Hinchinbrook, Alaska, RR
Homer, Alaska
Homer, Alaska, RR
Iliamna, Alaska, RBN 8/18/66 31 F. R. 8747 (Rewritten)
Kenai, Alaska
Kenai, Alaska, RR
King Salmon, Alaska
King Salmon, Alaska, RR
Kodiak, Alaska 11/10/66 31 F. R. 11745 (Added)
Kodiak, Alaska, RR
Kotzebue, Alaska
Kotzebue, Alaska, RBN
Kukaklek INT: INT NE course King Salmon, Alaska, R.R. 145° bearing Big Mountain, Alaska, RBN. 8/18/66 31 F. R. 8747 (Rewritten)
Level Island, Alaska
Marble INT: INT Kodiak, Alaska, 107° radial and NW boundary Anchorage Oceanic Control Area at latitude 57°28' N., longitude 150°32' W. 11/10/66 31 F. R. 11745 (Rewritten); Corr: 31 F. R. 12678
McGrath, Alaska
McGrath, Alaska, RR
Middleton Island, Alaska
Middleton Island, Alaska, RBN
Minchumina, Alaska, RR
Moses Point, Alaska
Moses Point, Alaska, RR

PENDING AMENDMENT
Big Lake, Alaska 2/2/67 31 F. R. 15237 (Added)

Nenabank INT: INT W course Fairbanks, Alaska, RR, NW course.
Nenana, Alaska
Nenana, Alaska, RR.
Nome, Alaska
Nome, Alaska, RR
Northway, Alaska 9/15/66 31 F.R. 9400 (Added)
Northway, Alaska, RR
Petersburg, Alaska, RR.
Port Alexander INT: INT SE course Sitka, Alaska, RR, SW course Petersburg, Alaska, RR.
Puntilla Lake, Alaska, RBN
Rocky Point INT: INT SE course King Salmon, Alaska, RR, W course Kodiak, Alaska, RR.
Shemya, Alaska, RBN
Shuyak, Alaska, RBN
Sisters Island, Alaska
Sisters Island, Alaska, RBN
Sitka, Alaska, RR
Skilak INT: INT Anchorage, Alaska, 198°, Homer, Alaska, 027° radials.
Skwentna, Alaska, RR
Sparrevohn, Alaska, RBN. 1/5/67 31 F.R. 14631 (Added)
Summit, Alaska, RR
Talkeetna, Alaska
Talkeetna, Alaska, RBN
Tanana, Alaska
Tanana, Alaska RR
Unalakleet, Alaska
Unalakleet, Alaska, RR
Yakobi INT: INT NW course Sitka, Alaska, RR SW course Gustavus, Alaska, RR.
Yakutat, Alaska
Yakutat, Alaska, RR

PENDING AMENDMENT
Talkeetna, Alaska is deleted. 2/2/67 31 F. R 15237

§ 71.213 **Alaskan high altitude reporting points.**
The reporting points listed below are designated at 18,000 feet MSL to Flight Level 450.

Adak, Alaska, RBN
Anchorage Alaska.
Annette Island, Alaska 9/15/66 31 F. R. 9400 (Added)
Bethel, Alaska.
Big Lake, Alaska 9/15/66 31 F. R 9400 (Added)
Biorka Island, Alaska.
Cold Bay, Alaska, RR.
Crab INT: INT 227° bearing King Salmon, RR, 314° bearing Port Heiden, Alaska RBN.
Dillingham, Alaska.
Domestic Sitka INT: INT Biorka Island, Alaska, 207° radial and centerline Middleton, Island-Sandspit route at latitude 55°42'N., longitude 136°36' W.
Domestic Yakutat INT: INT Yakutat, Alaska, 215° radial and centerline Middleton Island-Sandspit route at latitude 57°52' N., longitude 141°46' W.
Fairbanks, Alaska 9/15/66 31 F. R. 9400 (Added)
Fluke INT: INT 237° bearing Bethel, Alaska, RBN, 327° bearing Cape Newenham, Alaska, RBN.
Fort Yukon, Alaska.
Galena, Alaska.
Gar INT: INT 263° bearing King Salmon, Alaska, RR, 131° bearing Cape Newenham, Alaska, RBN.
Glacier INT: INT Nenana, Alaska, 192° radial, NW course Summit, Alaska, RR.
Herring INT: INT 248° bearing King Salmon, Alaska, RR, 131° bearing Cape Newenham, Alaska, RBN.
Hinchinbrook, Alaska AMENDMENTS 11/10/66 31 F.R. 12433 (Added)
Kenai, Alaska.
King Salmon, Alaska.
Kodiak, Alaska AMENDMENTS 11/10/66 31 F.R. 11745 (Added)
Kotzebue, Alaska 9/15/66 31 F. R. 9400 (Added)
Marble INT: INT of Kodiak, Alaska, 107° radial and NW boundary Anchorage Oceanic Control Area at latitude 57°28' N., longitude 150°32' W. 11/10/66 31 F. R. 11745 (Added); Corr: 31 F. R. 12678
McGrath, Alaska.
Middleton Island, Alaska.
Nenana, Alaska.
Nome, Alaska.
Northway, Alaska 9/15/66 31 F. R. 9400 (Added)
Shemya, Alaska, RBN.
Sisters Island, Alaska, is added AMENDMENTS 9/15/66 31 F.R. 11461
Talkeetna, Alaska.
Yakutat, Alaska.
Yakutat, Alaska, RR.

PENDING AMENDMENT
Delete "Nenana, Alaska," Kenai, Alaska," and "Talkeetna, Alaska,". 2/2/67 31 F. R. 15237 (Deleted)
Delete Glacier INT: 2/2/67 31 F. R. 16494 (Deleted)

§ 71.215 **Hawaiian reporting points.**
The reporting points listed below are designated at all altitudes.

Breakers INT: INT Honolulu, Hawaii, 269°, Lihue, Hawaii, 130° radials.
Dogwood INT: INT South Kauai, Hawaii, 271° radial, with Long. 161°20'00" W, at latitude 21°56'00" N.
Hilo, Hawaii
Honolulu, Hawaii
Lanai, Hawaii
Lihue, Hawaii
Maui, Hawaii
Molokai, Hawaii
Palmtree INT: INT Molokai, Hawaii, 268°, Lanai, Hawaii, 304° radials.
Paradise INT: INT Hilo, Hawaii, 334°, Upolu Point, Hawaii 093° radials.
Shark INT: INT of Koko Head, Hawaii, 050° Upolu Point, Hawaii, 355° radials, at latitude 22°31' N., longitude 156°05' W.
Skipjack INT: INT Hilo, Hawaii, 051°, Upolu Point, Hawaii, 081° radials, at latitude 20°28' N., longitude 154°03' W.
Southgate INT: INT Honolulu, Hawaii, 179°, Molokai, Hawaii, 268° radials.
South Honolulu INT: INT Honolulu, Hawaii, 179°, Lanai, Hawaii, 223° radials, at latitude 19°43' N., longitude 158° 00' W.
South Kauai, Hawaii
South Port Allen INT: INT Koko Head, Hawaii 254°, Lihue, Hawaii, 186° radials, at latitude 20°46' N., longitude 159°29' W.
Sunrise INT: INT Koko Head, Hawaii, 065°, Upolu Point, Hawaii, 002° radials, at latitude 22°06' N., longitude 155°46' W.
Swordfish INT: INT Honolulu, Hawaii, 269°, Lihue, Hawaii, 195° radials, at latitude 21°18' N., longitude 159°32' W.
Tuna INT: INT Molokai, Hawaii, 067°, Upolu Point, Hawaii, 010° radials, at latitude 21°47' N., longitude 155°32' W.
Upolu, Hawaii
Vanda INT: INT South Kauai, Hawaii, 288° radial, with Long. 161°15'00" W, at latitude 22°24'00" N.

PART 73

SPECIAL USE AIRSPACE

SUBPART A -- GENERAL

Sec.

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SUBPART B -- RESTRICTED AREAS

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73.40 Maryland.
73.41 Massachusetts.
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73.43 Minnesota.
73.44 Mississippi.
73.45 Missouri.
73.46 Montana.
73.47 Nebraska.
73.48 Nevada.
73.49 New Hampshire.
73.50 New Jersey.
73.51 New Mexico.
73.52 New York.
73.53 North Carolina.
73.54 North Dakota.
73.55 Ohio.
73.56 Oklahoma.
73.57 Oregon.
73.58 Pennsylvania.
73.59 Rhode Island.
73.60 South Carolina.
73.61 South Dakota.
73.62 Tennessee.
73.63 Texas
73.64 Utah
73.65 Vermont.
73.66 Virginia.
73.67 Washington.
73.68 West Virginia.
73.69 Wisconsin.
73.70 Wyoming.
73.71 Puerto Rico.
73.72 Guam.

Subpart A -- General

§ 73.1 Applicability.

The airspace that is described in Subpart B of this part is designated as special use airspace. This Part prescribes the requirements for the use of that airspace.

§ 73.3 Special use airspace.

(a) Special use airspace consists of airspace of defined dimensions identified by an area on the surface of the earth wherein activities must be confined because of their nature, or wherein limitations are imposed upon aircraft operations that are not a part of those activities, or both.
(b) The vertical limits of special use airspace are measured by designated altitude floors and ceilings expressed as flight levels or as feet above mean sea level.
(c) The horixontal limits of special use airspace are measured by boundaries described by geographic coordinates or other appropriate references that clearly define their perimeter.
(d) The period of time during which a designation of special use airspace is in effect is stated in the designation.

§ 73.5 Bearings; radials; miles.

(a) All bearings and radials in this part are true from point of origin.
(b) Unless otherwise specified, all mileages in this part are stated as statute miles.

Subpart B -- Restricted Areas

§ 73.11 Applicability.

This subpart designates restricted areas and prescribes limitations on the operation of aircraft within them.

§ 73.13 Restrictions.

No person may operate an aircraft within a restricted area between the designated altitudes and during the time of designation, unless he has the advance permission of
(a) The using agency described in § 73.15; or
(b) The controlling agency described in § 73.17.

§ 73.15 Using agency.

(a) For the purposes of this part, the following are using agencies:
(1) The agency, organization, or military command whose activity within a restricted area necessitated the area being so designated.
(2) In the case of a Restricted Area/Military Climb Corridor that does not have a designated controlling agency, the Military Air Traffic Control facility that may be contacted for permission for transit through the climb corridor.
(b) Upon the request of the FAA, the using agency shall execute a letter establishing procedures for joint use of a restricted area by the using agency and the controlling agency, under which the using agency would notify the controlling agency whenever the controlling agency may grant permission for transit through the restricted area in accordance with the terms of the letter.
(c) The using agency shall --
(1) Schedure activities within the restricted area;
(2) Authorize transit through, or flight within, the restricted area as feasible; and
(3) Contain within the restricted area all activities conducted therein in accordance with the purpose for which it was designated.

§ 73.17 Controlling agency.

For the purposes of this part, the controlling agency is the FAA facility that may authorize transit through or flight within a restricted area in accordance with a joint-use letter issued under § 73.15.

§ 73.19 Reports by using agency.

(a) Each suing agency shall report once a year, in duplicate, to the Director, Air Traffic Service, Federal Aviation Agency, Washington 25, D. C., on each restricted area for which it is the using agency. The report must reach the Director not later than January 31 and shall cover the 12-month period ending with the preceding September 30.

(b) In its report under this section the using agency shall --

(1) State the name and number of the restricted area as published in this part;

(2) State the period covered by the report;

(3) List in detail the activities carried on in the area by all organizations using it for the restricted area purposes;

(4) State the time that daily operations are normally scheduled to begin and end;

(5) State the average number of hours the area is actually used each day, and in addition, for a restricted area used for aircraft operations the total number of aircraft hours of actual use during the reporting period;

(6) State the number of days each week, weeks each month, and months each year (as appropriate) that the area is used for actual operations;

(7) State whether or not radar is used during operations;

(8) State the number and type of aircraft, if any, normally involved in the activities for which the area was restricted;

(9) List the altitudes used in daily operations of aircraft, including for each activity the altitudes used and the number of hours at each of those altitudes;

(10) Include a chart of the area (of optional scale and design) showing --

(i) The approximate location, and the representative pattern (if any), for firing runs (if any), for bombing runs (if any), the place where runs begin, where firing (if any), begins and ends, and the release point pullup point; and

(ii) The location of impact areas, if any;

(11) State the maximum ordinate of surface firing (expressed in feet, mean sea level altitude) used for required operations;

(12) State the daily number of hours or nimutes, or both, that the maximum ordinate altitudes are normally used in surface to surface firing operations;

(13) List the altitudes normally used for daily surface to surface firing operations;

(14) Include a chart of the area (of optional scale and design) showing --

(i) The location of firing points and impact areas, if any; and

(ii) The perimeter of the firing fan for each weapon used, if any; and

(15) Include a brief statement of any other pertinent facts concerning the current use of the restricted area and requirements for future use of the area or part of it.

(c) This section does not apply to restricted areas established for climb corridors.

STATES AND POSSESSIONS

§ 73.21 Alabama

R-2101 Anniston Army Depot, Ala.

Boundaries. Beginning at latitude 33°41'20" N., longitude 86°00'30" W.; to latitude 33°41'20" N., longitude 85°59'00" W.; to latitude 33°40'30" N., longitude 85°59'00" W.; to latitude 33°39'40" N., longitude 85° 59'50" W.; to latitude 33°39'40" N., longitude 86°00'30" W.; to the point of beginning.

Designated altitude. Surface to 5,000 feet MSL.

Time of designation. From 0700 to 1800 c.s.t., Monday through Saturday.

Using agency. Commanding Officer, Anniston Army Depot.

AMENDMENT 1/5/67 31 F.R. 14738 (Changed)

R-2102 Fort McClellan, Ala.

Boundaries: Beginning at latitude 33°45'00" N., longitude 85°53'55" W.; to latitude 33°44'07" N., longitude 85°53'36" W.; to latitude 33°44'07" N., longitude 85°52'55" W.; to latitude 33°41'04" N., longitude 85°52'55" W.; to latitude 33°40'15" N., longitude 85°54'00" W.; to latitude 33°41'20" N., longitude 85°55'30" W.; to latitude 33°41'20" N., longitude 86°01'07" W.; to latitude 33°43'55" N., longitude 86°01'07" W.; to latitude 33°44'11" N., longitude 86°00'54" W.; to latitude 33°45'00" N., longitude 86°00'45" W.; to latitude 33°45'20" N., longitude 86°00'31" W.; to latitude 33°45'27" N., longitude 86°00'16" W.; to latitude 33°45'27" N., longitude 85°59'26" W.; to latitude 33°45'14" N., longitude 85°59'26" W.; to latitude 33°45'14" N., longitude 85°55'17" W.; to latitude 33°45'00" N., longitude 85°55'17" W.; to point of beginning.

Designated altitudes: Subarea A, surface to and including 5,000 feet MSL. Subarea B, from 5,000 feet MSL to and including 14,000 feet MSL. Subarea C, from 14,000 feet MSL to 24,000 feet MSL.

Time of use: Continuous.

Controlling agency: Federal Aviation Agency, Atlanta ARTC Center.

Using agency: Commanding Officer, Fort McClellan, Ala.

AMENDMENTS 11/16/66 31 F. R. 14828 (Rewritten)

R-2103 **Fort Rucker, Ala.**

Boundaries. A circular area with a radius of 4 miles centered at latitude 31°26'55" N., longitude 85°47'45" W.
Designated altitudes. Surface to 15,000 feet MSL.
Time of designation. Continuous.
Using agency. Commanding General, U. S. Army Aviation Center, Fort Rucker, Ala.

R-2104A **Huntsville, Ala.**
Boundaries. Beginning at latitude 34°39'30" N., longitude 86°37'40" W.; to latitude 34°33'58" N., longitude 86°37'50" W.; thence west along the Tennessee River to latitude 34°35'02" N., longitude 86°43'25" W.; to latitude 34°37'19" N., longitude 86°43'20" W.; to latitude 34°37'19" N., longitude 86°43'05" W.; to latitude 34°41'25" N., longitude 86°42'57" W.; to latitude 34°42'00" N., longitude 86°41'35" W.; to latitude 34°39'30" N., longitude 86°41'10" W.; to the point of beginning.
Designated altitudes. Surface to 30,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Memphis ARTC Center.
Using agency. Commanding General, U. S. Army Missile Command, Redstone Arsenal, Ala.

R-2104B **Huntsville, Ala.**
Boundaries. Beginning at latitude 34°39'30" N., longitude 86°37'40" W.; to latitude 34°39'25" N., longitude 86°36'10" W.; to latitude 34°37'55" N., longitude 86°36'10" W.; to latitude 34°37'55" N., longitude 86°35'21" W.; to latitude 34°35'05" N., longitude 86°35'24" W.; thence west along the Tennessee River to latitude 34°33'58" N., longitude 86°37'50" W.; to the point of beginning.
Designated altitudes. Surface to 2,400 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Memphis ARTC Center.
Using agency. Commanding General, U. S. Army Missile Command, Redstone Arsenal, Ala.

§ 73.22 **Alaska**

R-2202A **Big Delta, Alaska**
Boundaries. Beginning at latitude 64°14'45" N., longitude 146°43'15" W.; to latitude 63°56'17" N., longitude 145°49'30" W.; to latitude 63°54'20" N., longitude 145°50'20" W.; to latitude 63°50'30" N., longitude 145°50'00" W.; to latitude 63°43'00" N., longitude 145°54'01" W.; to latitude 63°42'15" N., longitude 146°13'26" W.; to latitude 63°44'00" N., longitude 146°30'00" W.; to latitude 63°50'50" N., longitude 146°47'30" W.; thence along the E bank of the East Fork and Little Delta Rivers to the point of beginning.
Designated altitudes. Surface to unlimited.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Fairbanks ARTC Center.
Using agency. President, U. S. Army Arctic Test Board, Fort Greely, Alaska.

R-2202B **Big Delta, Alaska**
Boundaries. Beginning at latitude 64°04'30" N., longitude 146°49'00" W.; to latitude 64°19'50" N., longitude 147°34'00" W.; to latitude 64°24'40" N., longitude 147°25'35" W.; to latitude 64°10'45" N., longitude 146°45'15" W.; thence along the east bank of the Little Delta River to the point of beginning.
Designated altitudes. Surface to 5,000 feet above ground level.
Time of designation. 0900 to 1700 hours, local time, daily.
Controlling agency. Federal Aviation Agency, Fairbanks Approach Control.
Using agency. Commander, Alaskan Air Command, Elmendorf AFB, Alaska.

AMENDMENTS 2/3/66 31 F. R. 1269 (Changed)

R-2203A **Eagle River, Alaska**
Boundaries. Beginning at latitude 61°22'00" N., longitude 149°33'48" W.; thence southwesterly along the Alaska Railroad to latitude 61°17'20" N., longitude 149°40'00" W.; to latitude 61°17'15" N., longitude 149°40'00" W.; to latitude 61°17'15" N., longitude 149°36'15" W.; to the point of beginning.
Designated altitudes. Surface to 18,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Anchorage ARTC Center.
Using agency. Commanding General, U. S. Army Alaska, Fort Richardson, Alaska.

R-2203B **Eagle River, Alaska**
Boundaries. Beginning at latitude 61°29'00" N., longitude 149°33'48" W.; to latitude 61°22'00" N., longitude 149°33'48" W.; thence southwesterly along the Alaska Railroad to latitude 61°17'20" N., longitude 149°40'00" W.; to latitude 61°17'15" N., longitude 149°40'00" W.; to latitude 61°17'15" N., longitude 149°42'25" W.; to latitude 61°18'00" N., longitude 149°44'00" W.; to latitude 61°27'15" N., longitude 149°44'00" W.; to the point of beginning.
Designated altitudes. Surface to 18,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Anchorage, ARTC Center.
Using agency. Commanding General, U. S. Army Alaska, Fort Richardson, Alaska.

R-2204 Shemya, Alaska.

Boundaries. Beginning at Lat. 52°44'48" N, Long. 174°07'06" E; to Lat. 52°43'42" N, Long. 174° 07'06" E; to Lat. 52°43'42" N, Long. 174°05'16" E; to Lat. 52°44'48" N, Long. 174°05'16" E; to the point of beginning.

Designated altitudes. Surface to 2,500 feet MSL.

Time of designation. Continuous.

Using agency. Commander, 5073rd Air Base Squadron, Shemya AFB, Alaska.

R-2205 Yukon, Alaska.

Boundaries. Beginning at Lat. 64°45'30" N, Long. 146°47'20" W; Counterclockwise along the arc of a 25-mile radius circle centered at Lat. 64°50'13" N, Long. 147°36'46" W; to Lat. 64°46'12" N, Long. 146°46'40" W; to Lat. 64°46'10" N, Long. 146°11'15" W; to Lat. 64°35'18" N, Long. 146°11'15" W; to Lat. 64°33'24" N, Long. 146°18'30" W; to Lat. 64°33'25" N, Long. 146°25'00" W; to the point of beginning.

Designated altitudes. Surface to 21,000 feet MSL.

Time of designation. Continuous.

Controlling agency. Federal Aviation Agency, Fairbanks ARTC Center.

Using agency. Commanding General, U. S. Army Alaska, Fort Richardson, Alaska.

R-2206 Clear, Alaska.

Boundaries. The airspace within a radius of 30,000 feet of Lat. 64°17'16" N, Long. 149°10'58" W, extending clockwise from a bearing of 235° to a bearing of 005° and within a radius of 500 feet, extending clockwise from a bearing of 005° to a bearing of 235°.

Designated altitudes. Surface to 5,000 feet MSL.

Time of designation. Continuous.

Using agency. Commander, Air Defense Command, Ent AFB, Colorado.

§ 73.23 Arizona

R-2301 Ajo, Arizona.

Boundaries. Beginning at Lat. 32°50'25" N, Long. 112°49'00" W; to Lat. 32°11'30" N, Long. 112° 56'45" W; to Lat. 32°11'30" N, Long. 113°05'30" W; to Lat. 31°58'00" N, Long. 113°05'30" W; along the United States-Mexican border to Lat. 32°23'45" N, Long. 114°28'30" W; to Lat. 32°30'00" N, Long. 114°28'30" W; to Lat. 32°30'00" N, Long. 114°31'00" W; to Lat. 32°35'00" N, Long. 114°31'00" W; to Lat. 32°35'00" N, Long. 114°28'30" W; to Lat. 32°39'40" N, Long. 114°28'30" W; to Lat. 32°40'45" N, Long. 114°18'29" W; along the Southern Pacific Railroad and U. S. Highway No. 80 to Lat. 32°44'15" N, Long. 113°41'05" W; to Lat. 32°45'50" N, Long. 113°34'30" W; to the point of beginning; excluding that airspace below 3,000 feet MSL, N of a line beginning at latitude 32°40'45" N., longitude 114°18'29" W.; to latitude 32°37'40" N., longitude 114°12'40" W.; to latitude 32°37'40" N., longitude 114°09'00" W.; to latitude 32°42'30" N., longitude 113°45'00" W.; to latitude 32°44'15" N., longitude 113°41'05" W.

Designated altitudes. Surface to flight level 800.

Time of designation. Continuous.

Controlling Agency. Federal Aviation Agency, Albuquerque Center.

Using agency. Commander, Luke AFB, Arizona.

R-2302 Flagstaff, Arizona.

Boundaries. A circular area with a 6,600-foot radius centered at latitude 35°10'20" N., longitude 111°51'19" W.

Designated altitudes. Surface to 11,000 feet MSL.

Time of designation. 0800 to 2400 MST, Monday through Saturday.

Using agency. Commanding Officer, Navajo Ordance Depot, Flagstaff, Arizona.

R-2303A Fort Huachuca, Arizona

Boundaries. Beginning at latitude 31°29'00" N., longitude 110°00'30" W.; to latitude 31°29'00" N., longitude 110°15'00" W.; to latitude 31°34'00" N., longitude 110°15'00" W.; to latitude 31°34'00" N., longitude 110°22'00" W.; to latitude 31°33'00" N., longitude 110°23'00" W.; to latitude 31°29'00" N., longitude 110°23'00" W.; to latitude 31°29'00" N., longitude 110°41'20" W.; to latitude 31°34'00" N., longitude 110°43'30" W.; to latitude 31°38'30" N., longitude 110°42'00" W.; to latitude 31°38'30" N., longitude 110°39°30" W.; to latitude 31°41'00" N., longitude 110°33'30" W.; to latitude 31°41'00" N., longitude 110°11'40" W.; to latitude 31°36'20" N., longitude 110°03'00" W.; to the point of beginning.

Designated altitudes. Surface to 35,000 feet MSL.

Time of designation. Continuous.

Controlling Agency. Federal Aviation Agency, Albuquerque Center.

Using agency. Commanding General, U. S. Army Electronic Proving Ground, Fort Huachuca, Arizona.

R-2303B **Fort Huachuca, Arizona**
Boundaries. Beginning at latitude 31°29'00" N., longitude 110°41'20" W.; to latitude 31°29'00" N., longitude 110°23'00" W.; to latitude 31°33'00" N., longitude 110°23'00" W.; to latitude 31°34'00" N., longitude 110°22'00" W.; to latitude 31°34'00" N., longitude 110°15'00" W.; to latitude 31°29'00" N., longitude 110°15'00" W.; to latitude 31°29'00" N., longitude 110°18'00" W.; to latitude 31°23'45" N., longitude 110°18'00" W.; to latitude 31°23'45" N., longitude 110°39'00" W.; to the point of beginning.
Designated altitudes. 15,000 feet MSL to 35,000 feet MSL.
Time of designation. Continuous.
Controlling Agency. Federal Aviation Agency, Albuquerque Center.
Using agency. Commanding General, U. S. Army Electronic Proving Ground, Fort Huachuca, Arizona.

R-2304 **Gila Bend, Arizona.**

Boundaries. Beginning at latitude 32°38'30" N., longitude 112°18'00" W.; to latitude 32°26'40" N., longitude 112°18'00" W.; to latitude 32°26'40" N., longitude 112°43'30" W.; to latitude 32°49'00" N., longitude 112°39'00" W.; to the point of beginning.
Designated altitudes. Surface to flight level 240.
Time of designation. Sunrise to sunset, Monday through Friday.
Controlling Agency, Federal Aviation Agency, Albuquerque Center.
Using agency. Commander, Luke AFB, Arizona.

R-2305 **Gila Bend, Arizona**

Boundaries. Beginning at Lat. 32°50'25" N, Long. 112°49'00" W; to Lat. 32°50'52" N, Long. 112° 42'53" W; to Lat. 32°49'00" N, Long. 112°39'00" W; to Lat. 32°29'00" N, Long. 112°43'00" W; to Lat. 32°29'00" N, Long. 112°53'30" W; to the point of beginning.
Designated altitudes. Surface to flight level 240.
Time of designation. Sunrise to sunset.
Controlling Agency, Federal Aviation Agency, Albuquerque Center.
Using agency. Commander, Luke AFB, Ariz.

R-2306A **Yuma West, Ariz.**

Boundaries: Beginning at latitude 33°15'00" N., longitude 114°15'00" W.; thence south along State Highway 95 to Latitude 33°00'00" N., longitude 114°17'20" W.; to latitude 33°00'00" N., longitude 114°30'00" W.; to latitude 33°02'48" N., longitude 114°30'00" W.; to latitude 33°02'48" N., longitude 114°34'00" W.; to latitude 33°15'00" N., longitude 114°34'37" W.; to the point of beginning.
Altitudes: Surface to FL 240.
Time of use: Continuous.
Using agency: Commanding Officer, Yuma Proving Ground.
Controlling agency: Los Angeles ARTC Center.

R-2306B **Yuma West, Ariz.**
Boundaries: Beginning at latitude 33°28'00" N., longitude 114°13'00" W.; thence south along State Highway 95 to latitude 33°15'00" N., longitude 114°15'00" W.; to latitude 33°15'00" N., longitude 114°30'00" W.; to latitude 33°26'00" N., longitude 114°30'00" W.; to latitude 33°28'00" N., longitude 114°28'00" W.; to the point of beginning.
Altitudes: Surface to FL 240.
Time of designation. Continuous.
Using agency: Commanding Officer, Yuma Proving Ground.
Controlling agency: Los Angeles ARTC Center.

R-2307 **Yuma, Ariz.**

Boundaries. Beginning at latitude 32°52'00" N., longitude 114°00'00" W.; to latitude 32°52'50" N., longitude 113°50'10" W.; to latitude 32°58'00" N., longitude 113°37'20" W.; to latitude 33°02'00" N., longitude 113°37'20" W.; to latitude 33°02'00" N., longitude 113°56'30" W.; to latitude 33°00'00" N., longitude 114°11'00" W.; to latitude 33°00'00" N., longitude 114°30'00" W.; thence along the west bank of the Colorado River to latitude 32°51'45" N., longitude 114°27'50" W.; to latitude 32°52'30" N., longitude 114°-21'00" W.; to latitude 32°51'15" N., longitude 114°21'00" W.; to the point of beginning.
Designated altitudes. Unlimited.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Los Angeles ARTC Center.
Using agency. Commanding Officer, Yuma Proving Ground, Yuma, Ariz.

R-2308A Yuma East, Ariz.

Boundaries. Beginning at latitude 33°28'00" N., longitude 114°13'00" W.; to latitude 33°24'00" N., longitude 113°39'00" W.; to latitude 33°17'30" N., longitude 113°22'00" W.; to latitude 33°15'00" N., longitude 113°19'30" W.; to latitude 33°13'00" N., longitude 113°18'00" W.; to latitude 33°06'00" N., longitude 113°19'30" W.; to latitude 33°03'45" N., longitude 113°24'00" W.; to latitude 33°02'00" N., longitude 113°27'00" W.; to latitude 33°02'00" N., longitude 113°56'30" W.; to latitude 33°00'00" N., longitude 114°11'00" W.; to latitude 33°00'00" N., longitude 114°17'20" W.; thence north along State Highway 95 to point of beginning.
Altitude. 1500 feet AGL to flight level 200.
Time of use. Continuous.
Controlling agency. Federal Aviation Agency, Los Angeles ARTC Center.
Using agency. Commanding Officer, Yuma Proving Ground, Yuma, Arizona.

R-2308B Yuma East, Ariz.

Boundaries. Beginning at latitude 33°02'00" N., longitude 113°45'00" W.; to latitude 33°17'30" N., longitude 113°45'00" W.; to latitude 33°17'30" N., longitude 113°39'04" W.; to latitude 33°02'00" N., longitude 113°39'04" W.; to point of beginning.
Altitude. Surface to FL 200.
Time of use. Continuous.
Controlling agency. Federal Aviation Agency, Los Angeles ARTC Center.
Using agency. Commanding Officer, Yuma Proving Ground, Yuma, Arizona.

§ 73.24 Arkansas

R-2401 Fort Chaffee, Ark.

Boundaries. Beginning at latitude 35° 18' 32" N., longitude 94° 12' 02" W.; to latitude 35° 18' 06" N., longitude 94° 16' 04" W.; to latitude 35° 17' 15" N., longitude 94° 17' 30" W.; to latitude 35° 15' 59" N., longitude 94° 18' 33" W.; to latitude 35° 13' 36" N., longitude 94° 15' 10" W.; to latitude 35° 13' 36" N., longitude 94° 11' 56" W.; to point of beginning.
Designated altitudes. Surface to 13,000 feet MSL.
Time of designation: Continuous June 1 through August 31; and 0600 Saturday to 2400 c.s.t., Sunday, September 1 through May 31; other times following issuance of a NOTAM by the using agency at least 24 hours in advance.
Controlling agency. Federal Aviation Agency, Memphis ARTC Center.
Using agency. Commanding General, Fort Chaffee, Ark.

AMENDMENT 3/11/66 31 F.R. 4589 (Changed)

R-2402 Fort Chaffee, Ark.

Boundaries. Beginning at latitude 35° 17' 25" N., longitude 94° 12' 02" W.; to latitude 35° 13' 36" N., longitude 94° 11' 56" W.; to latitude 35° 13' 36" N., longitude 94° 10' 32" W.; to latitude 35° 11' 05" N., longitude 94° 10' 32" W.; to latitude 35° 11' 05" N., longitude 94° 01' 29" W.; to latitude 35° 16' 56" N., longitude 94° 01' 33" W.; to latitude 35° 17' 36" N., longitude 94° 06' 00" W.; to latitude 35° 17' 09" N., longitude 94° 09' 55" W.; to point of beginning.
Designated altitudes. Surface to 30,000 feet MSL.
Time of designation: Continuous June 1 through August 31; and 0600 Saturday to 2400 c.s.t., Sunday, September 1 through May 31; other times following issuance of a NOTAM by the using agency at least twenty-four (24) hours in advance.
Controlling agency. Federal Aviation Agency, Memphis ARTC Center.
Using agency. Commanding General, Fort Chaffee, Ark.

AMENDMENT 3/11/66 31 F.R. 4590 (Changed)

R-2403 Little Rock, Ark.

Boundaries. Beginning at Lat. 34°57'00" N, Long. 92°15'00" W; to Lat. 34°52'00" N, Long. 92° 15'00" W; to Lat. 34°52'00" N, Long. 92°19'30" W; to Lat. 34°57'00" N, Long. 92°19'30" W; to the point of beginning.
Designated altitudes. Surface to 6,000 feet MSL.
Time of Designation. 0700 Saturday through 1700 Sunday, c.s.t.
Controlling agency. Federal Aviation Agency, Little Rock Approach Control.
Using agency. Adjutant General, State of Arkansas, Little Rock, Arkansas.

AMENDMENT 1/18/66 31 F. R. 958 (Change)

§ 73.25 **California**

R-2501 **Bullion Mountains, Calif.**

Boundaries. Beginning at Lat. 34°41'00" N, Long. 116°03'00" W; to Lat. 34°35'30" N, Long. 115°58'00" W; to Lat. 34°33'00" N, Long. 115°47'00" W; to Lat. 34°25'00" N, Long. 115°47'00" W; to Lat. 34°25'00" N, Long. 115°44'00" W; to Lat. 34°14'00" N, Long. 115°44'00" W; to Lat. 34°14'00" N, Long. 116°17'00" W; to Lat. 34°30'00" N, Long. 116°26'30" W; to Lat. 34°40'30" N, Long. 116°29'40" W; to Lat. 34°43'00" N, Long. 116°26'20" W; to Lat. 34°43'00" N, Long. 116°17'00" W; to the point of beginning.
Designated altitudes. Unlimited.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Los Angeles ARTC Center.
Using agency. Commanding General, Marine Corps Base, Twentynine Palms, Calif.

R-2502 **Fort Irwin, Calif.**

Boundaries. Beginning at Lat. 35°37'45" N, Long. 116°29'40" W; to Lat. 35°34'30" N, Long. 116°29'40" W; to Lat. 35°34'30" N, Long. 116°23'30" W; to Lat. 35°28'35" N, Long. 116°18'45" W; to Lat. 35°18'45" N, Long. 116°18'45" W; to Lat. 35°07'00" N, Long. 116°34'00" W; to Lat. 35°07'00" N, Long. 116°47'45" W; to Lat. 35°10'00" N, Long. 116°49'00" W; to Lat. 35°19'00" N, Long. 116°49'00" W; to Lat. 35°19'00" N, Long. 116°55'20" W; to Lat. 35°37'45" N, Long. 116°55'20" W; to the point of beginning.
Designated altitudes. Unlimited.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Los Angeles ARTC Center.
Using agency. Commanding General, Fort Irwin, Calif.

R-2503 **Camp Pendleton, Calif.**

Boundaries. Beginning at latitude 33°24'23" N., longitude 117°15'15" W.; to latitude 33°18'00" N., longitude 117°16'08" W.; to latitude 33°17'30" N., longitude 117°16'40" W.; to latitude 33°18'20" N., longitude 117°21'48" W.; to latitude 33°27'48" N., longitude 117°33'15" W.; to latitude 33°30'13" N., longitude 117°29'13" W.; to the point of beginning.
Designated altitudes. Surface to 15,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, El Toro Approach Control.
Using agency. Commanding General, Camp Pendleton, Calif.

R-2504 **Camp Roberts, Calif.**

Boundaries. Beginning at latitude 35° 42' 18" N., longitude 120° 47' 55" W.; to latitude 35° 42' 18" N., longitude 120° 47' 20" W.; to latitude 35° 42' 58" N., longitude 120° 45' 33" W.; to latitude 35° 46' 38" N., longitude 120° 44' 38" W.; to latitude 35° 47' 18" N., longitude 120° 44' 45" W.; to latitude 35° 47' 54" N., longitude 120° 45' 49" W.; to latitude 35° 49' 10" N., longitude 120° 45' 40" W.; to latitude 35° 51' 00" N., longitude 120° 46' 25" W.; to latitude 35° 51' 11" N., longitude 120° 47' 55" W.; to latitude 35° 48' 50" N., longitude 120° 49' 58" W.; to latitude 35° 46' 00" N., longitude 120° 49' 55" W.; to latitude 35° 44' 03" N., longitude 120° 48' 08" W.; to latitude 35° 43' 08" N., longitude 120° 49' 00" W.; to latitude 35° 42' 44" N., longitude 120° 48' 48" W.; to the point of beginning.
Designated altitudes. Surface to 5,000 feet MSL.
Time of designation. 0600 to 2400 P.s.t., Monday through Friday.
Controlling agency. Federal Aviation Agency, Oakland ARTC Center.
Using agency. Commanding General, Fort Ord, Calif.

R-2505 **China Lake, Calif.**

Boundaries. Beginning at Lat. 36°14'00" N, Long. 117°53'00" W; to Lat. 36°14'00" N, Long. 117°25'00" W; to Lat. 35°40'30" N, Long. 117°25'00" W; to Lat. 35°37'30" N, Long. 117°35'30" W; to Lat. 35°37'30" N, Long. 117°47'30" W; to Lat. 35°54'00" N, Long. 117°53'00" W; to the point of beginning.
Designated altitudes. Unlimited.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Los Angeles ARTC Center
Using agency. Commander, Naval Ordnance Test Station, China Lake, Calif.

R-2506 **China Lake South, Calif.**

Boundaries. Beginning at latitude 35°37'30" N., longitude 117°41'20" W.; to latitude 35°28'00" N., longitude 117°40'50" W.; to latitude 35°28'00" N., longitude 117°47'00" W.; to latitude 35°37'30" N., longitude 117°47'30" W.; to the point of beginning.
Designated altitudes. Surface to 6,000 feet MSL.
Time of designation. Sunrise to sunset, Monday through Friday.
Controlling agency. Federal Aviation Agency, Los Angeles ARTC Center.
Using agency. Commander, Naval Ordnance Test Station, China Lake, Calif.

R-2507 Chocolate Mountains, California

Boundaries. Beginning at latitude 33°32'40" N., longitude 115°33'50" W.; to latitude 33°31'30" N., longitude 115°32'00" W.; to latitude 33°31'15" N., longitude 115°26'45" W.; to latitude 33°29'00" N., longitude 115°20'00" W.; to latitude 33°25'50" N., longitude 115°14'30" W.; to latitude 33°24'15" N., longitude 115° 17'00" W.; to latitude 33°21'40" N., longitude 115°12'00" W.; to latitude 33°22'50" N., longitude 115°09' 58" W.; to latitude 33°08'45" N., longitude 114°56'40" W.; to latitude 33°01'00" N., longitude 115°06'00" W.; to latitude 33°21'30" N., longitude 115°32'55" W.; to latitude 33°23'40" N., longitude 115°33'20" W., to latitude 33°28'30" N., longitude 115°42'10" W.; to the point of beginning.

Designated altitudes. Surface to flight level 400.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Los Angeles ARTC Center.
Using agency. Commanding Officer, U. S. Marine Corps Air Station, Yuma, Ariz.

R-2508 Complex, Calif.

Boundaries. Beginning at Lat. 37°12'00" N, Long. 117°20'00" W; to Lat. 35°34'00" N, Long. 116° 23'00" W; to Lat. 35°28'35" N, Long. 116°18'45" W; to Lat. 35°18'45" N, Long. 116°18'45" W; to Lat. 35°07'00" N, Long. 116°34'00" W; to Lat. 35°07'00" N, Long. 116°47'45" W; to Lat. 35°08'50" N, Long. 116°48'40" W; to Lat. 35°06'30" N, Long. 116°58'40" W; to Lat. 34°53'30" N, Long. 117°11'50" W; to Lat. 34°50'20" N, Long. 117°32'00" W; to Lat. 34°48'30" N, Long. 117°32'00" W; to Lat. 34°48'00" N, Long. 117°35'00" W; to Lat. 34°48'00" N, Long. 118°01'00" W; to Lat. 34°49'40" N, Long. 118°05'45" W; to Lat. 34°51'30" N, Long. 118°05'45" W; to Lat. 34°56'00" N, Long. 118°21'00" W; Lat. 35°15'00" N, Long. 118°35'00" W; to Lat. 37°12'00" N, Long. 118°35'00" W; to the point of beginning.

Designated altitudes. 20,000 feet MSL to unlimited.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Los Angeles ARTC Center.
Using agency. Commander, Naval Ordnance Test Station, China Lake, Calif.

R-2509 Cuddeback Dry Lake, Calif.

Boundaries. Beginning at Lat. 35°25'00" N, Long. 117°26'00" W; to Lat. 35°25'00" N, Long. 117° 16'52" W; to Lat. 35°15'56" N, Long. 117°16'52" W; to Lat. 35°15'56" N, Long. 117°26'00" W; to the point of beginning.

Designated altitudes. Unlimited.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Los Angeles ARTC Center.
Using agency. Commander, George AFB, Calif.

R-2510 El Centro, Calif.

Boundaries. Beginning at latitude 32°59'35" N., longitude 115°43'30" W.; to latitude 32°55'35" N., longitude 115°40'15" W.; to latitude 32°53'45" N., longitude 115°40'15" W.; thence counterclockwise along the arc of a 5-mile radius circle centered at latitude 32°49'20" N., longitude 115°40'15" W.; to latitude 32°50'05" N., longitude 115°45'20" W.; to latitude 32°50'05" N., longitude 115°55'00" W.; to latitude 32°55'50"N., longitude 115°55'00" W.; to latitude 33°01'20" N., longitude 116°02'15" W.; to latitude 33°06'35" N., longitude 115°56'50" W.; to latitude 33°06'35" N., longitude 115°51'12" W.; to point of beginning.

Designated altitudes. Surface to flight level 500.
Time of designation. Continuous, surface to 20,000 feet MSL; Sunrise to sunset, Monday through Friday, 20,000 feet MSL to flight level 500.
Controlling Agency. Federal Aviation Agency, Los Angeles ARTC Center.
Using agency. Commanding Officer, U. S. Marine Corps Air Station, Yuma, Ariz.

AMENDMENTS 9/15/66 31 F. R. 9865 (Changed); 10/4/66 31 F. R. 12922 (Changed)
AMENDMENTS 12/1/66 31 F. R 15088 (Changed)

R-2511 Fort Ord, California

Boundaries. Beginning at latitude 36° 37' 42" N., longitude 121° 48' 47" W.; to latitude 36° 38' 25" N., longitude 121° 46' 29" W.; thence counterclockwise around the arc of a 3-mile radius circle centered at latitude 36° 40' 55" N., longitude 121° 45' 41" W.; to latitude 36° 38' 43" N., longitude 121° 44' 00" W.; to latitude 36° 38' 08" N., longitude 121° 43' 20" W.; to latitude 36° 35' 45" N., longitude 121° 42' 42" W.; to latitude 36° 34' 45" N., longitude 121° 47' 24" W.; thence counterclockwise along the arc of a 3-mile radius circle centered at latitude 36° 35' 30" N., longitude 121° 50' 30" W.; to the point of beginning.

Designated altitudes. Surface to 5,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Monterey Approach Control.
Using agency. Commanding General, Fort Ord, California.

R-2512 Holtville, Calif.
Boundaries. Beginning at Lat. 33°05'00" N, Long. 115°17'30" W; to Lat. 33°00'00" N, Long. 115° 13'30" W; to Lat. 32°51'00" N, Long. 115°05'30" W; to Lat. 32°51'00" N, Long. 115°17'00" W; to Lat. 32°58'00" N, Long. 115°17'30" W; to Lat. 33°05'00" N, Long. 115°20'00" W; to the point of beginning.
Designated altitudes. Surface to 23,000 feet MSL.
Time of designation. Continuous.
Using agency. Commanding Officer, U.S. Marine Corps Air Station, Yuma, Ariz.
Controlling Agency. Federal Aviation Agency, Los Angeles ARTC Center.
AMENDMENT 4/2/66 31 F.R.5287 (Changed)

R-2513A Hunter-Liggett, Calif.
From latitude 36°03'43" N., longitude 121°22'38" W., to latitude 36°02'45" N., longitude 121°17'45" W., to latitude 35°59'18" N., longitude 121°13'30" W., to latitude 35°56'45" N., longitude 121°09'45" W., to latitude 35°55'20" N., longitude 121°05'45" W., to latitude 35°48'17" N., longitude 121°10'53" W., to latitude 35°51'02" N., longitude 121°16'15" W., to latitude 35°51'02" N., longitude 121°17'20" W., to latitude 35°58'10" N., longitude 121°23'40" W., to latitude 35°58'10" N., longitude 121°21'40" W., to latitude 36°02'12" N., longitude 121°24'40" W., to the point of beginning.
Designated altitudes. Surface to FL 240.
Time of designation. Continuous.
Controlling agency. FAA, Oakland ARTC Center.
Using agency. Commanding General, Fort Ord, Calif.

R-2513B Hunter-Liggett, Calif.
Beginning at latitude 35°55'20" N., longitude 121°05'45" W., to latitude 35°53'00" N., longitude 121°03'13" W., thence clockwise along the arc of a 2.3-mile radius circle centered at latitude 35°51'38" N., longitude 121°05' 00" W., to latitude 35°50'05" N., longitude 121°06'34" W., to latitude 35°51'20" N., longitude 121°08'40" W., to the point of beginning.
Designated altitudes. Surface to 7,000 feet MSL.
Time of designation. Continuous.
Controlling agency. FAA, Oakland ARTC Center.
Using agency. Commanding General, Fort Ord, Calif.

R-2513C Hunter-Liggett, Calif. (Temporary)
Beginning at 35°41'12" N., 120°53'15" W., thence to 35°41'12" N., 121° 08'30" W., thence to 35°51'00" N., 121°22'00" W., thence to 36°07'00" N., 121°30'00" W., thence to 36°10'00" N., 121°13'00" W., thence to 35°47'30" N., 120°53'15" W., thence to point of beginning, excluding the airspace within R-2513A and R-2513B.
Designated altitudes: Surface to 5,500 feet MSL.
Time of designation: Continuous July 21, 1966, through December 16, 1966.
Controlling agency: Federal Aviation Agency, Oakland ARTC Center.
Using agency: Joint Task Force Two, Sandia Base, N. Mex.

AMENDMENTS 7/21/66 31 F.R. 7612 (Added); 10/8/66 31 F. R. 12402 (Changed)
AMENDMENTS 11/23/66 31 F. R. 14827 (Changed)

R-2513D Hunter-Liggett, Calif. (Temporary)
Beginning at 36°02'45" N., 121°17'45" W., thence to 36°05'00" N., 121°15'00" W., thence to 35°57'00" N., 121°04'00" W., thence to 35°55'20" N., 121°05'45" W., thence along the northeastern boundary of R-2513A to the point of beginning.
Designated altitudes: Surface to 14,000 feet MSL.
Time of designation: Continuous July 21, 1966, through December 16, 1966.
Controlling agency: Federal Aviation Agency, Oakland ARTC Center.
Using agency: Joint Task Force Two, Sandia Base, N. Mex.

AMENDMENTS 7/21/66 31 F.R. 7612 (Added); 10/8/66 31 F. R. 12402 (Changed)
AMENDMENTS 11/23/66 31 F. R 14827 (Changed)

R-2514 Merced, Calif. (Castle AFB), Restricted Area/Military Climb Corridor.
Boundaries. From a point of beginning at latitude 37°25'15" N., longitude 120°36'29" W., the area centered on a bearing therefrom of 320°, extending to a point 25 nmi NW, having a width of 1 nmi at the beginning and expanding uniformly to a width of 6 nmi at the outer extremity.
Designated altitudes.
Surface to 23,000 feet MSL from the point of beginning to 3 nmi NW.
2,000 feet MSL to 23,000 feet from 3 to 6 nmi NW of the point of beginning.
5,000 feet MSL to 23,000 feet MSL from 6 to 11 nmi NW of the point of beginning.
10,000 feet MSL to 23,000 feet MSL from 11 to 15 nmi NW of the point of beginning.
14,000 feet MSL to 23,000 feet MSL from 15 to 19 nmi NW of the point of beginning.
16,000 feet MSL to 23,000 feet MSL from 19 to 25 nmi NW of the point of beginning.
Time of designation. Continuous.
Using agency. Castle AFB Approach Control.

R-2515 Muroc Lake, Calif.

Boundaries. Beginning at Lat. 35°19'00" N, Long. 116°49'00" W; to Lat. 35°10'00" N, Long. 116° 49'00" W; to Lat. 35°08'50" N, Long. 116°48'40" W; to Lat. 35°06'30" N, Long. 116°58'40" W; to Lat. 34°53'30" N, Long. 117°11'50" W; to Lat. 34°50'20" N, Long. 117°32'00" W; to Lat. 34°48'30" N, Long. 117°32'00" W; to Lat. 34°48'00" N, Long. 117°35'00" W; to Lat. 34°48'00" N, Long. 118°01'00" W; to Lat. 34°49'40" N, Long. 118°05'45" W; to Lat. 35°01'00" N, Long. 118°05'45" W; to Lat. 35°27'40" N, Long. 117°26'00" W; to Lat. 35°15'56" N, Long. 117°26'00" W; to Lat. 35°15'56" N, Long. 116°55'20" W; to Lat. 35°19'00" N, Long. 116°55'20" W; to the point of beginning.

Designated altitudes. Unlimited.

Time of designation. Continuous.

Controlling agency. Federal Aviation Agency, Los Angeles ARTC Center.

Using agency. Commander, Edwards AFB, Calif.

R-2516 Naval Missile Facility, Point Arguello, Calif.

Boundaries. Beginning at latitude 34°59'32" N., longitude 120°41'50" W.; to latitude 34°49'00" N., longitude 120°27'15" W.; to latitude 34°46'15" N., longitude 120°26'40" W.; to latitude 34°39'50" N., longitude 120°31'15" W.; to latitude 34°35'00" N., longitude 120°31'40" W.; to latitude 34°34'52" N., longitude 120°42'37" W.; thence three nautical miles from and parallel to the shoreline to the point of beginning.

Designated altitudes. Surface to unlimited.

Time of designation. Continuous.

Using agency. Commander, Air Force Western Test Range, Vandenburg AFB, Calif.

R-2517 Naval Missile Facility, Point Arguello, Calif.

Boundaries. Beginning at latitude 34°34'52" N., longitude 120°42'37" W.; to latitude 34°35'00" N., longitude 120°31'40" W.; to latitude 34°24'45" N., longitude 120°27'20" W.; to latitude 34°24'00" N., longitude 120°30'00" W.; thence three nautical miles from and parallel to the shoreline to the point of beginning.

Designated altitudes. Surface to unlimited.

Time of designation. Continuous.

Using agency. Commander, Air Force Western Test Range, Vandenburg AFB, Calif.

R-2518 Offshore of California.

Boundaries. A circular area with a 300-yard radius centered at Lat. 33°02'04" N, Long. 118°36'47" W.

Designated altitudes. Surface to 2,000 feet MSL.

Time of designation. Sunrise to sunset.

Using Agency. Officer in Charge, Fleet Air Control and Surveillance Facility, San Diego, Calif.

AMENDMENTS 12/9/66 31 F. R. 15531 (Changed)

R-2519 Point Mugu, Calif.

Boundaries. Beginning at Lat. 34°07'00" N, Long. 119°07'00" W; to Lat. 34°04'15" N, Long. 119° 03'40" W; to Lat. 34°02'15" N, Long. 119°04'20" W; thence 3 nautical miles from and parallel to the shoreline to Lat. 34°05'30" N, Long. 119°13'00" W; to Lat. 34°05'55" N, Long. 119°11'15" W; to Lat. 34°07'08" N, Long. 119°09'32" W; to the point of beginning.

Designated altitudes. Unlimited.

Time of designation. Continuous.

Controlling agency. Federal Aviation Agency, Los Angeles ARTC Center.

Using agency. Commander, Pacific Missile Range, Point Mugu, Calif.

R-2520 Point Mugu, Calif.

Boundaries. Beginning at Lat. 34°08'30" N, Long. 119°06'10" W; to Lat. 34°07'00" N, Long. 119° 05'00" W; to Lat. 34°06'15" N, Long. 119°05'25" W; to Lat. 34°07'00" N, Long. 119°07'00" W; to Lat. 34°07'07" N, Long. 119°09'00" W; to Lat. 34°08'30" N, Long. 119°07'40" W; to the point of beginning.

Designated altitudes. Surface to 3,000 feet MSL.

Time of designation. Continuous.

Controlling agency. Federal Aviation Agency, Los Angeles ARTC Center.

Using agency. Commander, Pacific Missile Range, Point Mugu, Calif.

R-2521 Salton Sea, Calif.

Boundaries. Beginning at latitude 33°18'00" N., longitude 115°44'00" W.; to latitude 33°10'40" N., longitude 115°44'00" W.; to latitude 33°10'40" N., longitude 115°49'50" W.; to latitude 33°23'15" N., longitude 115°58'40" W.; to latitude 33°26'15" N., longitude 115°54'00" W.; to the point of beginning.

Designated altitudes. Surface to flight level 400 sunrise to sunset; surface to 1,000 feet MSL sunset to sunrise.

Time of designation. Sunrise Monday to 2400 PST Friday.

Controlling agency. Federal Aviation Agency, Los Angeles ARTC Center.

Using Agency. Commanding Officer, Naval Air Facility, El Centro, Calif.

AMENDMENTS 8/10/66 31 F.R. 10631 (Correction)

R-2522 San Rafael, Calif. (Hamilton AFB). Restricted Area/Military Climb Corridor.

Boundaries. The area centered on the 325° radial of the Hamilton VOR extending from 7 miles NW of the airbase at Lat. 38°03'35" N, Long. 122°30'30" W to 34 miles NW of the airbase having a width of 2 miles at the beginning and expanding uniformly to a width of 4.6 miles at the outer extremity.
Designated altitudes:
2,000 feet MSL to 15,000 feet MSL from 7 miles NW of the airbase to 8 miles NW of the airbase.
2,000 feet MSL to flight level 240 from 8 to 9 miles NW of the airbase.
2,000 feet MSL to flight level 270 from 9 to 12 miles NW of the airbase.
6,000 feet MSL to flight level 270 from 12 to 17 miles NW of the airbase.
10,000 feet MSL to flight level 270 from 17 to 22 miles NW of the airbase.
15,000 feet MSL to flight level 270 from 22 to 27 miles NW of the airbase.
FL 190 to flight level 270 from 27 to 34 miles NW of the airbase.
Time of designation. Continuous.
Using agency. Hamilton AFB Approach Control.

R-2524 Trona, Calif.

Boundaries. Beginning at Lat. 35°47'46" N, Long. 116°55'20" W; to Lat. 35°15'56" N, Long. 116° 55'20" W; to Lat. 35°15'56" N, Long. 117°16'52" W; to Lat. 35°25'00" N, Long. 117°16'52" W; to Lat. 35°25'00" N, Long. 117°26'00" W; to Lat. 35°36'00" N, Long. 117°26'00" W; to Lat. 35°36'00" N, Long. 117°16'52" W; to Lat. 35°47'46" N, Long. 117°16'52" W; to the point of beginning.
Designated altitudes. Unlimited.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Los Angeles ARTC Center.
Using agency. Commander, Naval Ordnance Test Station, China Lake, Calif.

R-2525 Vernalis, Calif.

Boundaries. A 5-nautical mile radius circle centered at latitude 37°24'00" N., longitude 121°20'00" W.
Designated altitudes. Surface to 17,000 feet MSL.
Time of designation: Continuous.
Controlling agency. Federal Aviation Agency, Oakland ARTC Center.
Using agency. Commander, Fleet Air, Alameda, Calif.

AMENDMENTS 7/21/66 31 F.R. 7612 (Changed)

R-2526 Victorville, Calif. (George AFB), Restricted Area/Military Climb Corridor.

Boundaries. The area centered on a line beginning at latitude 34°33'32" N., longitude 117°24'55" W. (2 nautical miles SW of the lift-off end of Runway 21) and extending via the bearing of 235° to a point 24 nautical miles SW having a width of 1 nautical mile at the beginning and expanding uniformly to a width of 6 nautical miles at the outer extremity.
Designated Altitudes:
Surface to FL 200 from the point of beginning to 1 nautical mile SW.
4,000 feet MSL to FL 230 from 1 nautical mile to 2 nautical miles SW of the point of beginning.
5,000 feet MSL to FL 230 from 2 nautical miles to 3 nautical miles SW of the point of beginning.
6,000 feet MSL to FL 230 from 3 nautical miles to 5 nautical miles SW of the point of beginning.
8,000 feet MSL to FL 230 from 5 nautical miles to 7 nautical miles SW of the point of beginning.
10,000 feet MSL to FL 230 from 7 nautical miles to 8 nautical miles SW of the point of beginning.
11,000 feet MSL to FL 230 from 8 nautical miles to 9 nautical miles SW of the point of beginning.
12,000 feet MSL to FL 230 from 9 nautical miles to 10 nautical miles SW of the point of beginning.
13,000 feet MSL to FL 230 from 10 nautical miles to 11 nautical miles SW of the point of beginning.
14,000 feet MSL to FL 230 from 11 nautical miles to 12 nautical miles SW of the point of beginning.
15,000 feet MSL to FL 230 from 12 nautical miles to 13 nautical miles SW of the point of beginning.
16,000 feet MSL to FL 230 from 13 nautical miles to 14 nautical miles SW of the point of beginning.
17,000 feet MSL to FL 230 from 14 nautical miles to 15 nautical miles SW of the point of beginning.
17,600 feet MSL to FL 230 from 15 nautical miles to 16 nautical miles SW of the point of beginning.
FL 182 to FL 230 from 16 nautical miles to 17 nautical miles SW of the point of beginning.
FL 188 to FL 230 from 17 nautical miles to 18 nautical miles SW of the point of beginning.
FL 194 to FL 230 from 18 nautical miles to 19 nautical miles SW of the point of beginning.
FL 200 to FL 230 from 19 nautical miles to 24 nautical miles SW of the point of beginning.
Time of Designation. Continuous.
Controlling Agency. Federal Aviation Agency, Edwards Approach Control.
Using Agency. Commander, George AFB, Calif.

R-2527 Oxnard, Calif. (Oxnard AFB), Restricted Area/Military Climb Corridor.

Boundaries. The area centered on the Oxnard AFB TACAN 270° radial and the Oxnard AFB ILS localizer W course bounded by a line beginning at Lat. 34°13'45" N, Long. 119°12'55" W; to Lat. 34°11'55" N, Long. 119°12'55" W; to Lat. 34°11'30" N, Long. 119°18'45" W; along the continental limits of the United States to Lat. 34°13'55" N, Long. 119°19'40" W; to the point of beginning.
Designated altitudes:
2,100 feet MSL to 15,100 feet MSL from 7 miles W of the TACAN to 8 miles W of the TACAN.
2,100 feet MSL to flight level 240 from 8 to 9 miles W of the TACAN.
2,100 feet MSL to flight level 270 from 9 to 12 miles W of the TACAN.
6,100 feet MSL to flight level 270 from 12 miles W of the TACAN to the continental limits of the U. S.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Oxnard Approach Control.
Using agency. Commander, Oxnard AFB, Calif.

R-2529 Fort Ord West, California

Boundaries. Beginning at latitude 36° 42' 00" N., longitude 121° 49' 45" W.; to latitude 36° 40' 45" N., longitude 121° 48' 22" W.; thence south along California State Highway No. 1 to latitude 36° 38' 05" N., longitude 121° 49' 55" W.; to latitude 36° 38' 15" N., longitude 121° 51' 45" W.; to the point of beginning.
Designated altitudes. Surface to 1,000 feet MSL.
Time of designation. Thirty minutes before sunrise to thirty minutes after sunset.
Controlling agency. Federal Aviation Agency, Monterey Approach Control.
Using agency. Commanding General, Fort Ord, California.

R-2530 Sierra Army Depot, Calif.

Boundaries. Beginning at latitude 40° 18' 21" N., longitude 120° 05' 06" W.; to latitude 40° 18' 21" N., longitude 120° 02' 51" W.; to latitude 40° 16' 06" N., longitude 120° 02' 51" W.; to latitude 40° 16' 06" N., longitude 120° 05' 06" W.; to the point of beginning.
Designated altitudes. Surface to 8,600 feet MSL.
Time of designation. 0800 to 1800 p.s.t., Monday through Friday.
Using agency. Commanding Officer, Sierra Army Depot, Herlong, California.

R-2531 Tracy, Calif.

Boundaries. Beginning at latitude 37°40'34" N., longitude 121°33'42" W.; to latitude 37°40'45" N., longitude 121°31'29" W.; to latitude 37°39'28" N., longitude 121°30'28" W.; to latitude 37°38'50" N., longitude 121°31'05" W.; to latitude 37°39'03" N., longitude 121°34'03" W.; thence to the point of beginning.
Designated altitudes. Surface to 4,000 feet MSL.
Time of designation. 1000 to 1800, local time, Monday through Friday.
Using agency. United States Atomic Energy Commission, San Francisco Operations Office.

§ 73.26 Colorado

R-2601 Fort Carson, Colo.

Boundaries. Beginning at Lat. 38°32'06" N, Long. 104°49'18" W; to Lat. 38°32'06" N, Long. 104°45'00" W; to Lat. 38°43'38" N, Long. 104°45'50" W; to Lat. 38°43'43" N, Long. 104°46'20" W; to Lat. 38°42'58" N, Long. 104°48'30" W; to Lat. 38°43'12" N, Long. 104°49'07" W; thence southwest along Colorado Highway #115 to Lat. 38°39'00" N, Long. 104°52'00" W; to Lat. 38°36'20" N, Long. 104°52'00" W; to the point of beginning.
Designated altitudes. Surface to 35,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Denver ARTC Center.
Using agency. Commanding General, Fort Carson, Colo.

AMENDMENTS 10/13/66 31 F.R. 11016 (Changed)

R-2602 Fort Carson, Colo.

Boundaries: Beginning at latitude 38°39'00" N., longitude 104°52'00" W.; to latitude 38°36'20" N., longitude 104°52'00" W.; to latitude 38°32'06" N., longitude 104°49'18" W.; to latitude 38°32'06" N., longitude 104°45'00" W.; to latitude 38°26'10" N., longitude 104°45'00: W.; to latitude 38°26'10" N., longitude 104°57'13" W.; to latitude 38°32'38" N., longitude 104°57'13" W.; thence northeast along Colorado Highway No. 115 to point of beginning.
Designated altitudes: Surface to 35,000 feet MSL.
Time of designation: Continuous.
Controlling agency: Federal Aviation Agency, Denver ARTC Center.
Using agency: Commanding General, Fort Carson, Colo.
AMENDMENTS 10/13/66 31 F.R. 11016 (Added)

§ 73.27 Connecticut

§ 73.28 Delaware

R-2801 Bethany Beach, Del.

Boundaries. Beginning at Lat. 38°31'15" N, Long. 75°03'10" W; to Lat. 38°33'45" N, Long. 74°59' 33" W; thence 3 nautical miles from and parallel to the shoreline to Lat. 38°26'45" N, Long. 74°59' 15" W; to Lat. 38°29'03" N, Long. 75°03'00" W; to the point of beginning.
Designated altitudes. Surface to 23,500 feet m.s.l.
Time of designation: June 1 through September 30 - 0800-2000 local time, Monday through Friday.
October 1 through May 31 - 0800-1600 local time, Saturdays and Sundays.
Using agency. Adjutant General, State of Delaware, Wilmington, Del.

§ 73.29 Florida

R-2901A Avon Park North, Fla.

Boundaries. Beginning at latitude 27°44'45" N., longitude 81°21'25" W.; to latitude 27°52'55" N., longitude 81°24'20" W.; to latitude 27°55'00" N., longitude 81°17'55" W.; to latitude 27°44'45" N., longitude 81°14'05" W.; to point of beginning.
Designated altitude. 500 feet MSL to 6,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Miami ARTC Center.
Using agency. Commander, MacDill AFB, Fla.

R-2901B Avon Park South, Fla.

Boundaries. Beginning at latitude 27°34'50" N., longitude 81°09'30" W.; to latitude 27°26'10" N., longitude 81°01'05" W.; to latitude 27°22'35" N., longitude 81°05'15" W.; thence along Highway 98 to latitude 27°23'00" N., longitude 81°07'00" W.; to latitude 27°32'40" N., longitude 81°16'50" W.; to latitude 27°32'40" N., longitude 81°12'20" W.; to point of beginning.
Designated altitudes. 500 feet MSL to 6,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Miami ARTC Center.
Using agency. Commander, MacDill AFB, Florida.

R-2901C Avon Park West, Fla.

Boundaries. Beginning at latitude 27°35'30" N., longitude 81°08'15" W.; to latitude 27°34'50" N., longitude 81°09'30" W.; to latitude 27°32'40" N., longitude 81°12'20" W.; to latitude 27°32'40" N., longitude 81°16'50" W.; to latitude 27°32'32" N., longitude 81°21'40" W.; thence North along Arbuckle Creek to Arbuckle Lake and along the East and North shore of Arbuckle Lake to latitude 27°43'10" N., longitude 81°25'20" W.; to latitude 27°44'50" N., longitude 81°25'20" W.; to latitude 27°44'45" N., longitude 81°21'25" W.; to latitude 27°44'45" N., longitude 81°11'40" W.; to point of beginning.
Designated altitudes. Surface to flight level 240.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Miami ARTC Center.
Using agency. Commander, MacDill AFB, Fla.

R-2901D Avon Park East, Fla.

Boundaries. Beginning at latitude 27°44'45" N., longitude 81°10'20" W.; to latitude 27°37'00" N., longitude 81°06'50" W.; to latitude 27°35'30" N., longitude 81°08'15" W.; to latitude 27°44'45" N., longitude 81°11'40" W.; to point of beginning.
Designated altitude. Surface to 13,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Miami ARTC Center.
Using agency. Commander, MacDill AFB, Fla.

R-2902 Banana River, Fla.

Boundaries. Beginning at Lat. 28°50'00" N, Long. 80°50'00" W; to Lat. 28°50'00" N, Long. 80° 41'35" W; thence 3 nautical miles from and parallel to the shoreline to Lat. 28°22'00" N, Long. 80° 33'00" W; to Lat. 28°22'00" N, Long. 80°38'00" W; to the point of beginning.
Designated altitudes. Unlimited.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Miami ARTC Center.
Using agency. Commander, Air Force Eastern Test Range, Patrick AFB, Fla.

R-2903A Jacksonville East, Fla.

Boundaries. Beginning at latitude 30°15'30" N., longitude 81°43'25" W., clockwise along an arc of a circle 2½ nautical miles in radius centered at latitude 30°14'00" N., longitude 81°41'00" W., to latitude 30°11'25" N., longitude 81°41'00" W., to latitude 29°49'50" N., longitude 81°41'00" W., counterclockwise along an arc of a circle 3 nautical miles in radius centered at latitude 29°47'00" N., longitude 81°41'00" W., to latitude 29°45'15" N., longitude 81°43'40" W., to latitude 29°47'55" N., longitude 81°50'30" W., to latitude 29°50'45" N., longitude 81°49'15" W., to latitude 29°53'50" N., longitude 81°57'50" W., to latitude 30°00'15" N., longitude 81°52'05" W., to latitude 30°02'05" N., longitude 81°54'45" W., to latitude 29°56'20" N., longitude 82°00'00" W., counterclockwise along an arc of a circle 3 nautical miles in radius centered at latitude 29°53' 20" N., longitude 82°00'25" W., to latitude 29°56'00" N., longitude 82°02'00" W., to latitude 30°15'30" N., longitude 82°02'00" W., to the point of beginning.

Designated altitude. Surface to flight level 600.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Jacksonville ARTC Center.
Using agency. Commander, Fleet Air Jacksonville, NAS Jacksonville, Fla.

R-2903B Stevens Lake, Fla.

Boundaries. Beginning at Lat. 29°56'20" N, Long. 82°00'00" W; to Lat. 30°02'05" N, Long. 81°54' 45" W; to Lat. 30°00'15" N, Long. 81°52'05" W; to Lat. 29°53'50" N, Long. 81°57'50" W; to Lat. 29° 50'45" N, Long. 81°49'15" W; to Lat. 29°47'55" N, Long. 81°50'30" W; to Lat. 29°50'55" N, Long. 81° 58'20" W; thence clockwise along an arc of a circle with a 3-nautical mile radius centered at Lat. 29°53'20" N, Long. 82°00'25" W; to the point of beginning, excluding that area 1 nautical mile either side of a 220° True bearing from, and more than 1 2/3 nautical miles from Lat. 29°53'20" N, Long. 82° 00'25" W.

Designated altitudes. Surface to flight level 600.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Jacksonville ARTC Center.
Using agency. Commander, Fleet Air Jacksonville, NAS Jacksonville, Fla.

R-2903C Putnam, Fla.

Boundaries. The area within a 3-nautical mile radius of Lat. 29°47'00" N, Long. 81°41'00" W.
Designated altitudes. Surface to 14,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Jacksonville ARTC Center.
Using agency. Commander, Fleet Air Jacksonville, NAS Jacksonville, Fla.

R-2903D Jacksonville West, Fla.

Boundaries. Beginning at latitude 30°21'32" N., longitude 82°02'00" W.; to latitude 29°56'00" N., longitude 82°02'00" W.; counterclockwise along an arc of a circle 3 nautical miles in radius centered at latitude 29°53' 20" N., longitude 82°00'25" W.; to latitude 29°53'30" N., longitude 82°04'00" W.; to latitude 30°00'00" N., longitude 82°19'30" W.; to latitude 30°03'00" N., longitude 82°20'00" W.; to latitude 30°22'00" N., longitude 82°20'00" W.; to the point of beginning.

Designated altitudes. 1,200 feet AGL to FL 230.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Jacksonville ARTC Center.
Using agency. Commander Fleet Air, Jacksonville, NAS Jacksonville, Fla.

R-2903E Jacksonville North, Fla.

Boundaries. Beginning at latitude 30°15'30" N., longitude 81°50'00" W.; to latitude 30°15'30" N., longitude 82°02'00" W.; to latitude 30°21'32" N., longitude 82°02'00" W.; to latitude 30°21'20" N., longitude 81°55'45" W.; to the point of beginning.

Designated altitude. Surface to FL 230.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Jacksonville ARTC Center.
Using agency. Commander Fleet Air, Jacksonville, NAS Jacksonville, Fla.

R-2906 Rodman, Fla.

Boundaries. Within a 3-nautical mile radius of latitude 29°29'00" N., longitude 81°46'00" W., and within 1½ nautical miles either side of the 240° and 300° True bearings from the center extending from the 3-nautical mile radius to 10 nautical miles northwest and southwest of the center.

Designated altitudes. The 3-nautical mile radius, surface to 14,000 feet MSL; the extensions, surface to 6,000 feet MSL.
Time of designation. From sunrise to 2400 eastern standard time.
Controlling agency. Federal Aviation Agency, Jacksonville ARTC Center.
Using agency. Commander, Fleet Air Jacksonville, NAS Jacksonville, Fla.

R-2907 **Lake George, Fla.**

Boundaries. Beginning at latitude 29°23'00" N., longitude 81°31'30" W.; to latitude 29°20'00" N., longitude 81°30'40" W.; to latitude 29°12'30" N., longitude 81°30'00" W.; to latitude 29°12'30" N., longitude 81° 40'00" W.; to latitude 29°23'00" N., longitude 81°40'00" W.; to the point of beginning.
Designated Altitudes. Surface to flight level 500.
Time of Designation. Continuous.
Controlling Agency. Federal Aviation Agency, Jacksonville, ARTC Center.
Using Agency. Commander, Fleet Air Jacksonville, NAS. Jacksonville, Fla.

R-2908 **Pensacola, Fla.**

Boundaries. Bounded on the N by the Alabama-Florida shoreline; on the E by a line extending from Lat. 30°15'00" N, Long, 87°41'00" W to Lat. 30°11'20" N, Long. 87°44'15" W; on the S by a line 3 nautical miles from and parallel to the Alabama-Florida shoreline; and on the W by Long. 88°01'30" W.
Designated altitudes. Surface to 12,000 feet MSL.
Time of designation. Sunrise to sunset.
Using agency. Chief, Naval Air Basic Training, Pensacola, Fla.

R-2909 **Pensacola, Fla.**

Boundaries. Bounded on the N by the Florida shoreline; on the E by Long. 86°48'00" W; on the S by a line 3 nautical miles from and parallel to the Florida shoreline; and on the W by a line extending from Lat. 30° 18'20" N, Long. 87°00'00" W to Lat. 30°21'15" N, Long. 87°00'50" W.
Designated altitudes. Surface to 12,000 feet MSL.
Time of designation. Sunrise to sunset.
Using agency. Chief, Naval Air Basic Training, Pensacola, Fla.

R-2910 **Pinecastle, Fla.**

Boundaries. A circular area with a 5-nautical mile radius centered at latitude 29°06'52" N. longitude 81°42'55" W. including the area within 2.5 nautical miles either side of the 137° and 317° bearings from the center of the circular area, extending from the 5-nautical mile radius of 10 nautical miles SE and NW of the center.
Designated altitudes. Within the 5-nautical mile circle, surface to flight level 370; within the SE and NW extensions, surface to 6,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Jacksonville ARTC Center.
Using agency. Commander, Fleet Air Jacksonville, NAS Jacksonville, Fla.

R-2912 **Panama City, Fla.**

Boundaries. Beginning at latitude 30°42'00" N., longitude 85°53'00" W.; to latitude 30°43'10" N.; longitude 85°09'35" W.; to latitude 30°08'30" N., longitude 84°37'30" W.; to latitude 29°58'15" N., longitude 84°-29'40" W.; to latitude 29°44'00" N., longitude 84°59'00" W.; to the point of beginning.
Designated altitudes. Vertical airspace limits not to exceed 2,000 consecutive feet during any given time of use from 700 feet MSL through 5,000 feet MSL.
Time of designation. From 0600 to 1800 hours c.s.t., Monday through Friday.
Controlling agency. Federal Aviation Agency, Jacksonville ARTC Center.
Using Agency. Commander, Tyndall AFB, Fla.

R-2914 **Valparaiso, Fla.**

Boundaries. Beginning at latitude 30°43'10" N., longitude 86°27'37" W.; to latitude 30°43'45" N., longitude 86°10'30" W.; to latitude 30°41'00" N., longitude 86°05'10" W.; to latitude 30°24'00" N., longitude 85°56'00" W.; to latitude 30°11'10" N., longitude 85°56'00" W.; thence 3 nautical miles from and parallel to the shoreline to latitude 30°19'45" N., longitude 86°23'45" W.; to latitude 30°25'00" N., longitude 86° 22'26" W.; to latitude 30°25'00" N., longitude 86°25'00" W.; to latitude 30°33'00" N., longitude 86°25'00" W.; to latitude 30°33'00" N., longitude 86°25'30" W.; to latitude 30°37'00" N., longitude 86°25'30" W.; to latitude 30°37'00" N., longitude 86°27'37" W.; to point of beginning.
Designated altitudes. Surface to FL 500.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Jacksonville ARTC Center.
Using agency. Commander, Air Proving Ground, Eglin AFB, Fla.

R-2915A **Eglin AFB, Fla.**

Boundaries. Beginning at latitude 30°33'40" N., longitude 86°55'00" W.; to latitude 30°38'45" N., longitude 86°55'00" W.; thence along the L and N Railroad to latitude 30°42'45" N., longitude 86°45'45" W.;to latitude 30°42'50" N., longitude 86°38'02" W.; to latitude 30°29'01" N., longitude 86°38'02" W.; to latitude 30°26'30" N., longitude 86°51'30" W.; thence along the Navarre-Milton Highway to point of beginning.
Designated altitudes. Surface to FL 500.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Jacksonville ARTC Center.
Using agency. Commander, Air Proving Ground Command, Eglin AFB, Florida.

R-2915B Eglin AFB, Fla.

Boundaries. Beginning at latitude 30°29'01" N., longitude 86°38'02" W.; to latitude 30°20'50" N., longitude 86°38'50" W.; thence 3 nautical miles from and parallel to the shoreline to latitude 30°20'15" N., longitude 86°48'00"W.; to latitude 30°23'20" N., longitude 86°48'00" W.; to latitude 30°22'50" N., longitude 86°51'30" W.; to latitude 30°23'50" N., longitude 86°51'30" W.; to latitude 30°24'20" N., longitude 86°48'00" W.; to latitude 30°26'30" N., longitude 86°51'30" W.; to point of beginning.
Designated altitudes. Surface to FL 1200.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Jacksonville ARTC Center.
Using agency. Commander, Air Proving Ground Command, Eglin AFB, Florida.

R-2916 Cudjoe Key, Fla.

Boundaries. A circular area 4 statute miles in diameter centered at latitude 24°42'01" N., longitude 81°30'30" W.
Designated altitudes: Surface to 14,000 feet m.s.l.
Time of designation: Continuous.
Using agency: U. S. Air Force Cambridge Laboratory, Office of Aerospace Research, U. S. Air Force, L. G. Hanscom Field, Bedford, Mass.

§ 73.30 Georgia

R-3001 Dawsonville, Ga.

Boundaries. A circular area with a 1.5-mile radius centered at latitude 34°22'00" N., longitude 84°10'00" W.
Designated altitudes. Surface to 5,000 feet MSL.
Time of designation. Continuous.
Using agency. Commander, Air Force Systems Command, Andrews AFB, Md.

R-3002A Fort Benning, Ga.

Boundaries. Beginning at latitude 32°30'50" N., longitude 84°52'15" W.; along the Central of Georgia Railroad to latitude 32°32'10" N., longitude 84°40'40" W.; to lat. 32°31'20" N, long. 84°40'20" W.; thence northeast along Upatoi Creek to lat. 32°31'46" N, long. 84°39'25" W; to lat. 32°18'30" N, long. 84°39'25" W; along the Central of Georgia Railroad to latitude 32°20'
54" N., longitude 84°47'20" W.; to latitude 32°15'25" N., longitude 84°47'20" W.; to latitude 32°15'25" N., longitude 84°53'10" W.; along the Chattahoochee River to latitude 32°14'40" N., longitude 84°55'30" W.; to latitude 32°14'40" N., longitude 84°58'42" W.; to latitude 32°20'15" N., longitude 84°58'42" W.; along northwest side of Dixie Road to latitude 32°21'10" N., longitude 84°56'45" W.; to latitude 32°22'30" N., longitude 84°56'45" W.; along Upatoi Creek to lat. 32°24'00" N, long. 84°53'30" W; to lat. 32°29'17" N, long. 84°52'32" W; to lat. 32°29'17" N, long. 84°51'35" W; to lat. 32°30'19" N, long. 84°51'35" W; to lat. 32°30'19" N, long. 84°52'21" W; to the point of beginning.
Designated altitude. Surface to and including 18,000 feet MSL.
Time of designation. Continuous.
Using agency. Commanding Officer, Fort Benning, Ga.

AMENDMENTS 1/27/66 31 F. R. 1145 (Changed)

R-3002B Fort Benning, Ga.

Boundaries: Beginning at latitude 32°30'50" N., longitude 84°52'15" W.; along the Central of Georgia Railroad to latitude 32°32'10" N., longitude 84°40'40" W.; to lat. 32°31'20" N, long. 84°40'20" W.; thence northeast along Upatoi Creek to lat. 32°31'46" N, long. 84°39'25" W.; to lat. 32°18'30" N, long. 84°39'25" W.; along the Central of Georgia Railroad to latitude 32°20'54" N., longitude 84°47'20" W.; to latitude 32°15'25" N., longitude 84°47'20" W.; to latitude 32°15'25" N., longitude 84°53'10" W.; along the Chattahoochee River to latitude 32°14'40" N., longitude 84°55'30" W.; to latitude 32°14'40" N., longitude 84°58'42" W.; to latitude 32°20'15" N., longitude 84°58'42" W.; along northwest side of Dixie Road to latitude 32°21'10" N., longitude 84°56'45" W.; to latitude 32°22'30" N., longitude 84°56'45" W.; along Upatoi Creek to latitude 32°24'00" N., longitude 84°53'30" W.; to latitude 32°29'17" N., longitude 84°52'32" W.; to latitude 32°29'17" N., longitude 84°51'35" W.; to latitude 32°30'19" N., longitude 84°51'35" W.; to latitude 32°30'19" N., longitude 84°52'21" W.; to the point of beginning.
Designated altitude: From 18,000 feet MSL to 29,000 feet MSL.
Time of designation: Continuous.
Controlling agency: Federal Aviation Agency, Atlanta ARTC Center.
Using Agency: Commanding Officer, Fort Benning, Ga.

AMENDMENT 1/27/66 31 F. R. 1145 (Added)

R-3003 **Fort Gordon, Ga.**

Boundaries. Beginning at latitude 33°23'35" N., longitude 82°08'30" W.; to latitude 33°22'15" N., longitude 82°08'18" W.; to latitude 33°21'35" N., longitude 82°09'10" W.; to latitude 33°22'15" N., longitude 82°17'00" W.; to latitude 33°25'00" N., longitude 82°12'00" W.; to point of beginning.

Designated altitude. Surface to 4,000 feet MSL.

Time of designation. Continuous.

Controlling agency. Federal Aviation Agency, Jacksonville ARTC Center.

Using agency. Commanding Officer, Fort Gordon, Ga.

R-3004 **Fort Gordon, Ga.**

Boundaries. Beginning at latitude 33°21'53" N., longitude 82°12'15" W.; to latitude 33°19'43" N., longitude 82°12'15" W.; to latitude 33°16'20" N., longitude 82°18'00" W.; to latitude 33°17'29" N., longitude 82°23'00" W.; to latitude 33°21'15" N., longitude 82°18'47" W.; to latitude 33°22'15" N., longitude 82°17'00" W.; to point of beginning.

Designated altitude. Surface to 20,000 feet MSL.

Time of designation. Continuous.

Controlling agency. Federal Aviation Agency, Jacksonville ARTC Center.

Using agency. Commanding Officer, Fort Gordon, Ga.

R-3005A **Fort Stewart, Ga.**

Boundaries. Beginning at latitude 32°04'40" N., longitude 81°50'00" W.; to latitude 32°07'00" N., longitude 81°43'30" W.; to latitude 32°06'15" N., longitude 81°31'30" W.; to latitude 32°05'30" N., longitude 81°31'30" W.; to latitude 32°05'15" N., longitude 81°30'00" W.; to latitude 31°56'30" N., longitude 81°30'00" W.; thence along the arc of a 5-mile circle centered at latitude 31°53'20" N., longitude 81°33'45" W.; to latitude 31°56'48" N., longitude 81°30'42" W.; thence SW along Georgia Highway 144 to latitude 31°53'11" N., longitude 81°37'51" W.; to latitude 31°51'45" N., longitude 81°38'08" W.; to latitude 31°55'30" N., longitude 81°53'00" W.; to latitude 31°57'00" N., longitude 81°53'15" W.; to latitude 31°59'45" N., longitude 81°51'06" W., to the point of beginning.

Designated altitudes. Surface to 29,000 feet MSL.

Time of designation. Continuous.

Controlling agency. Federal Aviation Agency, Jacksonville ARTC Center.

Using agency. Commanding Officer, Fort Stewart, Ga.

R-3005B **Fort Stewart, Ga.**

Boundaries. Beginning at latitude 32°05'15" N., longitude 81°30'00" W.; to latitude 32°04'15" N., longitude 81°22'30" W.; thence along the Ogeechee River to latitude 32°00'30" N., longitude 81°19'30" W.; to latitude 31°58'45" N., longitude 81°19'45" W.; to latitude 31°56'15" N., longitude 81°23'00" W.; to latitude 31°54'03" N., longitude 81°28'45" W.; thence along the arc of a 5-statute-mile-radius circle centered at latitude 31°53'20" N., longitude 81°33'45" W.; to latitude 31°56'30" N., longitude 81°30'00" W., to the point of beginning.

Designated altitudes. Surface to 29,000 feet MSL.

Time of designation. Continuous.

Controlling agency. Federal Aviation Agency, Jacksonville ARTC Center.

Using agency. Commanding Officer, Fort Stewart, Ga.

R-3005C **Fort Stewart, Ga.**

Boundaries. Beginning at latitude 31°54'03" N., longitude 81°28'45" W.; to latitude 31°51'20" N., longitude 81°36'00" W.; to latitude 31°51'45" N., longitude 81°38'08" W.; to latitude 31°53'11" N., longitude 81°37'51" W.; thence NE along Georgia Highway 144 to latitude 31°56'48" N., longitude 81°30'42" W.; thence along the arc of a 5-mile radius circle centered at latitude 31°53'20" N., longitude 81°33'45" W., to the point of beginning.

Designated altitudes. Surface to 3,500 feet MSL.

Time of designation. Continuous.

Controlling agency. Federal Aviation Agency, Jacksonville ARTC Center.

Using agency. Commanding Officer, Fort Stewart, Ga.

R-3006 **Townsend, Ga.**

Boundaries. Beginning at latitude 31°40'30" N., longitude 81°41'55" W.; to latitude 31°37'35" N., longitude 81°37'10" W.; thence clockwise via the arc of a circle with a 5 nautical mile radius centered at latitude 31°32'50" N., longitude 81°35'20" W.; to latitude 31°32'40" N., longitude 81°41'10" W.; to latitude 31°35'30" N., longitude 81°46'00" W.; to point of beginning.

Designated altitudes. Surface to 14,000 feet MSL within the circle with a 5 nautical mile radius centered at latitude 31°32'50" N., longitude 81°35'20" W. Surface to 9,000 feet MSL within the area beginning at latitude 31°39'20" N., longitude 81°40'00" W.; to latitude 31°37'35" N., longitude 81°37'10" W.; thence counterclockwise along the arc of the circle with a 5 nautical mile radius centered at latitude 31°32'50" N., longitude 81°35'20" W.; to latitude 31°32'40" N., longitude 81°41'10" W.; to latitude 31°34'20" N., longitude 81°44'05" W.; to point of beginning. Surface to 6,000 feet MSL within the area beginning at latitude 31°40'30" N., longitude 81°41'55" W.; to latitude 31°39'20" N., longitude 81°40'00" W.; to latitude 31°34'20" N., longitude 81°44'05" W.; to latitude 31°35'30" N., longitude 81°46'00" W.; to point of beginning.

Time of designation. 0600 to 1800 e.s.t., Monday through Friday.

Controlling agency. Federal Aviation Agency, Jacksonville ARTC Center.

Using agency. Commander, Fleet Air Jacksonville, NAS Jacksonville, Fla.

AMENDMENTS 1/5/67 31 F. R. 15087 (Rewritten)

§ 73.31 Hawaii

R-3101 Bonham, Hawaii

Boundaries. Beginning at Lat. 22°12'45" N, Long. 159°43'00" W; to Lat. 22°09'20" N, Long. 159° 43'00" W; counterclockwise along the shoreline of the Island of Kauai to Lat. 21°58'00" N, Long. 159° 43'00" W; to Lat. 21°55'00" N, Long. 159°43'00" W; clockwise along a line 3 nautical miles from and parallel to the shoreline of the Island of Kauai to the point of beginning.
Designated altitudes. Surface to 5,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Lihue Flight Service Station.
Using agency. Commander, Fleet Air Hawaii, NAS Barber's Point, Hawaii.

R-3102 Dillingham, Hawaii

Boundaries. Beginning at latitude 21° 35' 02" N., longitude 158° 11' 02" W.; to latitude 21° 35' 00" N., longitude 158" 15' 24" W.; to latitude 21° 34' 51" N., longitude 158° 17' 30" W.; to latitude 21° 35' 23" N., longitude 158° 19' 40" W.; thence three (3) nautical miles from the shoreline to latitude 21° 37' 42" N., longitude 158° 09' 24" W.; to point of beginning.
Designated altitudes. Surface to 29,000 feet MSL.
Time of designation. 0700 to 1700 Hawaiian standard time. Monday through Friday.
Controlling agency. Federal Aviation Agency, Honolulu Flight Service Station.
Using agency. Commanding General, U. S. Army Hawaii, Schofield Barracks, Hawaii.

R-3103 Humuula, Hawaii

Boundaries. Beginning at Lat. 19°48'45" N, Long. 155°38'00" W; to Lat. 19°45'15" N, Long. 155° 32'00" W; to Lat. 19°39'00" N, Long. 155°26'30" W; to Lat. 19°32'00" N, Long. 155°42'00" W; to Lat. 19°38'00" N, Long. 155°45'10" W; to Lat. 19°41'00" N, Long. 155°44'00" W; to Lat. 19°47'00" N, Long. 155°38'00" W; to the point of beginning.
Designated altitudes. Surface to 36,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Hilo Combined Station/Tower.
Using agency. Commanding General, U. S. Army Hawaii, Schofield Barracks, Hawaii.

R-3104 Island of Kahoolawe, Hawaii

Boundaries. Beginning at latitude 20°34'20" N., longitude 156°40'30" W.; thence clockwise 1 mile from and parallel to the shoreline to latitude 20°37'00" N., longitude 156°35'15" W.; to latitude 20°35'20" N., longitude 156°31'45" W.; thence clockwise 1 mile from and parallel to the shoreline to latitude 20°30'20" N., longitude 156°31'45" W.; to latitude 20°30'00" N., longitude 156°31'00" W.; to latitude 20°28'30" N., longitude 156°30'45" W.; thence clockwise 3 nautical miles from and parallel to the shoreline to latitude 20°35'25" N., longitude 156°43'00" W.; to the point of beginning.
Designated altitudes. Surface to unlimited.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Honolulu ARTC Center.
Using agency. Commander, Fleet Air Hawaii, NAS Barber's Point, Hawaii.

R-3107 Kaula Rock, Hawaii

Boundaries. A circular area with a 3-nautical mile radius centered at Lat. 21°39'30" N, Long. 160°32'30" W.
Designated altitudes. Surface to flight level 300.
Time of designation. Continuous.
Using agency. Commander, Fleet Air Hawaii, NAS Barber's Point, Hawaii.

R-3108 Kauna Point, Hawaii

Boundaries. Beginning at latitude 19°15'00" N., longitude 155°56'00" W.; to latitude 18°58'43" N., longitude 155°47'30" W.; to latitude 18°56'22" N., longitude 155°47'30" W.; thence clockwise 3 nautical miles from the shoreline to latitude 19°14'35" N., longitude 155°57'30" W.; to the point of beginning.
Designated altitudes. Surface to flight level 500.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Maui Combined Station/Tower.
Using agency. Commander, Fleet Air Hawaii, NAS Barber's Point Hawaii.

R-3109 Schofield-Makua, Oahu, Hawaii

Boundaries. Beginning at latitude 21° 30' 29" N., longitude 158° 04' 09" W.; to latitude 21° 29' 25" N., longitude 158° 05' 00" W.; to latitude 21° 27' 28" N., longitude 158° 05' 55" W.; to latitude 21° 29' 11" N., longitude 158° 07' 35" W.; to latitude 21° 31' 00" N., longitude 158° 14' 00" W.; to latitude 21° 32' 30" N., longitude 158° 14' 30" W.; to latitude 21° 33' 30" N., longitude 158° 15' 30" W.; to latitude 21° 34' 51" N., longitude 158° 17' 30" W.; to latitude 21° 35' 00" N., longitude 158° 15' 24" W.; to latitude 21° 32' 14" N., longitude 158° 05' 12" W.; to point of beginning.
Designated altitudes. The area southeast of a line between latitude 21° 28' 35" N., longitude 158° 07' 00" W., and latitude 21° 29' 25" N., longitude 158° 05' 00" W., surface to 8,000 feet MSL. The area northwest of this line, surface to 29,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Honolulu Flight Service Station.
Using agency. Commanding General, U. S. Army Hawaii, Schofield Barracks, Hawaii.

§ 73.32 Idaho

R-3201 Arco, Idaho.

Boundaries. Beginning at Lat. 43°59'20" N, Long. 112°43'50" W; to Lat. 43°50'20" N, Long. 112° 30'00" W; to Lat. 43°32'00" N, Long. 112°35'00" W; to Lat. 43°27'00" N, Long. 113°03'00" W; to Lat. 43°34'30" N, Long. 113°11'50" W; to Lat. 43°48'40" N, Long. 112°49'40" W; to the point of beginning.
Designated altitudes. Surface to 10,000 feet MSL.
Time of designation. Continuous.
Using agency. Manager, Atomic Energy Commission, Idaho Falls, Idaho.

R-3202 Sailor Creek, Idaho
Boundaries: Beginning at latitude 42°48'45" N., longitude 115°38'14" W.; to latitude 42°48'45" N., longitude 115°32'41" W.; to latitude 42°40'00" N., longitude 115°32'41" W.; to latitude 42°40'00" N., longitude 115°38'14" W.; to the point of beginning.
Designated altitudes: Surface to 12,000 feet MSL.
Time of designation: From sunset to 4 hours thereafter, Monday through Friday.
Controlling agency: Federal Aviation Agency, Salt Lake ARTC Center.
Using agency: Commander, 67th Tactical Reconnaissance Wing, Mountain Home AFB, Idaho.

AMENDMENTS 7/21/66 31 F. R. 6893 (Added)

§ 73.33 Illinois

R-3301 Havana, Ill.

Boundaries. A circular area with a 500-foot radius centered latitude 40°13;16" N., longitude 90°01'23" W.
Designated altitudes. Surface to 6,000 feet MSL.
Time of designation. Continuous.
Using agency. Director, Central Radio Propagation Laboratory, National Bureau of Standards, Boulder, Colo.

R-3302 Savanna, Ill.

Boundaries. A circular area with a 1,500-foot radius centered at latitude 42°13'15" N., longitude 90°21'24" W.
Designated altitudes. Surface to 2,300 feet MSL.
Time of designation. 0800 to 2200 c.s.t., Monday through Friday.
Using agency. Commanding Officer, Ordnance Depot, Savanna, Ill.

§ 73.34 Indiana

R-3401 Camp Atterbury, Ind.

Boundaries. Beginning at Lat. 39°21'30" N, Long. 86°06'00" W; to Lat. 39°21'30" N, Long. 85°59'30" W; to Lat. 39°13'00" N, Long. 85°59'30" W; to Lat. 39°13'00" N, Long. 86°06'00" W; to the point of beginning.
Designated altitudes. Surface to 40,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Indianapolis ARTC Center.
Using agency. Commanding Officer, Camp Atterbury, Ind.

R-3403 Jefferson Proving Ground, Ind.

Boundaries. Beginning at latitude 39°02'57" N., longitude 85°27'42" W.; to latitude 39°02'00" N., longitude 85°22'00" W.; to latitude 38°56'06" N., longitude 85°22'00" W.; to latitude 38°50'35" N., longitude 85°22'50" W.; to latitude 38°50'00" N., longitude 85°24'00" W.; to latitude 38°50'00" N., longitude 85°27'42" W.; to the point of beginning.
Designated altitudes. Surface to 43,000 feet MSL.
Time of designation. 0800 to 2400 e.s.t.
Controlling agency. Federal Aviation Agency, Indianapolis ARTC Center.
Using agency. Commanding Officer, Jefferson Proving Ground, Madison, Ind.

§ 73.35 Iowa

§ 73.36 Kansas

R-3601 Brookville, Kans.

Boundaries. Beginning at Lat. 38°45'20" N, Long. 97°47'00" W; to Lat. 38°39'20" N, Long. 97°47'00" W; along the Missouri Pacific Railroad to Lat. 38°38'20" N, Long. 97°47'30" W; to Lat. 38°38'20" N, Long. 97°53'22" W; to Lat. 38°45'20" N, Long. 97°53'22" W; to the point of beginning.
Designated altitudes. Surface to flight level 260.
Time of designation. Sunrise to 2400 hours CST, Monday through Friday; sunrise to sunset, Saturday and Sunday.
Controlling agency. Federal Aviation Agency, Kansas City ARTC Center.
Using agency. Commander, McConnell AFB, Kans.

R-3602 Manhattan, Kans.

Boundaries. Beginning at Lat. 39°13'00" N, Long. 96°49'42" W; thence to Lat. 39°13'00" N, Long. 96°42'35" W; thence to Lat. 39°12'17" N, Long. 96°40'55" W; thence to Lat. 39°10'43" N, Long. 96°40'55" W; thence to Lat. 39°09'23" N, Long. 96°43'00" W; thence to Lat. 39°06'20" N, Long. 96°43'00" W; thence to Lat. 39°04'24" N, Long. 96°47'30" W; thence to Lat. 39°04'24" N, Long. 96°52'22" W; thence to Lat. 39°07'54" N, Long. 96°49'42" W; thence to the point of beginning.
Designated altitudes. Surface to 29,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Kansas City ARTC Center.
Using agency. Commanding General, Fort Riley, Kans.

§ 73.37 Kentucky

R-3702 Fort Campbell, Ky.

Boundaries. Beginning at latitude 36°43'30" N., longitude 87°48'15" W.; to latitude 36°37'30" N., longitude 87°48'15" W.; to latitude 36°35'30" N., longitude 87°45'00" W.; to latitude 36°33'30" N., longitude 87°42'30" W.; to latitude 36°32'00" N., longitude 87°35'00" W.; to latitude 36°32'00" N., longitude 87°32'30" W.; to latitude 36°39'00" N., longitude 87°32'30" W.; to latitude 36°39'00" N., longitude 87°40'00" W.; to latitude 36°42'00" N., longitude 87°40'30" W.; to latitude 36°43'30" N., longitude 87°43'00" W.; to the point of beginning.
Designated altitudes. Surface to 27,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Memphis ARTC Center.
Using agency. Commanding General, Fort Campbell, Ky.

R-3703 Fort Campbell, Ky.

Boundaries. Beginning at latitude 36°39'00" N., longitude 87°32'30" W.; to latitude 36°39'15" N., longitude 87°30'12" W.; to latitude 36°39'30" N., longitude 87°29'45" W.; to latitude 36°39'30" N., longitude 87°28'33" W.; to latitude 36°37'12" N., longitude 87°28'33" W.; to latitude 36°37'12" N., longitude 87°29'50" W.; to latitude 36°34'00" N., longitude 87°29'50" W.; to latitude 36°32'00" N., longitude 87°32'30" W.; to the point of beginning.
Designated altitudes. Surface to 18,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Memphis ARTC Center.
Using agency. Commanding General, Fort Campbell, Ky.

R-3704 **Fort Knox, Ky.**

Boundaries. Beginning at Lat. 37°59'00" N, Long. 85°45'00" W; to Lat. 37°47'30" N, Long. 85°45'00" W; to Lat. 37°47'30" N, Long. 85°55'30" W; along U. S. Highway 31-W to Lat. 37°50'45" N, Long. 85°57'00" W; along Wilson Road to Lat. 37°55'17" N, Long. 85°56'46" W; to Lat. 37°55'17" N, Long. 85°57'16" W; to Lat. 37°56'04" N, Long. 85°57'33" W; to Lat. 37°56'23" N, Long. 85°57'00" W; along Wilson Road to Lat. 37°58'00" N, Long. 85°57'45" W; along the Illinois Central Railroad to Lat. 37°59'00" N, Long. 85°57'00" W; to Lat. 38°01'00" N, Long. 85°54'30" W; along Kentucky Route 44 to Lat. 38°00'30" N, Long. 85°52'00" W; to Lat. 37°59'00" N, Long. 85°52'00" W; to the point of beginning.
Designated altitudes. Surface to 20,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Standiford Control Tower, Louisville, Ky.
Using agency. Commanding General, U. S. Army Armor Center, Fort Knox, Ky.

§ 73.38 **Louisiana**

R-3801 **Camp Claiborne, La.**

Boundaries. Beginning at latitude 31°05'50" N., longitude 92°31'15" W.; to latitude 31°03'51" N., longitude 92°31'56" W.; to latitude 31°01'53" N., longitude 92°34'17" W.; to latitude 31°07'30" N., longitude 92°40'45" W.; to latitude 31°11'07" N., longitude 92°36'35" W.; to the point of beginning.
Designated altitudes. Surface to 18,000 feet MSL.
Time of designation. Sunrise to sunset, Monday through Friday; other times following issuance of NOTAM by the using agency at least 24 hours in advance.
Controlling agency. Federal Aviation Agency, Houston, Tex. ARTC Center.
Using agency. Commander, England Air Force Base, Louisiana.

AMENDMENTS 8/18/66 31 F.R. 9267 (Changed)

R-3802 **Rabbit Island, La.**

Boundaries. A circular area with a three nmi radius centered on latitude 29° 30' 35" N, longitude 91° 35' 45" W.
Designated altitudes: Surface to 12,000 feet MSL.
Time of Designation: 0800 C. S. T. to sunset Saturday and Sunday: other times as activated by NOTAM issued by the using agency 24 hours in advance.
Controlling agency: Federal Aviation Agency, New Orleans, La., Flight Service Station.
Using agency: Commanding Officer, Naval Air Station, New Orleans, Louisiana.

AMENDMENTS 6/27/66 31 F.R. 9110 (Changed)

R-3803 **Fort Polk, La.**

Boundaries. Beginning at latitude 31°23'36" N., longitude 93°09'57" W.; to latitude 31°23'12" N., longitude 93°09'48" W.; to latitude 31°22'00" N., longitude 93°10'05" W.; to latitude 31°19'16" N., longitude 93°11'10" W.; to latitude 31°19'16" N., longitude 93°20'15" W.; to latitude 31°24'30" N., longitude 93°20'15" W.; to latitude 31°24'30" N., longitude 93°16'42" W.; to latitude 31°23'35" N., longitude 93°13'24" W.; to point of beginning.
Designated altitudes. Surface to 20,000 feet MSL.
Time of designation: Continuous from June 1 through August31; other times as activated by NOTAM issued by the using agency at least 24 hours in advance.
Controlling agency. Federal Aviation Agency, Houston, Tex. ARTC Center.
Using agency. Commanding General, Fort Polk, Louisiana.

R-3804A **Fort Polk, La.**

Boundaries. Beginning at latitude 31°00'52" N., longitude 93°08'11" W.; to latitude 31°00'52" N., longitude 92°56'52" W.; to latitude 31°00'19" N., longitude 92°56'13" W.; to latitude 31°00'19" N., longitude 92°54'22" W.; to latitude 31°03'54" N., longitude 92°51'33" W.; to latitude 31°09'34" N., longitude 92°58'24" W. to latitude 31°09'34" N., longitude 93°00'55" W.; to latitude 31°08'42" N., longitude 93°01'54" W.; to latitude 31°08'42" N., longitude 93°08'11" W.; to point of beginning.
Designated altitudes. Surface to 15,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Houston, Tex. ARTC Center.
Using agency. Commanding General, Fort Polk, Louisiana.

AMENDMENTS 1/25/66 31 F. R. 1176 (Changed)

R-3804B Fort Polk, La.

Boundaries. Beginning at latitude 31°00'52" N., longitude 93°10'52" W.; to latitude 31°00'52" N., longitude 93°08'11" W.; to latitude 31°06'10" N., longitude 93°08'11" W.; to latitude 31°04'14" N., longitude 93°12'30" W.; to point of beginning.
Designated altitudes. Surface to 3,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency Alexandria, Louisiana, Flight Service Station.
Using agency. Commanding General, Fort Polk, Louisiana.

R-3804C Fort Polk, La.

Boundaries. Beginning at latitude 31°00'52" N., longitude 93°08'11" W.; to latitude 31°00'52" N., longitude 92°56'52" W.; to latitude 31°00'19" N., longitude 92°56'13" W.; to latitude 31°00'19" N., longitude 92°54'22" W.; to latitude 31°03'54" N., longitude 92°51'33" W.; to latitude 31°09'34" N., longitude 92°58'24" W.; to latitude 31°09'34" N., longitude 93°00'55" W.; to latitude 31°08'42" N., longitude 93°01'54" W.; to latitude 31°08'42" N., longitude 93°08'11" W.; to point of beginning.
Designated altitudes. 15,000 feet MSL to 29,000 feet MSL.
Controlling agency. Federal Aviation Agency, Houston, Tex., ARTC Center.
Time of designation. As published by NOTAM 24 hours in advance.
Using agency. Commanding General, Fort Polk, La.

AMENDMENTS 1/25/66 31 F. R. 1176 (Added)

R-3805 New Orleans, La. (Alvin Callender Field) Restricted Area/Military Climb Corridor.

Boundaries. From a point of beginning at latitude 29°48'00" N., longitude 90°04'00" W., the area centered on a bearing therefrom of 201°, extending to a point 30 nmi S, having a width of 2 nmi at the beginning and expanding uniformly to a width of 6 nmi at the outer extremity.
Designated altitudes.
2,000 feet MSL to 14,000 feet MSL from point of beginning to 1 nmi S.
2,000 feet MSL to 17,000 feet MSL from 1 to 2 nmi S of point of beginning.
2,000 feet MSL to 19,000 feet MSL from 2 to 3 nmi S of point of beginning.
2,000 feet MSL to 21,000 feet MSL from 3 to 4 nmi S of point of beginning.
2,000 feet MSL to 23,000 feet MSL from 4 to 5 nmi S of point of beginning.
4,000 feet MSL to 23,000 feet MSL from 5 to 8 nmi S of point of beginning.
7,000 feet MSL to 23,000 feet MSL from 8 to 13 nmi S of point of beginning.
12,000 feet MSL to 23,000 feet MSL from 13 to 18 nmi S of point of beginning.
15,000 feet MSL to 23,000 feet MSL from 18 to 25 nmi S of point of beginning.
FL 200 to flight level 230 from 25 to 30 nmi S of point of beginning.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, New Orleans Approach Control.
Using agency. Commander, Alvin Callender NAS.

R-3806 Alexandria, La. (Temporary)

Boundaries: The airspace within the arc of a 4.6 statute-mile radius circle centered on the first and last set of coordinates defining each corridor and the airspace within 4.6 statute miles on each side of two courses defined by coordinates as follows:

East Course: Beginning at latitude 31°33'30" N., longitude 92°39'30" W.; to latitude 32°22'30" N., longitude 92°56'05" W.; to latitude 32°45'45" N., longitude 92°46'05" W.; to latitude 33°32'50" N., longitude 93°14'30" W.; to latitude 34°01'30" N., longitude 93°17'45" W.; to latitude 34°26'05" N., longitude 93°39'00" W.; to latitude 34°39'45" N., longitude 93°56'00" W.; to latitude 34° 45'30" N., longitude 94°04'30" W.; to latitude 34°58'30" N., longitude 94°09'45" W.; thence via the arc of an 11.2 statute-mile radius circle centered at latitude 34° 56'10" N., longitude 93°58'05" W.; to latitude 34°58'30" N., longitude 93°46'30" W.; to latitude 34°49'40" N., longitude 93°42'05" W.; to latitude 34°44'00" N., longitude 93°39'00" W.; to latitude 34°38'00" N., longitude 93°33'30" W.;

The portions of the restricted area southwest of U. S. Highway 71 (vicinity of Colfax, La.), and north of 35°00'00" N. are excluded.

West Course: Beginning at latitude 31°33'30" N., longitude 92°39'30" W.; to latitude 32°17'30" N., longitude 93°03'50" W.; to latitude 33°04'10" N., longitude 93°19'30" W.; to latitude 33°37'30" N., longitude 93°22'50" W.; to latitude 34°08'50" N., longitude 93°42'45" W.; to latitude 34°21'00" N., longitude 93°51'45" W.; to latitude 34°41'30" N., longitude 94°07'20" W.; to latitude 34°53'10" N., longitude 94°12'00" W.; to latitude 35°05'50" N., longitude 94° 24'30" W.; thence via the arc of a 9.3 statute-mile radius circle centered at latitude 35°00' 45" N., longitude 94°32'45" W.; to latitude 35°00'00" N., longitude 94° 42' 45" W.; to latitude 34°50'40" N., longitude 94°38'00" W.; to latitude 34°40'50" N., longitude 94°36'30" W.; to latitude 34°27'30" N., longitude 94°25'20" W.;

Portions of the restricted area southwest of U. S. Highway 71 (vicinity of Colfax, La.), north of latitude 35°00'00" N., and within a 1-mile radius of Heavener, Okla., airport (latitude 34°55'37" N., longitude 94°35'54" W.) are excluded.

Designated altitudes: Surface to 1,400 feet MSL from point of beginning to 4 nmi north of and parallel to the centerline of V-54 north alternate, thence 3,500 feet MSL to the completion of the courses.

Time of designation: Sunrise to sunset, Monday through Saturday from May 26, 1966, through September 30, 1966. Maximum daily use, 8 hours.

Controlling agency: FAA, Houston ARTCC.

Using agency: Joint Task Force Two, Sandia Base, N. Mex.

AMENDMENTS 5/26/66 31 F.R. 6355 (Added)

§ 73.39 **Maine**

R-3902 **Limestone, Maine (Loring AFB), Restricted Area/Military Climb Corridor.**

Boundaries. **The area centered on a line beginning** at latitude 47°00'00" N., longitude 67°54'10" W. (2 nmi north of the north end of Runway 1), and extending via a True bearing therefrom of 354° to a point 30 nmi north, having a width of 1 nmi at the beginning and expanding uniformly to a width of 6 nmi at the outer extremity, excluding the portion which lies outside the United States.

Designated altitudes:

Surface to flight level 240 from point of beginning to 3 nmi north.

2,000 feet MSL to flight level 240 from 3 to 6 nmi north of the point of beginning.

5,000 feet MSL to flight level 240 from 6 to 11 nmi north of the point of beginning, excluding the portion which lies outside the United States.

10,000 feet MSL to flight level 240 from 11 to 15 nmi north of the point of beginning, excluding the portion which lies outside the United States.

Time of designation. Continuous.

Using agency. Loring AFB Approach Control.

§ 73.40 **Maryland**

R-4001 **Aberdeen, Md.**

Boundaries. Beginning at Lat. 39°30'30" N, Long. 76°10'00" W; to Lat. 39°29'00" N, Long. 76°08' 00" W; to Lat. 39°29'30" N, Long. 76°05'00" W; to Lat. 39°27'00" N, Long. 76°00'30" W; to Lat. 39°19' 47" N, Long. 76°11'34" W; to Lat. 39°12'10" N, Long. 76°16'30" W; to Lat. 39°12'45" N, Long. 76°22' 30" W; to Lat. 39°17'30" N, Long. 76°19'45" W; to Lat. 39°18'30" N, Long. 76°22'00" W; to Lat. 39°22' 00" N, Long. 76°22'00" W; to Lat. 39°23'28" N, Long. 76°20'40" W; to Lat. 39°26'10" N, Long. 76°14' 50" W; to Lat. 39°27'00" N, Long. 76°12'30" W; to the point of beginning.

Designated altitudes. Unlimited.

Time of designation. Continuous.

Controlling agency. Federal Aviation Agency, Washington ARTC Center.

Using agency. Commanding General, Aberdeen Proving Ground, Md.

R-4002 **Bloodsworth Island, Md.**

Boundaries. Beginning at Lat. 38°13'00" N, Long. 76°00'00" W; to Lat. 38°08'00" N, Long. 76°00' 00" W; to Lat. 38°08'00" N, Long. 76°08'50" W; to Lat. 38°13'00" N, Long. 76°11'20" W; to the point of beginning.

Designated altitudes. Surface to 20,000 feet MSL.

Time of designation. From sunrise to 2400 hours, local time, daily, other times as specified in a NOTAM issued 48 hours in advance.

Using agency. Commander, Amphibious Training Forces Atlantic, U. S. Amphibious Base, Little Creek, Va.

R-4005 Patuxent River, Md.

Boundaries. Beginning at latitude 38°05'40" N., longitude 76°33'32" W.; to latitude 38°11'10" N., longitude 76°25'10" W.; to latitude 38°18'20" N., longitude 76°17'05" W.; to latitude 38°18'26" N., longitude 76°14'30" W.; to latitude 38°13'00" N., longitude 76°11'20" W.; to latitude 38°08'00" N., longitude 76°08'50" W.; to latitude 37°55'15" N., longitude 76°02'30" W.; to latitude 37°53'10" N., longitude 76°14'00" W.; to the point of beginning.

Designated altitudes. Surface to FL 850.

Time of designation. Continuous.

Using agency. Commanding Officer, NAS Patuxent River, Md.

R-4006 **Patuxent, Md.**

Boundaries. Beginning at latitude 38°41'15" N., longitude 75°46'00" W.; to latitude 38°32'30" N., longitude 75°43'45" W.; to latitude 38°19'00" N., longitude 75°37'00" W.; along the Pennsylvania Railroad to latitude 38°12'30" N., longitude 75°41'30" W.; to latitude 38°02'30" N., longitude 75°52'30" W.; to latitude 37°55' 00" N., longitude 75°52'30" W.; to latitude 37°46'39" N., longitude 75°57'43" W.; clockwise along the arc of a 5-nautical mile radius centered at latitude 37°47'54" N., longitude 76°03'48" W.; to latitude 37°45'00" N., longitude 76°08'51" W.; to latitude 37°45'00" N., longitude 76°23'30" W.; to latitude 37°50'30" N., longitude 76°32'00" W.; to latitude 38°05'10" N., longitude 76°34'15" W.; to latitude 38°11'10" N., longitude 76°25'10" W.; to latitude 38°30'00" N., longitude 76°04'00" W.; to latitude 38°36'00" N., longitude 75°55' 30" W.; along the Pennsylvania Railroad to point of beginning, excluding R.4002, R-4005 and R-6609.

Designated altitudes. 3,500 feet MSL to FL 850.

Time of designation. Continuous.

Using agency. Commanding Officer, NAS, Patuxent River, Md.

R-4007 Patuxent, Md.

Boundaries. Beginning at Lat. 38°21'00" N, Long. 76°14'00" W; to Lat. 38°11'10" N, Long. 76°25' 10" W; to Lat. 38°05'10" N, Long. 76°34'05" W; to Lat. 38°15'00" N, Long. 76°36'35" W; to Lat. 38°17' 25" N, Long. 76°33'00" W; to Lat. 38°25'40" N, Long. 76°23'35" W; to the point of beginning.
Designated altitudes. Surface to 5,000 feet MSL.
Time of designation. Continuous.
Using agency. Commanding Officer, NAS Patuxent River, Md.

§ 73.41 Massachusetts

R-4101 Camp Edwards, Mass.

Boundaries. The area within a 3-mile radius of Lat. 41°43'30" N, Long. 70°32'30" W, excluding the portion SE of a line between Lat. 41°40'54" N, Long. 70°32'52" W, and Lat. 41°44'17" N, Long. 70°29'11" W.
Designated altitudes. Surface to 12,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Otis Approach Control.
Using agency. Commanding Officer, Camp Edwards, Mass.

R-4103 Falmouth, Mass. (Otis AFB), Restricted Area/Military Climb Corridor.
Boundaries. That area within the United States from a point of beginning at latitude 41°41'35" N., longitude 70°29'05" W., centered on Otis AFB TACAN 033° radial, extending to a point 30 nmi northeast, having a width of 1 nmi at the beginning and expanding uniformly to a width of 6 nmi at the outer extremity.
Designated altitudes.
Surface to flight level 240 from point of beginning to 2 nmi NE.
1,000 feet MSL to flight level 240 from 2 to 3 nmi NE of point of beginning.
2,000 feet MSL to flight level 240 from 3 to 6 nmi NE of point of beginning.
5,000 feet MSL to flight level 240 from 6 to 11 nmi NE of point of beginning.
10,000 feet MSL to flight level 240 from 11 to 15 nmi NE of point of beginning.
14,000 feet MSL to flight level 240 from 15 to 19 nmi NE of point of beginning.
16,000 feet MSL to flight level 240 from 19 to 25 nmi NE of point of beginning.
FL 200 to flight level 240 from 25 to 30 nmi NE of point of beginning.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Otis Approach Control.
Using agency. Commander, Otis AFB, Mass.

R-4105 No Man's Land Island, Mass.

Boundaries. A circular area with a 3-mile radius centered at Lat. 41°15'30" N, Long. 70°48'40" W.
Designated altitudes. Surface to 20,000 feet MSL.
Time of designation. 0700 to 2400 EST.
Controlling agency. Federal Aviation Agency, Quonset Approach Control.
Using agency. Commander, Fleet Air Quonset, NAS Quonset Point, R. I.

R-4106 North Eastham, Mass.

Boundaries. A circular area with a 2-mile radius centered at Lat. 41°51'00" N, Long. 70°03'00" W.
Designated altitudes. Surface to 2,000 feet MSL.
Time of designation. 0800 to 2400 EST.
Controlling agency. Federal Aviation Agency, Otis Approach Control.
Using agency. Commander, Fleet Air Quonset, NAS Quonset Point, R. I.

AMENDMENTS 6/22/66 31 F.R. 8910 (Changed)

§ 73.42 Michigan

R-4201 Camp Grayling, Mich.

Boundaries. Beginning at Lat. 44°54'00" N, Long. 84°29'00" W; to Lat. 44°41'00" N, Long. 84°29' 00" W; to Lat. 44°41'00" N, Long. 84°40'00" W; to Lat. 44°43'00" N, Long. 84°40'00" W; to Lat. 44° 43'00" N, Long. 84°38'00" W; to Lat. 44°47'00" N, Long. 84°38'00" W; to Lat. 44°47'00" N, Long. 84° 39'00" W; to Lat. 44°52'00" N, Long. 84°39'00" W; to Lat. 44°52'00" N, Long. 84°37'00" W; to Lat. 44°54'00" N, Long. 84°37'00" W; to the point of beginning.
Designated altitudes. The area N of Lat. 44°47'00" N, surface to 29,000 feet MSL June 1 through August 31; Surface to 20,000 feet MSL September 1 through May 31. The area S of Lat. 44°47'00" N, surface to 9,000 feet MSL.
Time of designation. The area N of Lat. 44°47'00" N, continuous June 1 through August 31; sunrise to sunset September 1 through May 31. The area S of Lat. 44°47'00" N, continuous June 1 through August 31.
Using agency. Adjutant General, State of Michigan, Lansing, Mich.
Controlling agency. Federal Aviation Agency, Traverse City Flight Service Station.

R-4202 **Lake Margrethe, Mich.**

Boundaries. Beginning at latitude 44°36'45" N., longitude 84°51'00" W.; to latitude 44°36'45" N., longitude 84°48'00" W.; to latitude 44°34'15" N., longitude 84°48'00" W.; to latitude 44°34'15" N., longitude 84°50'00" W.; to latitude 44°35'00" N., longitude 84°51'00" W.; to the point of beginning.
Designated altitudes. Surface to 8,200 feet MSL.
Time of designation. June 1 through August 31, with specific dates to be published by NOTAM.
Using agency. Adjutant General, State of Michigan, Lansing, Mich.

R-4203 **Mount Clemens, Mich. (Selfridge AFB), Restricted Area/Military Climb Corridor.**

Boundaries. From a point of beginning at latitude 42° 39' 35" N., longitude 82° 50' 05" W., the area centered on a bearing therefrom of 008°, extending to a point 30 nmi N, having a width of 1 nmi at the beginning and expanding uniformly to a width of 6 nmi at the outer extremity.
Designated altitudes.
Surface to flight level 240 from the point of beginning to 3 nmi N.
2,000 feet MSL to flight level 240 from 3 nmi to 6 nmi N of the point of beginning.
5,000 feet MSL to flight level 240 from 6 nmi to 10 nmi N of the point of beginning.
9,000 feet MSL to flight level 240 from 10 nmi to 15 nmi N of the point of beginning.
14,000 feet MSL to flight level 240 from 15 nmi to 21 nmi N of the point of beginning.
17,000 feet MSL to flight level 240 from 21 nmi to 26 nmi N of the point of beginning.
FL 200 to flight level 240 from 26 nmi to 30 nmi N of the point of beginning.
Time of designation. Continuous.
Using agency. Selfridge AFB Approach Control.

R-4204 **Oscoda, Mich. (Wurtsmith AFB), Restricted Area/Military Climb Corridor.**

Boundaries. From a point of beginning at latitude 44° 25' 30" N., longitude 83° 27' 10" W., the area centered on a bearing therefrom of 238°, extending to a point 30 nmi SW, having a width of 1 nmi at the beginning and expanding uniformly to a width of 6 nmi at the outer extremity.
Designated altitudes.
Surface to flight level 270 from the point of beginning to 3 nmi SW.
2,000 feet MSL to flight level 270 from 3 nmi to 6 nmi SW of the point of beginning.
5,000 feet MSL to flight level 270 from 6 nmi to 11 nmi SW of the point of beginning.
10,000 feet MSL to flight level 270 from 11 nmi to 15 nmi SW of the point of beginning.
14,000 feet MSL to flight level 270 from 15 nmi to 20 nmi SW of the point of beginning.
17,000 feet MSL to flight level 270 from 20 nmi to 25 nmi SW of the point of beginning.
FL 200 to flight level 270 from 25 nmi to 30 nmi SW of the point of beginning.
Time of designation. Continuous.
Using agency. Wurtsmith AFB Approach Control.

R-4205 **Sault Ste. Marie, Mich. (Kincheloe AFB); Restricted Area/Military Climb Corridor.**

Boundaries. From a point of beginning at latitude 46° 11' 57" N., longitude 84° 25' 46" W., the area centered on a bearing therefrom of 150°, extending to a point 30 nmi SE, having a width of 1 nmi at the beginning and expanding uniformly to a width of 6 nmi at the outer extremity.
Designated altitudes:
Surface to flight level 270 from the point of beginning to 3 nmi SE.
2,000 feet MSL to flight level 270 from 3 to 5 nmi SE of the point of beginning.
4,000 feet MSL to flight level 270 from 5 to 9 nmi SE of the point of beginning.
8,000 feet MSL to flight level 270 from 9 to 15 nmi SE of the point of beginning.
14,000 feet MSL to flight level 270 from 15 to 24 nmi SE of the point of beginning.
FL 190 to flight level 270 from 24 to 30 nmi SE of the point of beginning.
Time of designation. Continuous.
Using agency. Kincheloe AFB Approach Control.

R-4207 **Upper Lake Huron, Mich.**

Boundaries. Beginning at latitude 45°17'00" N., longitude 83°00'00" W.; to latitude 45°20'24" N., longitude 82°31'18" W.; along the United States-Canadian Border to latitude 44°31'00" N., longitude 82°19'54" W.; to latitude 44°27'42" N., longitude 82°47'08" W.; to the point of beginning.
Designated altitudes. Surface to flight level 450.
Time of designation. 0600 to 2200 e.s.t., April 1 through October 31: 0800 to 1600 e.s.t. Thursday through Sunday, November 1 through March 31.
Controlling Agency. Federal Aviation Agency, Minneapolis ARTC Center.
Using agency. Commander, Permanent Field Training Site Detachment, Phelps-Collins ANGB, Alpena, Mich.

R-4208 Marquette, Mich. (K. I. Sawyer AFB), Restricted Area/Military Climb Corridor.

Boundaries. From a point of beginning at latitude 46° 24' 13" N., longitude 87° 23' 04" W., the area centered on a bearing therefrom of 009°, extending to a point 30 nmi, having a width of 1 nmi at the beginning and expanding uniformly to a width of 6 nmi at the outer extremity.

Designated altitudes:

Surface to flight level 270 from the point of beginning to 3 nmi N.
3,000 feet MSL to flight level 270 from 3 to 4 nmi N of the point of beginning.
4,000 feet MSL to flight level 270 from 4 to 6 nmi N of the point of beginning.
6,000 feet MSL to flight level 270 from 6 to 9 nmi N of the point of beginning.
9,000 feet MSL to flight level 270 from 9 to 15 nmi N of the point of beginning.
14,000 feet MSL to flight level 270 from 15 to 24 nmi N of the point of beginning.
FL 200 to flight level 270 from 24 to 30 nmi N of the point of beginning.
20,000 feet MSL to flight level 270 from 24 to 30 nmi N of the point of beginning.

Time of designation. Continuous.

Using agency. K. I. Sawyer AFB Approach Control.

§ 73.43 Minnesota

R-4301 Camp Ripley, Minn.

Boundaries. Beginning at latitude 46°18'54" N., longitude 94°29'02" W.; thence along the S bank of the Crow Wing River and the W bank of the Mississippi River to latitude 46°06'22" N., longitude 94°21'10" W.; to latitude 46°06'22" N., longitude 94°26'06" W.; to latitude 46°08'39" N., longitude 94°26'06" W.; to latitude 46°08'39" N.; to longitude 94°30'00" W.; to latitude 46°18'18" N., longitude 94°30'00" W.; to the point of beginning.

Designated altitudes and time of designation. Surface to 27,000 feet m.s.l., May 1 through October 31; and surface to 14,500 feet m.s.l., Saturday and Sunday, November 1 through April 30.

Controlling agency. Federal Aviation Agency, Minneapolis ARTC Center.

Using agency. Commanding Officer, Camp Ripley, Minn.

R-4305 Lake Superior, Minn.

Boundaries. Beginning at latitude 47°45'00" N., longitude 90°05'00" W.; to latitude 47°45'00" N., longitude 89°28'00" W.; to latitude 46°55'00" N., longitude 89°28'00" W.; to latitude 46°55'00" N., longitude 90° 05'00" W.; to the point of beginning.

Designated altitudes. Surface to flight level 450.

Time of designation. 0001 c.s.t. Monday to 2400 c.s.t. Friday.

Controlling agency. Federal Aviation Agency, Minneapolis ARTC Center.

Using agency. Commander, Second Air Force, Barksdale AFB, Louisiana.

AMENDMENTS 6/2/66 31 F.R. 7827 (Changed)

§ 73.44 Mississippi

R-4401 Camp Shelby, Miss.

Boundaries. Beginning at latitude 31°12'54" N.; longitude 89°11'03" W.; to latitude 31°11'48" N.; longitude 89°00'00" W.; to latitude 31°10'15" N.; longitude 88°56'34" W.; to latitude 31°09'10" N.; longitude 88°56'34" W.; thence southwest along Mississippi State Highway No. 15 to latitude 31°04'36" N.; longitude 88°59'24" W.; to latitude 31°04'36" N.; longitude 89°11'03" W.; to point of beginning.

Designated altitudes. Subarea A, surface to 4,000 feet MSL. Subarea B, 4,000 feet MSL to 18,000 feet MSL. Subarea C, 18,000 feet MSL to 29,000 feet MSL.

Time of designation. As activated by NOTAMs at least 24 hours in advance. NOTAMs to contain information concerning deactivation of area.

Controlling agency. Federal Aviation Agency, Houston ARTC Center.

Using agency. Adjutant General, State of Mississippi, Jackson, Miss.

AMENDMENTS 1/5/67 31 F. R. 15087 (Rewritten)

R-4402 Pascagoula, Miss,

Boundaries. Beginning at latitude 30°14'00" N., longitude 88°01'30" W; to latitude 30°09'15" N., longitude 88°01'30" W.; thence three nautical miles from and parallel to the shoreline to latitude 30°11'00" N., longitude 88°41'40" W.; to latitude 30°16'00" N., longitude 88°32'30" W.; to latitude 30°18'00" N., longitude 88°11'30" W.; to the point of beginning.

Designated altitudes. 1,000 feet MSL to 23,500 feet MSL.

Time of designation. Sunrise to sunset.

Controlling agency. Federal Aviation Agency, Houston, Tex. ARTC Center.

Using agency. Commander, Brookley AFB, Ala.

R-4403 Gainesville, Miss.

Boundaries. Beginning at latitude 30°21'02" N., longitude 89°36'53" W.; to latitude 30°22'33" N., longitude 89°36'53" W.; to latitude 30°22'34" N., longitude 89°34'05" W.; to latitude 30°21'03" N., longitude 89°34'04" W.; to the point of beginning.
Altitudes. From surface to 5,000 feet MSL.
Time of use. Continuous.
Using agency. Manager, Mississippi Test Operations, National Aeronautics and Space Administration, Bay St. Louis, Miss.
Controlling agency. Federal Aviation Agency, Houston ARTC Center.

§ 73.45 Missouri

R-4501A Fort Leonard Wood West, Mo.

Boundaries. Beginning at latitude 37°41'06" N., longitude 92°09'17" W.; to latitude 37°38'15" N., longitude 92°09'17" W.; to latitude 37°37'10" N., longitude 92°13'45" W.; to latitude 37°37'10" N., longitude 92°15'06" W.; to latitude 37°38'42" N., longitude 92°15'06" W.; to latitude 37°41'07" N., longitude 92°14'23" W.; to the point of beginning.
Designated altitudes. Surface to 2200 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Kansas City ARTC Center.
Using agency. Commanding General, Fort Leonard Wood, Mo.

AMENDMENTS 2/2/66 31 F. R. 1269 (Changed)

R-4501B Fort Leonard Wood East, Mo.

Boundardies. Beginning at latitude 37°43'00" N., longitude 92°06'55" W.; to latitude 37°42'11" N., longitude 92°06'14" W.; to latitude 37°39'07" N., longitude 92°06'17" W.; to latitude 37°38'15" N., longitude 92°09'17" W.; to latitude 37°43'02 N., longitude 92°09'17" W.; to the point of beginning.
Designated altitudes.
The area north of a line between latitude 37°42'51" N., longitude 92°06'47" W.; and latitude 37°42'53" N., longitude 92°09'17" W. surface to 1,500 feet MSL.
The area south of this line, surface to 2,200 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Kansas City ARTC Center.
Using agency. Commanding General, Fort Leonard Wood, Mo.

§ 73.46 Montana

§ 73.47 Nebraska

R-4701 Sioux Ordnance Depot, Nebr.

Boundaries. A circular area with a 2,400 foot radius centered at latitude 41°15'13" N., longitude 103°04'50" W.
Designated altitudes. Surface to 7,400 feet MSL.
Time of designation. 0900 to 1600 m.s.t., Friday, only.
Using agency. Commanding Officer, Sioux Ordnance Depot, Sidney, Nebr.

AMENDMENTS 8/10/66 31 F.R. 10885 (Changed)

§ 73.48 Nevada

R-4802 Lone Rock, Nev.

Boundaries. A circular area with a 3-mile radius centered at Lat. 39°52'36" N, Long. 118°20'47" W.
Designated altitudes. Surface to 8,000 feet MSL.
Time of designation. Monday through Saturday.
Using agency. Commander, Fleet Air, Alameda, Calif.

AMENDMENTS 4/23/65 30 F. R. 6069 (Changed)

R-4803 Fallon, Nev.

Boundaries. A 3-nautical mile radius circle centered at Lat. 39°20'40" N, Long. 118°52'15" W; and within 3 nautical miles W and 2 nautical miles E of a line extending 349.5° True from the center to 15 nautical miles NNW.
Designated altitudes. Surface to 8,000 feet MSL N, and surface to 18,000 feet MSL S of a line extending from Lat. 39°27'40" N, Long. 118°57'55" W; to Lat. 39°30'20" N, Long. 118°51'55" W.
Time of designation. Continuous, Monday through Saturday.
Controlling agency. Federal Aviation Agency, Oakland ARTC Center.
Using agency. Commander, Fleet Air, Alameda, Calif.

R-4804 Twin Peaks, Nev.

Boundaries. A 5-nautical mile radius circle centered at Lat. 39°13'00" N, Long. 118°12'42" W; and a 3-nautical mile radius circle centered at Lat. 39°14'15" N, Long. 118°17'30" W.
Designated altitudes: Surface to FL 240.
Time of designation. Continuous, Monday through Saturday.
Controlling agency. Federal Aviation Agency, Oakland ARTC Center.
Using agency. Commander, Fleet Air, Alameda, Calif.

AMENDMENTS 9/15/66 31 F.R. 10027 (Changed)

R-4806 Las Vegas, Nev.

Boundaries. Beginning at latitude 37°17'00" N., longitude 115°18'00" W.; to latitude 36°26'00" N., longitude 115°18'00" W.; to latitude 36°26'00" N., longitude 115°23'00" W.; to latitude 36°35'00" N., longitude 115°37'00" W.; to latitude 36°35'00" N., longitude 115°42'00" W.; to latitude 36°41'00" N., longitude 115°42'00" W.; to latitude 36°41'00" N., longitude 115°56'00" W.; to latitude 37°06'00" N., longitude 115°56'00" W.; to latitude 37°06'00" N., longitude 115°35'00" W.; to latitude 37°17'00" N., longitude 115°35'00" W.; to the point of beginning.
Designated altitudes. Unlimited Monday through Saturday, Sunday from 13,000 feet MSL to unlimited.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Los Angeles ARTC Center.
Using agency. Commander, Nellis AFB, Nev.

R-4807 Tonopah, Nev.

Boundaries. Beginning at latitude 36°51'00" N., longitude 116°33'30" W.; to latitude 37°26'30" N., longitude 117°04'30" W.; to latitude 37°53'00" N., longitude 117°01'00" W.; to latitude 37°53'00" N., longitude 116°55'00" W.; to latitude 37°47'00" N., longitude 116°55'00" W.; to latitude 37°33'00" N., longitude 116°43'00" W.; to latitude 37°33'00" N., longitude 116°26'00" W.; to latitude 37°53'00" N., longitude 116°26'00" W.; to latitude 37°53'00" N., longitude 116°11'00" W.; to latitude 37°42'00" N., longitude 116°11'00" W.; to latitude 37°42'00" N., longitude 115°53'00" W.; to latitude 37°33'00" N., longitude 115°53'00" W.; to latitude 37°33'00" N., longitude 115°48'00" W.; to latitude 37°28'00" N., longitude 115°48'00" W.; to latitude 37°28'00" N., longitude 116°00'00" W.; to latitude 37°16'00" N., longitude 116°00'00" W.; to latitude 37°16'00" N., longitude 116°34'00" W.; to the point of beginning.
Designated altitudes. Unlimited Monday through Saturday. Sunday from 13,000 feet MSL to unlimited.
Time of designation. Continuous.
Using agency. Commander, Nellis AFB, Nev.

R-4808 Las Vegas, Nev.

Boundaries. Beginning at latitude 36°41'00" N., longitude 115°56'00" W.; to latitude 36°41'00" N., longitude 116°26'30" W.; to latitude 36°51'00" N., longitude 116°26'30" W.; to latitude 36°51'00" N., longitude 116°33'30" W.; to latitude 37°16'00" N., longitude 116°34'00" W.; to latitude 37°16'00" N., longitude 116°00'00" W.; to latitude 37°28'00" N., longitude 116°00'00" W.; to latitude 37°28'00" N., longitude 115°35'00" W.; to latitude 37°06"00" N., longitude 115°35'00" W.; to latitude 37°06'00" N., longitude 115°56'00" W.; to the point of beginning.
Designated altitudes. Unlimited.
Time of designation. Continuous.
Using agency. Manager, Atomic Energy Commission, Las Vegas, Nevada.

R-4809 Tonopah, Nev.

Boundaries. Beginning at Lat. 37°53'00" N, Long. 116°26'00" W; to Lat. 37°33'00" N, Long. 116°26'00" W; to Lat. 37°33'00" N, Long. 116°43'00" W; to Lat. 37°47'00" N, Long. 116°55'00" W; to Lat. 37°53'00" N, Long. 116°55'00" W; to the point of beginning.
Designated altitudes. Unlimited.
Time of designation. Continuous.
Using agency. Manager, Atomic Energy Commission, Albuquerque, N. Mex.

R-4810 **Desert Mountains, Nev.**

Boundaries. A 5-nautical mile radius circle centered at Lat. 39°10'00" N, Long. 118°37'30" W; and a 3-nautical mile radius circle centered at Lat. 39°09'15" N, Long. 118°42'20" W.
Designated altitudes: Surface to flight level 240.
Time of designation. Continuous, Monday through Saturday.
Controlling agency. Federal Aviation Agency, Oakland ARTC Center.
Using agency. Commander, Fleet Air, Alameda, Calif.

AMENDMENTS 10/5/66 31 F. R. 12944 (Changed)

R-4811 **Hawthorne, Nev.**
Boundaries. A 1½-nautical-mile radius circle centered at latitude 38°14'45" N., longitude 118°38'15" W.
Designated altitudes. Surface to 15,000 feet MSL.
Time of designation. 0800 to 1500 local time, Monday through Friday.
Using agency. Commanding Officer, Naval Ammunition Depot, Hawthorne, Nev.

R-4812 **Sand Springs, Nev.**
Boundaries: That area within 5-nautical miles either side of a line extending from latitude 39°10'00" N., longitude 118°37'30" W.; to latitude 39°13'00" N., longitude 118°12'42" W.; and bounded on the east by R-4804 and bounded on the west by R-4810.
Designated altitudes: Surface to FL 240.
Time of Designation: Continuous, Monday through Saturday.
Controlling agency: Oakland ARTC Center.
Using agency: Commander Fleet Air, Alameda.

AMENDMENTS 9/15/66 31 F.R. 10027 (Added)

R-4813 **Carson Sink, Nev.**
Boundaries: That area surrounding R-4802 from latitude 39°51'00" N., longitude 118°38'00" W.; to latitude 40° 01'00" N., longitude 118°15'00" W.; to latitude 40°01'00" N., longitude 118°01'00" W.; to latitude 39°52'36" N., longitude 118°01'00" W.; thence via the arc of a 15-nautical mile radius circle centered at latitude 39°52'36" N., longitude 118°20'27" W.; to latitude 39°45'50" N., longitude 118°38'00" W.; to point of beginning.
Designated altitude: Surface to FL 240.
Time of designation: Sunrise to sunset Monday through Saturday.
Controlling agency: Oakland ARTC Center.
Using agency: Commander Fleet Air, Alameda.

AMENDMENTS 9/15/66 31 F.R. 10027 (Added)

§ 73.49 **New Hampshire**

R-4901 **Isle of Shoals, N. H.**

Boundaries. Beginning at Lat. 42°59'54" N, Long. 70°38'21" W; to Lat. 43°02'21" N, Long. 70°37' 14" W; to Lat. 43°01'30" N, Long. 70°33'49" W; to Lat. 42°59'03" N, Long. 70°35'00" W; to the point of beginning.
Designated altitudes. Surface to 2,000 feet MSL.
Time of designation. From 1000 to 1700 hours, local time, Monday through Friday.
Using agency. Commander, Fleet Air Detachment, NAS Brunswick, Maine.

R-4902 **Nashua, N. H. (Temporary)**

Boundaries. Beginning at latitude 43°07'30" N., longitude 71°47'00" W.; to latitude 42°56'30" N., longitude 71°33'00" W.; to latitude 42°51'30" N., longitude 71°41'00" W.; to latitude 43°03'00" N., longitude 71°55'00" W.; to the point of beginning.
Designated altitudes. 1,500 feet AGL to FL 200.
Time of designation: 0900 local time to sunset, November 4, 1965, through October 31, 1967.
Controlling agency. Federal Aviation Agency, Boston ARTC Center.
Using agency. Commander, Operational Test and Evaluation Force, Norfolk, Va.

AMENDMENTS 1/18/66 31 F. R. 958 (Changed); 4/20/66 31 F. R. 6355 (Changed); 10/26/66 31 F. R. 13913 (Changed)

§ 73.50 New Jersey

R-5001 Fort Dix, N. J.

Boundaries. Beginning at Lat. 40°02'45" N, Long. 74°27'00" W; to Lat. 39°58'45" N, Long. 74°25'40" W; to Lat. 39°58'45" N, Long. 74°31'25" W; to Lat. 39°59'15" N, Long. 74°33'30" W; to Lat. 40°01'53" N, Long. 74°33'30" W; to Lat. 40°02'45" N, Long. 74°32'30" W; to the point of beginning.
Designated altitudes. Surface to 8,000 feet MSL east of and surface to 4,000 feet MSL west of a line drawn from Lat. 40°02'45" N, Long. 74°31'25" W; to Lat. 39°58'45" N, Long. 74°31'25" W.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, New York ARTC Center.
Using agency. Commanding General, Fort Dix, N. J.

R-5002 Warren Grove, N. J.

Boundaries. Beginning at Lat. 39°46'10" N, Long. 74°20'14" W; to Lat. 39°43'25" N, Long. 74°17'37" W; to Lat. 39°38'45" N, Long. 74°23'40" W; to Lat. 39°39'50" N, Long. 74°25'52" W; to Lat. 39°43'58" N, Long. 74°24'13" W; to the point of beginning.
Designated altitudes. Surface to 14,000 feet MSL, except surface to 4,000 feet MSL for the portion N of Lat. 39°45'00" N; surface to 9,000 feet MSL SE of a line between Lat. 39°43'45" N, Long. 74°18'00" W, and Lat. 39°39'00" N, Long. 74°24'10" W.
Time of designation: Sunrise to Sunset.
Controlling agency. Federal Aviation Agency, New York ARTC Center.
Using agency. Commander, 108th Tactical Fighter Wing, New Jersey Air National Guard, McGuire AFB, N. J.

AMENDMENTS 5/23/66 31 F.R. 7736 (Changed)

R-5003 Wrightstown, N. J. (McGuire AFB), Restricted Area/Military Climb Corridor.

Boundaries. From a point of beginning at latitude 39°59'05" N., longitude 74°38'00" W., the area centered on the McGuire AFB TACAN 224° radial, extending to a point 30 nmi southwest, having a width of 1 nmi at the beginning and expanding uniformly to a width of 6 nmi at the outer extremity.
Designated altitudes.
1,500 feet MSL to 23,000 feet MSL from point of beginning to 3 nmi SW.
2,000 feet MSL to 23,000 feet MSL from 3 nmi to 6 nmi SW of point of beginning.
5,000 feet MSL to 23,000 feet MSL from 6 nmi to 11 nmi SW of point of beginning.
10,000 feet MSL to 23,000 feet MSL from 11 nmi to 15 nmi SW of point of beginning.
14,000 feet MSL to 23,000 feet MSL from 15 nmi to 19 nmi SW of point of beginning.
16,000 feet MSL to 23,000 feet MSL from 19 nmi to 25 nmi SW of point of beginning.
FL 200 to flight level 230 from 25 nmi to 30 nmi SW of point of beginning.
Time of designation. Continuous.
Using agency. McGuire AFB Approach Control.

§ 73.51 New Mexico

R-5101 Los Alamos, N. Mex.

Boundaries. Beginning at Lat. 35°45'15" N, Long. 106°15'12" W; to Lat. 35°50'03" N, Long. 106°21'36" W; to Lat. 35°52'22" N, Long. 106°20'42" W; to Lat. 35°52'52" N, Long. 106°16'48" W; to Lat. 35°52'30" N, Long. 106°14'48" W; to Lat. 35°48'35" N, Long. 106°14'48" W; to Lat. 35°47'05" N, Long. 106°12'06" W; to the point of beginning.
Designated altitudes. Surface to 12,000 feet MSL.
Time of designation. Continuous.
Using agency. Manager, Atomic Energy Commission, Los Alamos, N. Mex.

R-5103A McGregor, N. Mex.

Boundaries. Beginning at latitude 32°45'00" N., longitude 105°59'00" W.; to latitude 32°45'00" N., longitude 105°52'20" W.; to latitude 32°35'00" N., longitude 105°30'00" W.; to latitude 32°26'20" N., longitude 105°30'00" W.; to latitude 32°00'15" N., longitude 105°56'40" W.; to latitude 32°00'30" N., longitude 106°10'25" W.; to latitude 32°05'20" N., longitude 106°09'20" W.; to latitude 32°06'00" N., longitude 106°15'30" W.; along the Southern Pacific Railroad to latitude 32°28'00" N., longitude 106°02'00" W.; to latitude 32°27'40" N., longitude 106°00'00" W.; to latitude 32°36'00" N., longitude 106°00'00" W.; to the point of beginning, excluding that airspace within a two nautical mile radius of latitude 32°39'40" N., longitude 105°40'00" W.; from the surface to 1,500 feet above the surface.
Designated altitude. Surface to unlimited.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Albuquerque ARTC Center.
Using agency. Commanding General, Fort Bliss, Texas.

R-5103B **McGregor, N. Mex.**

Boundaries. Beginning at latitude 32°45'00" N., longitude 105°52'20" W.; to latitude 32°45'00" N., longitude 105°30'00" W.; to latitude 32°35'00" N., longitude 105°30'00" W.; to the point of beginning.
Designated altitudes. 20,000 feet MSL to unlimited.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Albuquerque ARTC Center.
Using agency. Commanding General, Fort Bliss, Tex.

R-5104 **Melrose, N. Mex.**

Boundaries. Beginning at latitude 34°28'00" N., longitude 103°43'15" W.; to latitude 34°25'25" N., longitude 103°40'00" W; to latitude 34°10'00" N., longitude 103°40'00" W.; to latitude 34°10'00" N., longitude 103°55'00" W.; to latitude 34°28'00" N., longitude 103°55'00" W.; to point of beginning.
Designated altitudes. Surface to 23,000 feet MSL.
Time of designation. Sunrise to sunset.
Controlling agency. Federal Aviation Agency, Albuquerque ARTC Center.
Using agency. Commander, Cannon AFB, N. Mex.

R-5105 **Melrose, N. Mex.**

Boundaries. Beginning at latitude 34°39'00" N., longitude 103°55'00" W.; to latitude 34°39'00" N., longitude 103°40'00" W.; to latitude 34°25'25" N., longitude 103°40'00" W.; to latitude 34°28'00" N., longitude 103°43'15" W.; to latitude 34°28'00" N., longitude 103°55'00" W.; to the point of beginning.
Designated altitudes. Surface to 14,000 feet MSL.
Time of designation. Sunrise to sunset.
Controlling agency. Federal Aviation Agency, Albuquerque ARTC Center.
Using agency. Commander, Cannon AFB, N. Mex.

R-5106 **Orogrande, N. Mex.**

Boundaries. Beginning at latitude 32°36'00" N., longitude 106°00'00" W.; to latitude 32°27'40" N., longitude 106°00'00" W.; to latitude 32°28'00" N., longitude 106°02'00" W.; along the Southern Pacific Railroad to latitude 32°06'15" N., longitude 106°15'15" W.; to latitude 32°06'30" N., longitude 106°17'15" W.; to latitude 32°25'00" N., longitude 106°06'00" W.; to latitude 32°36'00" N., longitude 106°06'00" W.; to the point of beginning.
Designated altitudes. From 10,000 feet MSL to unlimited.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Albuquerque ARTC Center.
Using agency. Commanding General, Fort Bliss, Texas.

R-5107A **White Sands Proving Grounds, N. Mex.**

Boundaries. Beginning at latitude 32°23'18" N., longitude 106°07'03" W.; to latitude 32°05'00" N., longitude 106°18'20" W.; to latitude 32°05'00" N., longitude 106°29'00" W.; to latitude 32°06'20" N., longitude 106°34'00" W.; to latitude 32°18'00" N., longitude 106°34'00" W.; to latitude 32°18'00" N., longitude 106°39'00" W.; to latitude 32°19'30" N., longitude 106°39'30" W.; to latitude 32°19'30" N., longitude 106°20'36" W.; to latitude 32°24'48" N., longitude 106°09'00" W.; to the point of beginning.
Designated altitude. Surface to unlimited.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Albuquerque ARTC Center.
Using agency. Commanding General, Fort Bliss, Texas.

R-5107B **White Sands Proving Grounds, N. Mex.**

Boundaries: Beginning at latitude 33°44'45" N., longitude 106°04'00" W.; to latitude 32°50'00" N., longitude 106°04'00" W.; to latitude 32°36'00" N., longitude 106°06'00" W.; to latitude 32°25'00" N., longitude 106°06'00" W.; to latitude 32°23'18" N., longitude 106°07'03" W.; to latitude 32°24'48" N., longitude 106°09'00" W.; to latitude 32°19'30" N., longitude 106°20'36" W.; to latitude 32°19'30" N., longitude 106°39'30" W.; to latitude 33°13'00" N., longitude 106°52'00" W.; to latitude 33°49'45" N., longitude 106°45'20" W.; to latitude 33°49'30" N., longitude 106°16'30" W.; thence along the south side of U. S. Highway 380 to the point of beginning.
Designated altitudes. Surface to unlimited.
Time of designation. Continuous.
Using agency. Commander, Holloman AFB, New Mexico.

R-5107C **White Sands Proving Grounds, N. Mex.**

Boundaries: Beginning at latitude 34°17'00" N., longitude 106°04'00" W.; to latitude 33°44'45" N., longitude 106°04'00" W.; thence along the south side of U. S. Highway 380 to latitude 33°49'30" N., longitude 106°16'30" W.; to latitude 33°49'45" N., longitude 106°45'20" W.; to latitude 34°15'45" N., longitude 106°40'30" W.; to latitude 34°17'00" N., longitude 106°12'00" W.; to the point of beginning.
Designated altitudes. Surface to unlimited.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Albuquerque ARTC Center.
Using agency. Commander, Holloman AFB, New Mexico.

R-5109A White Sands, N. Mex.

Boundaries. Beginning at latitude 33°31'30" N., longitude 105°27'00" W.; to latitude 32°45'00" N., longitude 105°27'00" W.; to latitude 32°45'00" N., longitude 105°59'00" W.; to latitude 32°36'00" N., longitude 106°00'00" W.; to latitude 32°36'00" N., longitude 106°06'00" W.; to latitude 32°50'00" N., longitude 106° 04'00" W.; to latitude 33°44'10" N., longitude 106°04'00" W.; to the point of beginning.
Designated altitudes. From 24,000 feet MSL to unlimited.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Albuquerque ARTC Center.
Using agency. Commander, Air Force Missile Development Center, Holloman AFB, N. Mex.

AMENDMENTS 2/3/66 31 F. R. 1060 (Changed)

R-5109B White Sands, N. Mex.

Boundaries. Beginning at latitude 34°17'00" N., longitude 106°04'00" W.; to latitude 34°17'00" N., longitude 105°51'00" W.; to latitude 33°57'00" N., longitude 105°27'00" W.; to latitude 33°31'30" N., longitude 105°27'00" W.; to latitude 33°44'10" N., longitude 106°04'00" W.; to the point of beginning.
Designated altitudes. From 24,000 feet MSL to unlimited.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Albuquerque ARTC Center.
Using agency. Commander, Holloman Air Force Base, New Mexico.

R-5110 McGregor, N. Mex.

Boundaries. Beginning at latitude 33°13'00" N., longitude 105°17'35" W.; thence counterclockwise along the arc of a 45-mile radius circle centered at Walker AFB, Roswell, N. Mex. (latitude 33°18'00" N., longitude 104°31'20" W.), to latitude 32°52'30" N., longitude 105°06'55" W.; to latitude 32°26'20" N., longitude 105°30'00" W.; to latitude 32°45'00" N., longitude 105°30'00" W.; to latitude 32°45'00" N., longitude 105° 27'00" W.; to latitude 33°13'00" N., longitude 105°27'00" W.; to point of beginning.
Designated altitudes. 31,000 feet MSL to unlimited.
Time of designation. From 0001 to 2400 m.s.t., Monday through Friday.
Controlling agency. Federal Aviation Agency, Albuquerque ARTC Center.
Using agency. Commanding General, Fort Bliss, Tex.

AMENDMENTS 5/20/66 31 F.R. 7613 (Revoked)

R-5111A Elephant Butte, N. Mex. (East).

Boundaries. Beginning at latitude 33°00'00" N., longitude 106°49'00" W.; to latitude 33°00'00" N., longitude 107°00'00" W.; to latitude 33°26'50" N., longitude 107°00'00" W.; to latitude 33°35'00" N., longitude 106°48'00" W.; to latitude 33°13'00" N., longitude 106°52'00" W.; to the point of beginning.
Designated altitudes. Surface to unlimited.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Albuquerque ARTC Center.
Using agency. Commander, Air Force Missile Development Center, Holloman AFB, N. Mex.

R-5111B Elephant Butte, N. Mex. (West).

Boundaries. Beginning at latitude 33°00'00" N., longitude 106°49'00" W.; to latitude 32°43'00" N., longitude 106°45'00" W.; to latitude 32°47'00" N., longitude 107°06'00" W.; to latitude 33°00'00" N., longitude 107°13'00" W.; to latitude 33°21'00" N., longitude 107°08'00" W.; to latitude 33°26'50" N., longitude 107°00'00" W.; to latitude 33°00'00" N., longitude 107°00'00" W.; to the point of beginning.
Designated altitudes. Surface to unlimited.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Albuquerque ARTC Center.
Using agency. Commander, Air Force Missile Development Center, Holloman AFB, N. Mex.

R-5112 Magdalena, New Mexico.

Boundaries. Beginning at latitude 34°33'00" N., longitude 107°41'00" W.; to latitude 34°30'00" N., longitude 107°25'00" W.; to latitude 34°16'00" N., longitude 107°17'00" W.; to latitude 34°02'00" N., longitude 107°28'00" W.; to latitude 33°53'00" N., longitude 107°55'00" W.; to latitude 33°54'00" N., longitude 108°10'00" W.; to latitude 34°09'00" N., longitude 108°18'00" W.; to latitude 34°25'00" N., longitude 108° 03'00" W.; to the point of beginning.
Designated altitudes. Surface to unlimited.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Albuquerque ARTC Center.
Using agency. Commander, Air Force Missile Development Center, Holloman AFB, New Mexico.

R-5114 Fort Wingate, N. Mex.
Boundaries. Beginning at lat. 35°27'00" N., long. 108°35'00" W.; to lat. 35°11'00" N., long. 108°13'00" W.; to lat. 35°04'40" N., long. 108°24'00" W.; to lat. 35°24'00" N., long. 108°38'00" W.; to the point of beginning.
Designated altitudes. Surface to unlimited.
Time of designation. Sunrise to sunset August 1, 1965-December 31, 1966, as published in NOTAM's 24 hours in advance of use.
Controlling agency. Federal Aviation Agency, Albuquerque ARTC Center.
Using agency. Commander, Air Force Missile Development Center, Holloman AFB, N. Mex.

R-5116A White Sands Proving Grounds, N. Mex.
Boundaries. Beginning at latitude 33°53'40" N., longitude 106°44'35" W.; to latitude 34°20'35" N., longitude 107°02'35" W.; to latitude 34°25'00" N., longitude 106°51'45" W.; to latitude 34°09'55" N., longitude 106°41'35" W.; to the point of beginning.
Designated altitudes. Surface to FL 240, excluding the airspace below 6,000 feet MSL west of longitude 106°52'00" W.
Time of designation. Sunrise to sunset, November 10, 1966, through January 10, 1967, as published in NOTAMS issued at least 24 hours in advance of use.
Controlling agency. Federal Aviation Agency, Albuquerque ARTC Center.
Using agency. Commander, Holloman AFB, N. Mex.

AMENDMENTS 11/10/66 31 F. R. 13987 (Added)
PENDING AMENDMENT
The White Sands Proving Grounds, N. Mex., Restricted Area R-5116A is amended by deleting "January 10, 1967" from the Time of Designation and substituting therefor "March 10, 1967".
AMENDMENTS 1/11/67 31 F. R. 16127 (Changed)

§ 73.52 New York

R-5201 Camp Drum, N. Y.

Boundaries. Beginning at Lat. 44°15'00" N, Long. 75°31'30" W; to Lat. 44°11'15" N, Long. 75°25'00" W; to Lat. 44°03'00" N, Long. 75°33'30" W; to Lat. 44°03'15" N, Long. 75°37'39" W; to Lat. 44°08'44" N, Long. 75°43'54" W; to the point of beginning.
Designated altitudes. Surface to 23,000 feet MSL, April 1 through September 30; surface to 20,000 feet MSL, October 1 through March 31.
Time of designation. Continuous April 1 through September 30 and 0600 through 1800 hours local time, October 1 through March 31; other times by NOTAM 48 hours in advance.
Using agency. Commanding Officer, Camp Drum, N. Y.

AMENDMENTS 1/22/66 31 F. R. 878 (Changed)

R-5202 Gardiner's Island, N. Y.

Boundaries. A circular area with a 3-nautical mile radius centered at Lat. 41°08'30" N, Long. 72°08'50" W.
Designated altitudes. Surface to 6,000 feet MSL.
Time of designation. 0800 to 1800 EST, Sunday through Friday, and 0800 to 2300 EST, Saturday, April 15 through October 31; 0800 to 2300 EST, Saturday and Sunday, November 1 through April 14.
Controlling agency. Federal Aviation Agency, Quonset Approach Control.
Using agency. Commanding Officer, NAS New York, N. Y.

R-5203 Oswego, N. Y.

Boundaries. Beginning at Lat. 43°37'00" N, Long. 76°45'00" W; to Lat. 43°24'00" N, Long. 76°45'00" W; to Lat. 43°24'00" N, Long. 78°00'00" W; to Lat. 43°37'00" N, Long. 78°00'00" W; to the point of beginning.
Designated altitudes. Surface to flight level 320.
Time of designation. Sunrise to sunset, April 1 through December 31.
Using agency. Commander, Air National Guard Base, Niagara Falls Municipal Airport, Niagara Falls, N. Y., Phone: BUtler 5-6691, Extension 497.

R-5204 Rome, N. Y. (Griffiss AFB), Restricted Area/Military Climb Corridor.

Boundaries. From a point of beginning at latitude 43°16'05" N., longitude 75°27'20" W., the area centered on a bearing therefrom of 314°, extending to a point 30 nmi northwest, having a width of 1 nmi at the beginning and expanding uniformly to a width of 6 nmi at the outer extremity.
Designated altitudes.
Surface to flight level 240 from point of beginning to 3 nmi northwest.
2000 feet MSL to flight level 240 from 3 to 6 nmi northwest of point of beginning.
5,000 feet MSL to flight level 240 from 6 to 11 nmi northwest of point of beginning.
10,000 feet MSL to flight level 240 from 11 to 15 nmi northwest of point of beginning.
14,000 feet MSL to flight level 240 from 15 to 19 nmi northwest of point of beginning.
16,000 feet MSL to flight level 240 from 19 to 25 nmi northwest of point of beginning.
FL 200 to flight level 240 from 25 to 30 nmi northwest of point of beginning.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Griffiss Approach Control.
Using agency. Commander, Griffiss AFB, N. Y.

R-5205 Westhampton Beach, N. Y. (Suffolk AFB), Restricted Area/Military Climb Corridor.
Boundaries. From a point of beginning at latitude 40°52'19" N., longitude 72°35'45" W., the area centered on the Suffolk Air Force Base TACAN 040° True radial, extending to a point 30 nmi northeast, having a width of 1 nmi at the beginning and expanding uniformly to a width of 6 nmi at the outer extremity.
Designated altitudes.
Surface to flight level 240 from the point of beginning to 3 nmi northeast.
2,000 feet MSL to flight level 240 from 3 to 6 nmi northeast of the point of beginning.
5,000 feet MSL to flight level 240 from 6 to 11 nmi northeast of the point of beginning.
10,000 feet MSL to flight level 240 from 11 to 15 nmi northeast of the point of beginning.
14,000 feet MSL to flight level 240 from 15 to 19 nmi northeast of the point of beginning.
16,000 feet MSL to flight level 240 from 19 to 25 nmi northeast of the point of beginning.
FL 200 to flight level 240 from 25 to 30 nmi northeast of the point of beginning.
Time of designation. Continuous.
Using agency. Suffolk AFB Approach Control.

R-5206 West Point, N. Y.

Boundaries. Beginning at Lat. 41°19'40" N, Long. 74°03'33" W; to Lat. 41°19'40" N, Long. 74°00'26" W; to Lat. 41°20'40" N, Long. 74°00'26" W; to Lat. 41°20'40" N, Long. 73°58'58" W; to Lat. 41°22'40" N, Long. 73°58'58" W; along U. S. Highway No. 9W to Lat. 41°23'08" N, Long. 73°59'42" W; to Lat. 41°23'08" N, Long. 74°00'00" W; along New York State Highway No. 293 to Lat. 41°20'40" N, Long. 74°03'33" W; to the point of beginning.
Designated altitudes. Surface to 7,000 feet MSL.
Time of designation. 0600 to 2400 e.s.t., July 1 through August 31; 0600 to 2400 e.s.t., May 1 through June 30 by NOTAM 48 hours in advance.
Controlling agency. Federal Aviation Agency, New York ARTC Center.
Using agency. Superintendent, United States Military Academy, West Point, N. Y.

AMENDMENTS 9/21/66 31 F. R. 12711 (Changed)

R-5207 Romulus, N. Y.

Boundaries. A circular area with a radius of 1,350 feet centered at latitude 42°46'59" N., longitude 76°53'06" W.
Designated altitudes. Surface to 2,000 feet MSL.
Time of designation. 0730 to 1815 local time, Monday through Friday.
Using agency. Commanding Officer, Seneca Army Depot, Romulus, N. Y.

§ 73.53 North Carolina

R-5301A Albemarle Sound, N. C.

Boundaries. A circular area with a 3-mile radius centered at latitude 36° 03' 30" N., longitude 76° 20' 00" W., excluding the airspace within R-5301B.
Designated altitudes. Surface to 5,000 feet MSL.
Time of designation. Sunrise to sunset.
Using agency. Commander, Fleet Air Norfolk, NAS Norfolk, Va.

R-5301B Albemarle Sound, N. C.

Boundaries. A circular area within a 1½-nmi radius centered at latitude 36° 05' 25" N., longitude 76° 18' 30" W.
Designated altitudes. Surface to 5,000 feet MSL.
Time of designation. Continuous.
Using agency. Commander, Fleet Air Norfolk, NAS Norfolk, Va.

R-5302 **Albemarle Sound, N. C.**

Boundaries: Beginning at latitude 36°03'35" N., longitude 76°03'05" W.; to latitude 35°58'05" N., longitude 76°02'10" W.; to latitude 35°55'40" N., longitude 76°24'05" W.; to latitude 36°01'05" N., longitude 76°25'00" W, to point of beginning.
Designated altitudes: Surface to FL 200.
Time of Designation: 0800 hours to 2300 hours e.s.t.
Using Agency: Commander, Fleet Air Norfolk, NAS Norfolk, Va.

R-5306A **Cherry Point, N. C.**

Boundaries. Beginning at Lat. 35°23'15" N, Long. 76°34'40" W; to Lat. 35°18'15" N, Long. 76°16'40" W; to Lat. 35°04'30" N, Long. 76°04'30" W; to Lat. 34°46'45" N, Long. 76°24'45" W; to Lat. 34°45'10" N, Long. 76°40'30" W; to Lat. 34°41'50" N, Long. 76°56'20" W; to Lat. 34°37'30" N, Long. 76°56'20" W; thence southwest along the boundary of Warning Area W-122 to Lat. 34°34'30" N, Long. 77°09'00" W; to Lat. 34°44'50" N, Long. 77°14'40" W; to Lat. 35°03'00" N, Long. 76°57'00" W; thence to point of beginning.
Designated altitudes. Surface to flight level 350.
Time of designation. Continuous.
Using agency. Commanding General Marine Corps Air Station, Cherry Point, N. C.

R-5306B **Cherry Point, N. C.**

Boundaries. Beginning at Lat. 34°44'50" N, Long. 77°14'40" W; to Lat. 34°34'30" N, Long. 77°09'00" W; thence southwest along the boundary of Warning Area W-122 to Lat. 34°30'20" N, Long. 77°15'50" W; to Lat. 34°33'00" N, Long. 77°19'00" W; to Lat. 34°36'05" N, Long. 77°26'08" W; to Lat. 34°40'00" N, Long. 77°22'00" W; to Lat. 34°39'10" N, Long. 77°20'50" W; thence to point of beginning.
Designated altitudes. Surface to flight level 290.
Time of designation. Continuous.
Using agency. Commanding General, Marine Corps Air Station, Cherry Point, N. C.

R-5306C **Cherry Point, N. C.**

Boundaries. Beginning at latitude 34°40'00" N., longitude 77°22'00" W.; to latitude 34°36'05" N., longitude 77°26'08" W.; to latitude 34°37'25" N., longitude 77°29'00" W.; to latitude 34°40'40" N., longitude 77°23'00" W.; to point of beginning.
Designated altitudes. Surface to 20,000 feet MSL.
Time of designation. Continuous.
Using agency. Commanding General, U.S. Marine Corps Air Station, Cherry Point, N. C.

R-5310 **Currituck Sound, N. C.**

Boundaries. A circular area with a 3-mile radius centered at Lat. 36°10'28" N, Long. 75°45'04" W.
Designated altitudes. Surface to 10,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Elizabeth City, N. C., FSS.
Using agency. Commander, Fleet Air Norfolk, NAS Norfolk, Va.

AMENDMENTS 9/1/66 31 F.R. 11863 (Changed)

R-5311 **Fort Bragg, N. C.**

Boundaries. Beginning at latitude 35°10'46" N., longitude 79°01'56" W.; to latitude 35°08'47" N., longitude 79°02'00" W.; to latitude 35°07'00" N., longitude 79°02'30" W.; to latitude 35°05'35" N., longitude 79°01'50" W.; to latitude 35°02'55" N., longitude 79°05'40" W.; to latitude 35°02'45" N., longitude 79°20'10" W.; to latitude 35°07'05" N., longitude 79°22'50" W.; to latitude 35°09'40" N., longitude 79°20'10" W.; thence along Little River to point of beginning.
Designated altitude. Surface to 29,000 feet MSL.
Time of designation. Continuous.
Using agency. Commanding General, Fort Bragg, N. C.

R-5313 **Long Shoal Point, N. C.**

Boundaries. A circular area with a 3-mile radius centered at Lat. 35°32'48" N, Long. 75°41'26" W.
Designated altitudes. Surface to FL-400.
Time of designation. Continuous.
Using agency. Commander, Fleet Air Norfolk, NAS Norfolk, Va.

R-5314 Dare County, N. C.

Subarea A
Boundaries. Beginning at latitude 35°45'40" N., longitude 75°49'20" W.; to latitude 35°40'10" N., longitude 75°50'15" W.; to latitude 35°41'30" N., longitude 76°00'20" W.; to latitude 35°47'00" N., longitude 75°59'00" W; to the point of beginning.
Designated altitudes. Surface up to, but not including, flight level 240.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Washington ARTC Center.
Using agency. Commander, 4th Tactical Fighter Wing, Seymour Johnson AFB, N. C.

Subarea B
Boundaries. Beginning at latitude 35°39'30" N., longitude 75°45'45" W.; to latitude 35°34'40" N., longitude 75°46'50" W.; to latitude 35°36'45" N., longitude 76°01'20" W.; to latitude 35°41'30" N., longitude 76°00'20" W.; to the point of beginning.
Designated altitudes. 500 feet above the surface to 14,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Washington ARTC Center.
Using agency. Commander, 4th Tactical Fighter Wing, Seymour Johnson AFB, N. C.

Subarea C.
Boundaries. Beginning at latitude 35°48'30" N., longitude 75°43'40" W.; to latitude 35°45'00" N., longitude 75°44'35" W.; to latitude 35°47'00" N., longitude 75°59'00" W.; to latitude 35°51'35" N., longitude 75°57'55" W.; to latitude 35°49'30" N., longitude 75°45'00" W.; to the point of beginning.
Designated altitudes. 500 feet above the surface to 14,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Washington ARTC Center.
Using agency. Commander, 4th Tactical Fighter Wing, Seymour Johnson AFB, N. C.

Subarea D.
Boundaries. Beginning at latitude 35°40'30" N., longitude 75°52'15" W.; to latitude 35°38'40" N., longitude 75°52'35" W.; to latitude 35°39'00" N., longitude 75°54'35" W.; to latitude 35°40'40" N., longitude 75°54'10" W.; to the point of beginning.
Designated altitudes. Surface to 14,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Washington ARTC Center.
Using agency. Commander, 4th Tactical Fighter Wing, Seymour Johnson AFB, N. C.

Subarea E.
Boundaries. Beginning at latitude 35°47'50" N., longitude 75°48'50" W.; to latitude 35°45'40" N., longitude 75°49'20" W.; to latitude 35°46'10" N., longitude 75°52'35" W.; to latitude 35°48'00" N., longitude 75°52'00" W.; to the point of beginning.
Designated altitudes. Surface to 14,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Washington ARTC Center.
Using agency. Commander, 4th Tactical Fighter Wing, Seymour Johnson AFB, N. C.

Subarea F.
Boundaries. Beginning at latitude 35°45'00" N., longitude 75°44'35" W.; to latitude 35°39'30" N., longitude 75°45'45" W.; to latitude 35°40'10" N., longitude 75°50'15" W.; to latitude 35°45'40" N., longitude 75°49'20" W.; to the point of beginning.
Designated altitudes. 500 feet above the surface up to, but not including, flight level 240.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Washington ARTC Center.
Using agency. Commander, 4th Tactical Fighter Wing, Seymour Johnson AFB, N. C.

Subarea G
Boundaries. Beginning at latitude 35°49'40" N., longitude 75°58'20" W.; to latitude 35°38'55" N., longitude 76°01'00" W.; to latitude 35°39'20" N., longitude 76°05'00" W.; to latitude 35°50'20" N., longitude 76°02'30" W.; to the point of beginning.
Designated altitudes. 200 feet above the surface to 14,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Washington ARTC Center.
Using agency. Commander, 4th Tactical Fighter Wing, Seymour Johnson AFB, N. C.

Subarea H
Boundaries. Beginning at latitude 35°50'20" N., longitude 76°02'30" W.; to latitude 35°39'20" N., longitude 76°05'00" W.; to latitude 35°40'25" N., longitude 76°12'25" W.; to latitude 35°51'25" N., longitude 76°10'05" W.; to the point of beginning.
Designated altitudes. 500 feet above the surface to 5,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Washington ARTC Center.
Using agency. Commander, 4th Tactical Fighter Wing, Seymour Johnson AFB, N. C.

Subarea J
Boundaries. Beginning at latitude 35°51'25" N., longitude 76°10'05" W.; to latitude 35°40'25" N., longitude 76°12'25" W.; to latitude 35°43'50" N., longitude 76°35'30" W.; to latitude 35°54'50" N., longitude 76°33'10" W.; to the point of beginning.
Designated altitudes. 1,000 feet above the surface to 5,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Washington ARTC Center.
Using agency. Commander, 4th Tactical Fighter Wing, Seymour Johnson AFB, N. C.

§ 73.54 North Dakota

R-5402 Grand Forks, N. Dak. (Grand Forks AFB), Restricted Area/Military Climb Corridor
Boundaries. From a point of beginning at latitude 48° 00' 43" N., longitude 97° 24' 03" W., the area centered on the 001° radial of the Grand Forks AFB TACAN, extending to a point 30 nmi N, having a width of 1 nmi at the beginning and expanding uniformly to a width of 6 nmi at the outer extremity.
Designated altitudes:
Surface to 19,000 feet MSL from the point of beginning to 1 nmi N.
Surface to flight level 270 from 1 to 3 nmi N of the point of beginning.
2,000 feet MSL to flight level 270 from 3 to 4 nmi N of the point of beginning.
3,000 feet MSL to flight level 270 from 4 to 6 nmi N of the point of beginning.
5,000 feet MSL to flight level 270 from 6 to 11 nmi N of the point of beginning.
10,000 feet MSL to flight level 270 from 11 to 15 nmi N of the point of beginning.
14,000 feet MSL to flight level 270 from 15 to 19 nmi N of the point of beginning.
17,000 feet MSL to flight level 270 from 19 to 25 nmi N of the point of beginning.
FL 200 to flight level 270 from 25 to 30 nmi N of the point of beginning.
Time of designation. Continuous.
Using agency. Grand Forks AFB Approach Control.

§ 73.55 Ohio

R-5501 Columbus, Ohio (Lockbourne AFB), Restricted Area/Military Climb Corridor.

Boundaries. From a point of beginning at latitude 39°46'47" N., longitude 82°58'30" W., the area centered on a bearing therefrom of 233°, extending to a point 30 nmi SW, having a width of 1 nmi at the beginning and expanding uniformly to a width of 6 nmi at the outer extremity.
Designated altitudes.
Surface to 20,000 feet MSL from the point of beginning to 1 nmi SW.
Surface to flight level 240 from 1 to 3 nmi SW of the point of beginning.
2,000 feet MSL to flight level 240 from 3 to 6 nmi SW of the point of beginning.
5,000 feet MSL to flight level 240 from 6 to 11 nmi SW of the point of beginning.
10,000 feet MSL to flight level 240 from 11 to 15 nmi SW of the point of beginning.
14,000 feet MSL to flight level 240 from 15 to 19 nmi SW of the point of beginning.
16,000 feet MSL to flight level 240 from 19 to 25 nmi SW of the point of beginning.
FL 200 to flight level 240 from 25 to 30 nmi SW of the point of beginning.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Columbus Approach Control.
Using agency. Commander, Lockbourne AFB, Ohio.

R-5502 Lacarne, Ohio.

Boundaries. Beginning at Lat. 41°50'39" N, Long. 83°08'47" W; to Lat. 41°35'41" N, Long. 82°54'24" W; to Lat. 41°31'39" N, Long. 83°01'30" W; to Lat. 41°31'40" N, Long. 83°03'00" W; to Lat. 41°37'38" N, Long. 83°11'12" W; to Lat. 41°39'30" N, Long. 83°15'15" W; to Lat. 41°45'30" N, Long. 83°19'45" W; to the point of beginning.
Designated altitudes. Unlimited.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Cleveland ARTC Center.
Using agency. Commanding Officer, Erie Ordnance Depot, Lacarne, Ohio.

R-5503 Wilmington, Ohio

Boundaries. Beginning at Lat. 39°08'20" N, Long. 83°02'00" W; to Lat. 38°48'30" N, Long. 83°02' 00" W; to Lat. 38°58'30" N, Long. 84°05'00" W; to Lat. 39°12'30" N, Long. 84°05'00" W; to the point of beginning.
Designated altitudes. Surface to flight level 600.
Time of designation. 0800 to 2200 EST, Monday through Saturday.
Controlling agency. Federal Aviation Agency, Indianapolis ARTC Center.
Using agency. Aeronautical Systems Division, Wright-Patterson AFB, Ohio.

R-5504 Wilmington, Ohio

Boundaries. Beginning at latitude 39°30'00" N., longitude 83°02'00" W.; to latitude 39°08'20" N., longitude 83°02'00" W.; to latitude 39°12'30" N., longitude 84°05'00" W.; to latitude 39°15'45" N., longitude 84°05'00" W.; to latitude 39°17'50" N., longitude 84°02'30" W.; to latitude 39°26'05" N., longitude 83°48'10" W.; to latitude 39°30'00" N., longitude 83°38'35" W.; to the point of beginning, excluding the portion that coincides with R-5501.
Designated altitudes. 3,000 feet MSL to flight level 600.
Time of designation. 0800 to 2200 EST, Monday through Saturday.
Controlling agency. Federal Aviation Agency, Indianapolis ARTC Center.
Using agency. Aeronautical Systems Division, Wright-Patterson AFB, Ohio.

AMENDMENT 3/31/66 31 F.R. 3231 (Changed); Correction 31 F.R. 5617

§ 73.56 Oklahoma

R-5601A Fort Sill, Okla.

Boundaries. Beginning at latitude 34°38'15" N., longitude 98°17'00" W.; to latitude 34°38'15 N., longitude 98°20'55" W.; thence counterclockwise along the arc of a 3-mile radius circle centered at latitude 34°38'18" N., longitude 98°24'06" W.; to latitude 34°40'12" N., longitude 98° 26'17" W.; to latitude 34°39'33" N., longitude 98°26'17" W.; thence counterclockwise along the arc of a 2.5-mile radius circle centered at latitude 34°38'18" N., longitude 98°24'06" W.; to latitude 34°38'15" N., longitude 98°26'46" W.; to latitude 34°38'15" N., longitude 98°45'20" W.; to latitude 34°41'58" N., longitude 98°45'20" W.; to latitude 34°41'58" N., longitude 98°39'43" W.; to latitude 34°43'30" N., longitude 98°35'39" W.; to latitude 34°43'30" N., longitude 98°21'20" W.; to latitude 34°43'45" N., longitude 98°21'00" W.; to latitude 34°46'06" N., longitude 98°21'00" W.; to latitude 34°46'06" N., longitude 98°17'00" W.; to point of beginning.
Designated altitude. Surface to 23,000 feet MSL.
Time of designation. Continuous.
Using agency. Commanding General, Fort Sill, Oklahoma.

AMENDMENTS 5/11/66 31 F. R. 7217 (Changed)

R-5601B Fort Sill, Okla.

Boundaries Beginning at latitude 34°38'15" N., longitude 98°26'46" W.; thence clockwise along the arc of a 2.5-mile radius circle centered at latitude 34°38'18" N., longitude 98°24'06" W.; to latitude 34°39'33" N., longitude 98°26'17" W.; to latitude 34°40'12" N., longitude 98°26'17" W.; thence clockwise along the arc of a 3-mile radius circle centered at latitude 34°38'18" N., longitude 98°24'06" W.; to latitude 34°38'15" N., longitude 98°20'55" W.; thence to point of beginning.
Designated altitude. Surface to 23,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Fort Worth ARTC Center.
Using agency. Commanding General, Fort Sill, Okla.

AMENDMENTS 5/11/66 31 F. R. 7217 (Changed)

R-5601C, Fort Sill, Okla.
Boundaries. Beginning at latitude 34°38'15" N., longitude 98°17'00" W.; to latitude 34°38'15" N., longitude 98°45'20" W.; to latitude 34°41'58" N., longitude 98°45'20" W.; to latitude 34°41'58" N., longitude 98°39'43" W.; to latitude 34°43'30" N., longitude 98°35'39" W.; to latitude 34°43'30" N., longitude 98°21'20" W.; to latitude 34°43'45" N., longitude 98°21'00" W.; to latitude 34°46'06" N., longitude 98°21'00" W.; to latitude 34°46'06" N., longitude 98°17'00" W.; to point of beginning.
Designated altitude. 23,000 feet MSL to 65,000 feet MSL.
Time of designation. Continuous.
Controlling Agency, Federal Aviation Agency, Fort Worth ARTC Center.
Using Agency. Commanding General, Fort Sill, Okla.

AMENDMENTS 5/11/66 31 F. R. 7217 (Changed)

§ 73.57 Oregon

R-5701 Boardman Oreg.

Boundaries and designated altitudes. A 5-nautical-mile radius circle centered at latitude 45°43'36" N., longitude 119°41'03" W., surface to flight level 450; within 3 nautical miles either side of the 093° and 263° bearings from the center of the circle extending to 11 nautical miles from the center, excluding the airspace within 5 statute miles of the 256° radial of the Pendleton, Oreg., VOR, 20,000 feet MSL to flight level 450; within 2 nautical miles N and 3 nautical miles S of the 082° bearing from the center of the circle extending to a line one nautical mile W of and parallel to Butter Creek, surface to 10,000 feet MSL to a distance of 7 nautical miles from the center of the circle, thence surface to 6,000 feet MSL to the E extremity; within 3 nautical miles either side of the 234° bearing from the center of the circle extending to 10 nautical miles from the center, excluding the airspace within VOR Federal airway No. 112, surface to 10,000 feet MSL to a distance of 7 nautical miles from the center of the circle, thence surface to 6,000 feet MSL to the SW extremity; within 3 nautical miles either side of the 270° bearing from the center of the circle extending to 15 nautical miles from the center, surface to 10,000 feet MSL to a distance of 7 nautical miles from the center of the circle, thence surface to 6,000 feet MSL to the W extremity.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Seattle ARTC Center.
Using agency. Commander Fleet Air Whidbey, NAS Whidbey Island, Wash.

R-5704 Hermiston, Oreg.

Boundaries. Beginning at latitude 45°52'00" N., longitude 119°29'00" W.; to latitude 45°50'00" N., longitude 119°29'00" W.; to latitude 45°50'00" N., longitude 119°30'30" W.; to latitude 45°52'00" N.; longitude 119°30'30" W.; to point of beginning.
Designated altitudes. Surface to 5,000 feet MSL.
Time of designation. 0800 to 2000 Pst, Monday through Friday.
Using agency. Commanding Officer, Umatilla Ordnance Depot, Hermiston, Oreg.

AMENDMENTS 3/31/66 31 F. R. 1268 (Changed)

§ 73.58 Pennsylvania

R-5801 Chambersburg, Pa.

Boundaries. A circular area with a 3,000-foot radius centered at Lat. 39°59'44" N, Long. 77°43'55" W.
Designated altitudes. Surface to 4,000 feet MSL.
Time of designation. 0800 to 1600 EST, Monday through Friday.
Using agency. Commanding Officer, Letterkenny Ordnance Depot, Chambersburg, Pa.

R-5802 Indiantown Gap, Pa.

Boundaries. Beginning at latitude 40°28'45" N., longitude 76°35'30" W.; to latitude 40°26'05" N., longitude 76°35'30" W.; to latitude 40°24'55" N., longitude 76°36'55" W.; to latitude 40°23'45" N., longitude 76°43'11" W.; to latitude 40°24'20" N., longitude 76°44'40" W.; to latitude 40°28'45" N., longitude 76°37'40" W.; to the point of beginning.
Designated altitudes. Surface to 13,000 feet MSL.
Time of designation. Continuous June 1 through August 31; 0800 to 1800 e.s.t. Saturday and Sunday March 1 through May 31; and 0800 to 1800 e.s.t. Saturday and Sunday September 1 through November 30. January 5 through February 28, 1967, as established by NOTAM issued at least 48 hours in advance.
Controlling agency. Federal Aviation Agency, New York ARTC Center.
Using agency. Commanding General, Second United States Army, Fort Meade, Maryland.

AMENDMENTS 1/5/67 31 F. R. 16521 (Changed)

R-5803 Chambersburg, Pa.

Boundaries. A circular area with a 2,400-foot radius centered at Lat. 40°02'29" N, Long. 77°44'20" W.
Designated altitudes. Surface to 4,000 feet MSL.
Time of designation. 0800 to 1600 EST, Monday through Friday.
Using agency. Commanding Officer, Letterkenny Ordnance Depot, Chambersburg, Pa.

§ 73.59 Rhode Island

§ 73.60 South Carolina

R-6001 Fort Jackson, S. C.

Boundaries. Beginning at Lat. 34°03'51" N, Long. 80°42'12" W; to Lat. 34°01'40" N, Long. 80°42'15" W; to Lat. 34°01'50" N, Long. 80°55'15" W; to Lat. 34°02'21" N, Long. 80°56'02" W; to Lat. 34°04'45" N, Long. 80°53'02" W; to Lat. 34°06'19" N, Long. 80°48'47" W; to Lat. 34°05'58" N, Long. 80°46'05" W; to the point of beginning.
Designated altitudes. Surface to 24,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Jacksonville ARTC Center.
Using agency. Commanding General, Fort Jackson, S. C.

R-6002 Poinsett-Sumter, S. C.

Boundaries. Beginning at latitude 33°52'30" N., longitude 80°26'00" W.; to latitude 33°45'50" N., longitude 80°25'00" W.; to latitude 33°44'15" N., longitude 80°33'15" W.; to latitude 33°48'00" N., longitude 80°34'00" W.; to latitude 33°52'30" N., longitude 30°30'00" W.; to the point of beginning.
Designated altitudes. Surface to 13,000 feet MSL.
Time of designation. Sunrise to sunset.
Controlling agency. Federal Aviation Agency, Jacksonville ARTC Center.
Using agency. Commander, Shaw AFB, S. C.

R-6003 Charleston, S. C. (Charleston AFB/Municipal Airport), Restricted Area/Military Climb Corridor.

Boundaires. The area centered on the 147° radial of the Charleston VORTAC extending from 10 miles SE of the VORTAC to 35 miles SE of the VORTAC, having a width of 2.5 miles at the beginning and expanding uniformly to a width of 5.5 miles at the outer extremity, excluding the portion which lies outside of the continental United States.
Designated altitudes:
2,000 feet MSL to 15,000 feet MSL from 10 miles SE of the VORTAC to 11 miles SE of the VORTAC.
2,000 feet MSL to flight level 240 from 11 to 12 miles SE of the VORTAC.
2,000 feet MSL to flight level 270 from 12 to 15 miles SE of the VORTAC.
6,000 feet MSL to flight level 270 from 15 to 20 miles SE of the VORTAC.
10,000 feet MSL to flight level 270 from 20 miles SE of the VORTAC to the continental limits of the United States.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Charleston Approach Control.
Using agency. Commander, Charleston AFB, S. C.

R-6004 Savannah River Plant, S. C.

Boundaries. Beginning at latitude 33°23'30" N., longitude 81°41'00" W.; to latitude 33°23'15" N., longitude 81°29'00" W.; to latitude 33°20'35" N., longitude 81°24'00" W.; to latitude 33°15'00" N., longitude 81°25'10" W.; to latitude 33°08'45" N., longitude 81°22'40" W.; to latitude 33° 04'50" N., longitude 81°32'00" W.; to latitude 33°02'45" N., longitude 81°42'50" W.; to latitude 33°05'20" N., longitude 81°49'00" W.; to latitude 33°16'25" N., longitude 81°50'55" W.; to the point of beginning.
Designated altitudes. Unlimited.
Time of designation. Continuous.
Using agency. Manager, Atomic Energy Commission, Savannah River Plant, Aiken, S. C.

§ 73.61 South Dakota

R-6101 Igloo, S. Dak.

Boundaries. Beginning at Lat. 43°12'57" N, Long. 103°58'00" W; to Lat. 43°12'57" N, Long. 103°52'45" W; to Lat. 43°09'11" N, Long. 103°52'45" W; to Lat. 43°09'11" N, Long. 103°53'10" W; to Lat. 43°08'08" N, Long. 103°53'10" W; to Lat. 43°08'08" N, Long. 103°58'00" W; to the point of beginning.
Designated altitudes. Surface to 6,000 feet MSL.
Time of designation. 0700 to 1900 MST, Monday through Friday.
Using agency. Commanding Officer, Black Hills Ordnance Depot, Igloo, S. Dak.

§ 73.62 Tennessee

§ 73.63 Texas

R-6302A Fort Hood, Texas.

Boundaries. Beginning at latitude 31°06'06" N., longitude 97°32'42" W.; to latitude 31°08'20" N., longitude 97°39'28" W.; to latitude 31°10'04" N., longitude 97°41'06" W.; to latitude 31°10'39" N., longitude 97°43'19" W.; to latitude 31°09'52" N., longitude 97°44'45" W.; to latitude 31°09'02" N., longitude 97°45'25" W.; to latitude 31°08'56" N., longitude 97°47'18" W.; to latitude 31°15'10" N., longitude 97°50'45" W.; to latitude 31°19'28" N., longitude 97°50'45" W.; to latitude 31°23'31" N., longitude 97°47'45" W.; to latitude 31°22'33" N., longitude 97°42'45" W.; to latitude 31°20'48° N., longitude 97°40'32" W.; to latitude 31°19'37" N., longitude 97°40'32" W.; to latitude 31°13'45" N., longitude 97°32'35" W.; to point of beginning.
Designated altitude. Surface to 30,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Houston, Tex. ARTC Center.
Using agency. Commanding General, Fort Hood, Texas.

R-6302B Fort Hood, Texas

Boundaries. Beginning at latitude 31°08'20" N., longitude 97°39'28" W.; to latitude 31°09'03" N., longitude 97°41'18" W.; to latitude 31°09'40" N., longitude 97°41'20" W.; to latitude 31°09'40" N., longitude 97°43'19" W.; to latitude 31°08'45" N., longitude 97°43'30" W.' to latitude 31°09'02" N., longitude 97°45'25" W.; to latitude 31°09'52" N., longitude 97°44'45" W.; to latitude 31°10'39" N., longitude 97°43'19" W.; to latitude 31°10'04" N., longitude 97°41'06" W.' to point of beginning.
Designated altitude. Surface to 30,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Houston, Tex. ARTC Center.
Using agency. Commanding General, Fort Hood, Texas.

R-6302C Fort Hood, Texas

Boundaries. Beginning at latitude 31°08'56" N., longitude 97°47'18" W.; to latitude 31°08'40" N., longitude 97°52'10" W.; to latitude 31°09'15" N., longitude 97°54'30" W.; to latitude 31°15'34" N., longitude 97°54'29" W.; to latitude 31°19'28" N., longitude 97°50'45" W.; to latitude 31°15'10" N., longitude 97°50'45" W.; to point of beginning.
Designated altitude. Surface to 30,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Houston, Tex. ARTC Center.
Using agency. Commanding General, Fort Hood, Texas.

R-6303 Matagorda Island, Tex.

Boundaries. Beginning at latitude 28°15'20" N., longitude 96°26'50" W.; to latitude 28°18'55" N., longitude 96°27'45" W.; to latitude 28°20'55" N., longitude 96°29'15" W.; to latitude 28°12'00" N., longitude 96°46'00" W.; to latitude 28°07'00" N., longitude 96°42'00" W.; thence 3 nautical miles from and parallel to the shoreline to the point of beginning.
Designated altitudes. Surface to flight level 600.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Houston, Tex. ARTC Center.
Using agency. Commander, Second Air Force, Barksdale AFB, La.

R-6310 Houston, Texas (Ellington AFB), Restricted Area/Military Climb Corridor.

Boundaries. From a point of beginning at latitude 29°33'50" N., longitude 95°10'00" W., the area centered on a bearing therefrom of 183°, extending to a point 30 nmi S, having a width 1 nmi at the beginning and expanding uniformly to a width of 6 nmi at the outer extremity.
Designated altitudes.
2,000 feet MSL to 14,000 feet MSL from the point of beginning to 1 nmi S.
2,000 feet MSL to 16,000 feet MSL from 1 to 2 nmi S of the point of beginning.
2,000 feet MSL to FL 190 from 2 to 3 nmi S of the point of beginning.
2,000 feet MSL to FL 210 from 3 to 4 nmi S of the point of beginning.
2,000 feet MSL to FL 230 from 4 to 6 nmi S of the point of beginning.
5,000 feet MSL to FL 230 from 6 to 10 nmi S of the point of beginning.
9,000 feet MSL to FL 230 from 10 to 13 nmi S of the point of beginning.
12,000 feet MSL to FL 230 from 13 to 19 nmi S of the point of beginning.
16,000 feet MSL to FL 230 from 19 to 25 nmi S of the point of beginning.
FL 200 to FL 230 from 25 to 30 nmi S of the point of beginning.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Houston Approach Control.
Using agency. Commander, Ellington AFB, Texas.

R-6311 San Antonio, Texas (Kelly AFB), Restricted Area/Military Climb Corridor.

Boundaries. From a point of beginning at latitude 29°20'15" N., longitude 98°33'50" W., the area centered on a bearing therefrom of 164°, extending to a point 30 nmi S, having a width of 2 nmi at the beginning and expanding uniformly to a width of 6 nmi at the outer extremity.
Designated altitudes:
3,000 feet MSL to 19,000 feet MSL from point of beginning to 1 nmi S;
3,000 feet MSL to 23,000 feet MSL from 1 to 6 nmi S of point of beginning;
5,000 feet MSL to 23,000 feet MSL from 6 to 11 nmi S of point of beginning;
10,000 feet MSL to 23,000 feet MSL from 11 to 15 nmi S of point of beginning;
14,000 feet MSL to 23,000 feet MSL from 15 to 20 nmi S of point of beginning;
17,000 feet MSL to 23,000 feet MSL from 20 to 25 nmi S of point of beginning;
FL 200 to flight level 230 from 25 to 30 nmi S of point of beginning.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, San Antonio Approach Control.
Using agency. Commander, Kelly AFB, Texas.

R-6312 Cotulla, Tex.,
Boundaries: The area within 5 nmi of geographical points located at 28°14'50" N., 98°43'30" W.; and 28°05'53" N., 98°42'51" W.
Designated altitudes: Surface to 15,000 feet MSL except for the area west of a line between 28°17'40" N., 98°47'55" W., and 28°11'55" N., 98°48'00" W., and the area along Highway 624 extending ¼ mile each side where the floor is 1,000 feet AGL.
Time of designation: Daylight hours, Monday through Saturday.
Controlling agency: Federal Aviation Agency, ARTCC, Houston, Tex.
Using agency: Chief of Naval Air Advanced Training Command, NAS Corpus Christi, Tex.

AMENDMENTS 9/15/66 31 F.R. 10772 (Added)

§ 73.64 Utah

R-6401 Deseret, Utah.

Boundaries. Beginning at Lat. 40°16'27" N, Long. 112°18'43" W; to Lat. 40°15'42" N. 112°18'43" W; to Lat. 40°15'42" N, Long. 112°21'01" W; to Lat. 40°16'27" N, Long. 112°21'01" W; to the point of beginning.
Designated altitudes. Surface to 10,000 feet MSL.
Time of designation. Continuous.
Using agency. Commanding Officer, Tooele Ordnance Depot, Tooele, Utah.

R-6402 Dugway, Utah

Boundaries. Beginning at latitude 40°25'00" N., longitude 112°56'00" W., to latitude 40°13'00" N., longitude 112°43'00" W., to latitude 39°49'00" N., longitude 112°43'00" W., to latitude 39°44'00" N., longitude 113°08'00" W., to latitude 39°49'00" N., longitude 113°08'00" W., to latitude 39°52'00" N., longitude 113°27'00" W., to latitude 39°55'00" N., longitude 113°26'40" W., to latitude 40°20'20" N., longitude 113°20'02" W., to latitude 40°20'20" N., longitude 113°07'00" W., to latitude 40°25'00" N., longitude 113°07'00" W., to the point of beginning.
Designated altitudes. Surface to flight level 400.
Time of designation. Continuous.
Using agency. Commanding Officer, Dugway Proving Ground, Dugway, Utah.

R-6403 Tooele, Utah

Boundaries. Beginning at latitude 40°30'44" N , longitude 112°27'30" W.; to latitude 40°29'32" N., longitude 112°27'30" W.; to latitude 40°29'32" N., longitude 112°29'15" W.; to latitude 40°30'44" N., longitude 112°29'15" W.; to the point of beginning.
Designated altitude. Surface to 9,000 feet MSL.
Time of designation. 0800 to 2000 P.s.t.
Using agency. Commanding Officer, Tooele Ordnance Depot, Tooele, Utah.

R-6404A Hill AFB Range South, Utah

Boundaries. Beginning at latitude 41°00'00" N., longitude 112°56'30" W.; to latitude 40°51'30" N., longitude 112°56'30" W.; to latitude 40°48'30" N., longitude 113°40'00" W.; to latitude 41°00'00" N., longitude 113°-41'40" W.; to the point of beginning.
Designated altitudes. Surface to flight level 600.
Time of designation. Sunrise to sunset.
Controlling agency. Federal Aviation Agency, Salt Lake City ARTC Center.
Using agency. Commander, Hill AFB, Utah.

R-6404B Hill AFB Range North, Utah

Boundaries. Beginning at latitude 41°10'40" N., longitude 112°45'00" W.; to latitude 41°00'00" N., longitude 112°45'00" W.; to latitude 41°00'00" N., longitude 113°41'40" W.; to latitude 41°15'00" N., longitude 113°43'50" W.; to the point of beginning.
Designated altitudes. Surface to flight level 600.
Time of designation. Sunrise to sunset.
Controlling agency. Federal Aviation Agency, Salt Lake City ARTC Center.
Using agency. Commander, Hill AFB, Utah.

R-6405 Wendover, Utah

Boundaries. Beginning at latitude 39°44'00" N., longitude 113°08'00" W., to latitude 39°23'00" N., longitude 113°19'00" W., to latitude 39°23'00" N., longitude 113°48'00" W., to latitude 39°55'00" N., longitude 113°48'00" W., to latitude 39°55'00" N., longitude 113°26'40" W., to latitude 39°52'00" N., longitude 113°27'00" W., to latitude 39°49'00" N., longitude 113°08'00" W., to the point of beginning.
Designated altitudes. Surface to flight level 400.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Salt Lake City ARTC Center.
Using agency. Commander, Hill AFB, Utah.

R-6406A, Wendover North, Utah.

Boundaries. Beginning at latitude 40°40'30" N., longitude 113°00'00" W., to latitude 40°29'00" N., longitude 113°00'00" W., to latitude 40°29'00" N., longitude 113°18'00" W., to latitude 40°20'20" N., longitude 113°49'00" W., to latitude 40°17'00" N., longitude 114°00'00" W., to latitude 40°38'30" N., longitude 114°00'00" W., to the point of beginning.
Designated altitudes. Surface to flight level 400; joint-use at and above 7,500 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Salt Lake City ARTC Center.
Using agency. Commander, Hill AFB, Utah.

R-6406B, Wendover South, Utah

Boundaries. Beginning at latitude 40°29'00" N., longitude 113°00'00" W., to latitude 40°25'00" N., longitude 112°56'00" W., to latitude 40°25'00" N., longitude 113°07'00" W., to latitude 40°20'20" N., longitude 113°07'00" W., to latitude 40°20'20" N., longitude 113°49'00" W., to latitude 40°29'00" N., longitude 113°18'00" W., to the point of beginning.
Designated altitudes. Surface to flight level 400; joint-use at and above FL 240.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Salt Lake City ARTC Center.
Using agency. Commander, Hill AFB, Utah.

R-6407 Dugway West, Utah

Boundaries. Beginning at latitude 40°20'20" N., longitude 113°20'02" W., to latitude 39°55'00" N., longitude 113°26'40" W., to latitude 39°55'00" N., longitude 113°48'00" W., to latitude 40°00'00" N., longitude 113°48'00" W., to latitude 40°00'00" N., longitude 114°00'00" W., to latitude 40°17'00" N., longitude 114°00'00" W., to latitude 40°20'20" N., longitude 113°49'00" W., to the point of beginning.
Designated altitudes. Surface to flight level 400; joint-use at and above FL 240.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Salt Lake City ARTC Center.
Using agency. Commanding Officer, Dugway Proving Ground, Dugway, Utah.

R-6408 Indian Creek, Utah.

Boundaries. Beginning at latitude 37°59'00" N., longitude 109°23'00" W.; to latitude 37°57'00" N., longitude 109°25'00" W.; to latitude 37°58'00" N., longitude 109°40'00" W.; to latitude 38°02'00" N., longitude 109°54'00" W.; to latitude 38°21'00" N., longitude 109°54'00" W.; to latitude 38°23'00" N., longitude 109°52'00" W.; to latitude 38°22'00" N., longitude 109°38'00" W.; to latitude 38°21'00" N., longitude 109°31'00" W.; to latitude 38°16'00" N., longitude 109°24'00" W.; to latitude 38°06'00" N., longitude 109°22'00" W.; to the point of beginning.
Designated altitudes. Surface to unlimited.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Denver ARTC Center.
Using agency. Commander, Air Force Missile Development Center, Holloman AFB, New Mexico.

R-6409 Green River, Utah.

Boundaries. Beginning at latitude 39°00'00" N., longitude 110°03'00" W.; to latitude 38°54'00" N., longitude 109°58'00" W.; to latitude 38°51'00" N., longitude 110°05'00" W.; to latitude 38°58'00" N., longitude 110°09'00" W.; to the point of beginning.
Designated altitudes. Surface to unlimited.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Denver ARTC Center.
Using agency. Commander, Air Force Missile Development Center, Holloman AFB, New Mexico.

R-6410 Blanding, Utah

Boundaries: Beginning at latitude 37°33'00" N., longitude 109°33'00" W.; to latitude 37°21'00" N., longitude 109°21'00" W.; to latitude 37°17'00" N., longitude 109°29'00" W.; to latitude 37°31'00" N., longitude 109°36'00" W.; to point of beginning.

Designated altitudes: Surface to unlimited.

Time of designation: Continuous, November 1, 1966, through November 30, 1966. All subsequent firing periods will be designated by a rule published in the Federal Register.

Controlling agency: Federal Aviation Agency, Denver ARTC Center.

Using agency: Commander, Air Force Missile Development Center, Holloman AFB, N. Mex.

AMENDMENTS 6/23/66 31 F. R. 7032 (Added); 11/10/66 31 F. R. 11863 (Changed)

PENDING AMENDMENT

The Blanding, Utah, Restricted Area R-6410 is amended by deleting the present time of designation and substituting the following therefor:

Time of designation. Continuous, March 1, 1967, through April 10, 1967. All subsequent firing periods will be designated by a rule published in the Federal Register.

AMENDMENTS 3/1/67 31 F. R. 15799 (Changed)

R-6411 Hanksville, Utah

Boundaries. Beginning at latitude 38°34'50" N., longitude 110°33'00" W.; to latitude 38°27'45" N., longitude 110°23'30" W.; to latitude 38°06'40" N., longitude 110°03'50" W.; to latitude 38°01'15" N., longitude 110° 14'30" W.; to latitude 38°23'35" N., longitude 110°31'30" W.; to latitude 38°33'10" N., longitude 110°36'10" W.; thence clockwise along the arc of a circle with a 1.5 nmi radius centered at latitude 38°34'00" N., longitude 110°34'36" W.; to the point of beginning.

Designated altitudes: Surface to FL 600.

Time of designation. Continuous, October 15, 1966, through November 15, 1966, unless cancelled sooner by Notices to Airmen. All subsequent biannual firing periods will be designated by a rule published in the Federal Register.

Controlling Agency: Federal Aviation Agency, Denver ARTC Center.

Using Agency: Air Force Missile Development Center, Air Force Systems Command, Holloman AFB, N. Mex.

AMENDMENTS 6/1/66 31 F. R. 2583 (Changed); Amend. Alt. 31 F. R. 7032;
AMENDMENTS 10/15/66 31 F.R. 11863 (Changed)

R-6412 Camp Williams, Utah

Boundaries. Beginning at latitude 40°27'30" N., longitude 111°57'10" W.; to latitude 40°25'32" N., longitude 111°56'45" W.; to latitude 40°23'30" N., longitude 111°56'45" W.; to latitude 40°23'30" N., longitude 112° 06'00" W.; to latitude 40°27'30" N., longitude 112°06'00" W.; to the point of beginning.

Designated altitudes. Surface to 10,000 feet MSL.

Time of designation. Maximum two-week period during the month of June each year with specific dates to be published by NOTAM.

Controlling agency. Federal Aviation Agency, Salt Lake City Tower.

Using agency. The Adjutant General, State of Utah.

§ 73.65 Vermont

R-6501 Underhill, Vt.

Boundaries. Beginning at latitude 44°30'00" N., longitude 72°52'00" W.; to latitude 44°27'00" N., longitude 72°52'00" W.; to latitude 44°27'00" N., longitude 72°55'00" W.; to latitude 44°28'30" N., longitude 72°56'30" W.; to latitude 44°29'15" N., longitude 72°56'30" W.; to latitude 44°30'00" N., longitude 72°53'30"W.; to the point of beginning.

Designated Altitudes. Surface to 4,000 feet MSL.

Time of designation: Continuous, Monday through Saturday, other time by a NOTAM issued 24 hours in advance.

Using Agency. Adjutant General, State of Vermont, Montpelier, Vt.

AMENDMENTS 7/21/66 31 F. R. 7882 (Changed)

§ 73.66 Virginia

R-6601 Camp A. P. Hill, Va.

Boundaries. Beginning at latitude 38°06'50" N., longitude 77°10'34" W.; to latitude 38°05'30" N., longitude 77°09'06" W.; to latitude 38°04'40" N., longitude 77°10'20" W.; to latitude 38°03'12" N., longitude 77°09'35" W.; to latitude 38°02'22" N., longitude 77°11'40" W.; to latitude 38°02'30" N., longitude 77°14'40" W.; to latitude 38°01'50" N., longitude 77°16'08" W.; to latitude 38°02'15" N., longitude 77°18'04" W.; to latitude 38°03'40" N., longitude 77°18'45" W.; to latitude 38°04'37" N., longitude 77°18'45" W.; thence along highway U. S. 301 to latitude 38°08'01" N., longitude 77°14'04" W.; to latitude 38°07'53" N., longitude 77°13'40" W.; to latitude 38°06'46" N., longitude 77°12'21" W.; thence to the point of beginning.

Designated altitudes. Surface to 5,000 feet MSL.

Time of designation. 0700 to 2300 e.s.t., June 1 through September 8; and 0700 to 2300 e.s.t., September 9, through May 31, by NOTAM issued at least 48 hours in advance.

Controlling agency. Federal Aviation Agency, Washington ARTC Center.

Using agency. Commanding General, U. S. Quartermaster Center and Fort Lee, Fort Lee, Va.

R-6602 **Camp Pickett, Va.**

Boundaries. Beginning at latitude 37°05'37" N., longitude 77°51'54" W.; to latitude 37°04'25" N., longitude 77°51'45" W.; along State Highway No. 40 to latitude 37°03'55" N., longitude 77°51'05" W.; to latitude 37°02'43" N., longitude 77°50'38" W.; to latitude 37°01'05" N., longitude 77°50'43" W.; to latitude 36°59'50" N., longitude 77°50'34" W.; to latitude 36°57'58" N., longitude 77°52'14" W.; to latitude 36°57'54" N., longitude 77°53'19" W.; to latitude 36°58'12" N., longitude 77°57'42" W.; to latitude 37°01'50" N., longitude 77°58'40" W.; to latitude 37°01'50" N., longitude 77°55'58" W.; to latitude 37°05'37" N., longitude 77°56'00" W.; to point of beginning.

Designated altitudes. The area NW of a line between latitude 37°01'05" N., longitude 77°50'43" W., and latitude 36°57'54" N., longitude 77°53'19" W., surface to 18,500 feet MSL. The area SE of this line, surface to 1,900 feet MSL.

Time of designation. Continuous from June 1 through September 8; 0600 EST Saturday to 2200 EST Sunday from September 9 through May 31; other times after issuance of NOTAMS by the using agency at least 48 hours in advance. When activated by NOTAM, another NOTAM shall be issued upon termination of use.

Using Agency. Commanding General U.S . Army Quartermaster Center and Fort Lee, Fort Lee, Va.

AMENDMENTS 9/9/66 31 F.R. 11863 (Changed)

R-6604 **Chincoteague Inlet, Va.**

Boundaries. Beginning at Lat. 37°56'45" N. Long. 75°27'30" W; to Lat. 37°51'30" N, Long. 75°17'15" W; thence 3 nautical miles from and parallel to the shoreline to Lat. 37°38'45" N, Long. 75°31'20" W; to Lat. 37°50'24" N, Long. 75°31'20" W; to the point of beginning.

Designated altitudes. Unlimited.

Time of designation. Continuous.

Using agency. Chief, Wallops Station, National Aeronautics and Space Administration, Wallops Island, Va.

R-6606 **Pendleton, Va.**

Boundaries. Beginning at Lat. 36°50'41" N, Long. 75°54'40" W; thence 3 nautical miles from and parallel to the shoreline to Lat. 36°34'33" N, Long. 75°48'40" W; to Lat. 36°45'03" N, Long. 75°56'12" W; to Lat. 36°44'45" N, Long. 75°57'05" W; to Lat. 36°44'39" N, Long. 75°58'00" W; to Lat. 36°47'00" N, Long. 75°58'45" W; to Lat. 36°47'18" N, Long. 75°56'54" W; to the point of beginning.

Designated altitudes. Unlimited.

Time of designation. 0800 to 1700 EST Monday through Friday, except that portion north of latitude 36°41'42" N., from the surface to 1,000 feet MSL, which is continuous.

Using agency. Commanding Officer, U. S. Fleet Air Defense Training Center, Dam Neck, Va.

R-6608 **Quantico, Va.**

Boundaries. Beginning at latitude 38°31'15" N., longitude 77°24'20" W.; to latitude 38°29'00" N., longitude 77°28'45" W.; to latitude 38°31'20" N., longitude 77°34'07" W.; to latitude 38°37'00" N., longitude 77°34'07" W.; to latitude 38°37'50" N., longitude 77°32'20" W.; to latitude 38°37'00" N., longitude 77°25'34" W.; to latitude 38°34'00" N., longitude 77°24'00" W.; to the point of beginning.

Designated altitudes. Surface to 14,000 feet MSL.

Time of designation. Continuous.

Controlling agency. Federal Aviation Agency, Washington ARTC Center.

Using agency. Commandant, Marine Corps Schools, Quantico, Va.

AMENDMENTS 3/24/66 31 F. R. 5250 (Changed)

R-6609 **Tangier Island, Va.**

Boundaries. A circular area with a 5-nautical mile radius centered at Lat. 37°47'54" N, Long. 76°03'48" W.

Designated altitudes. Unlimited.

Time of designation. From 0800 to 2300 hours e.s.t., other times as specified in a NOTAM issued 48 hours in advance.

Designated altitudes. Surface to 20,000 feet MSL.

Using agency. Commander, Fleet Air Norfolk, NAS Norfolk, Va.

R-6611 **Dahlgren Complex, Va.**

Boundaries. Beginning at Lat. 38°21'30" N, Long. 77°01'15" W; to Lat. 38°17'30" N, Long. 76°56'00" W; to Lat. 38°15'45" N, Long. 76°52'00" W; to Lat. 38°13'00" N, Long. 76°54'35" W; to Lat. 38°19'15" N, Long. 77°02'00" W; to the point of beginning.

Designated altitudes. Surface to flight level 400.

Time of designation. 0800 to 1700 EST, Monday through Friday 1 September through 31 May and 0700 to 1600 EST Monday through Friday 1 June through 31 August.

Controlling agency. Federal Aviation Agency, Washington ARTC Center.

Using agency. Commander, Naval Proving Grounds, Dahlgren, Va.

R-6612 Dahlgren Complex, Va.

Boundaries. Two overlapping circular areas with 7,000-foot radii centered at Lat. 38°17'59" N, Long. 77°02'15" W, and Lat. 38°18'23" N, Long. 77°02'57" W.
Designated altitudes. Surface to 7,000 feet MSL.
Time of designation. 0800 to 1700 EST, Monday through Friday 1 September through 31 May and 0700 to 1600 EST Monday through Friday 1 June through 31 August.
Controlling agency. Federal Aviation Agency, Washington ARTC Center.
Using agency. Commander, Naval Proving Grounds, Dahlgren, Va.

R-6613 Dahlgren Complex, Va.

Boundaries. Beginning at Lat. 38°15'45" N, Long. 76°52'00" W; to Lat. 38°13'30" N, Long. 76°46'35" W; to Lat. 38°10'00" N, Long. 76°50'00" W; to Lat. 38°13'00" N, Long. 76°54'35" W; to the point of beginning.
Designated altitudes. Surface to flight level 400.
Time of designation. 0800 to 1700 EST, Monday through Friday 1 September through 31 May and 0700 to 1600 EST Monday through Friday 1 June through 31 August.
Controlling agency. Federal Aviation Agency, Washington ARTC Center.
Using agency. Commander, Naval Proving Grounds, Dahlgren, Va.

§ 73.67 Washington

R-6701 Admiralty Inlet, Wash.

Boundaries. Beginning at Lat. 48°10'00" N, Long. 122°34'48" W; to Lat. 48°05'45" N, Long. 122°31'30" W; to Lat. 48°06'06" N; Long. 122°41'12" W; to Lat. 48°10'00" N, Long. 122°40'56" W; to the point of beginning.
Designated altitudes. Surface to 10,000 feet MSL.
Time of designation. Sunrise to sunset.
Controlling agency. Federal Aviation Agency, Seattle ARTC Center.
Using agency. Commander Fleet Air Whidbey, NAS Whidbey Island, Wash.

AMENDMENTS 5/20/65 30 F. R. 7100 (Changed)

R-6703 Fort Lewis, Wash.

Boundaries. Beginning at latitude 47°03'10" N., longitude 122°31'25" W.; to latitude 47°02'30" N., longitude 122°31'40" W.; to latitude 47°02'30" N., longitude 122°31'00" W.; to latitude 47°00'40" N., longitude 122°31'25" W.; to latitude 47°00'40" N., longitude 122°32'55" W.; to latitude 46°58'05" N., longitude 122° 34'00" W.; to latitude 46°58'05" N., longitude 122°37'50" W.; to latitude 47°04'25" N., longitude 122°35' 15" W.; to the point of beginning.
Designated altitudes. Surface to 5,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, McChord Approach Control.
Using agency. Commanding General, Fort Lewis, Wash.

R-6704 Fort Lewis, Wash.

Boundaries. Beginning at latitude 47°04'25" N., longitude 122°35'15" W.; to latitude 46°58'05" N., longitude 122°37'50" W.; to latitude 46°54'35" N., longitude 122°41'25" W.; to latitude 46°54'05" N., longitude 122°45'00" W.; to latitude 46°57'12" N., longitude 122°46'50" W.; to latitude 47°00'40" N., longitude 122° 41'40" W.; to latitude 47°04'35" N., longitude 122°41'30" W.; to latitude 47°05'25" N., longitude 122°38' 00" W.; to the point of beginning.
Designated altitudes. Surface to 14,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, McChord Approach Control.
Using agency. Commanding General, Fort Lewis, Wash.

R-6705 Juan De Fuca, Wash.

Boundaries. Beginning at Lat. 48°14'30" N, Long. 123°42'00" W; to Lat. 48°10'30° N, Long. 123°42'00" W; thence one-half mile N of and parallel to the N coast of Washington to Lat. 48°18'35" N. Long. 124°25'00" W; to Lat. 48°24'30" N, Long. 124°25'00" W; thence along the United States-Canadian border to the point of beginning.
Designated altitudes. Surface to 1,000 feet MSL.
Time of designation. Continuous.
Using agency. Commander Fleet Air Whidbey, NAS Whidbey Island, Wash.

R-6707 **Queets, Wash.**

Boundaries. Beginning at Lat. 47°29'25" N, Long. 124°25'00" W; clockwise along the arc of a 3-mile radius circle centered at Lat. 47°27'00" N, Long. 124°24'15" W to Lat. 47°24'25" N, Long. 124°24'30" W; thence 3 nautical miles from and parallel to the shoreline to the point of beginning.
Designated altitudes. Surface to 12,000 feet MSL.
Time of designation. Sunrise to sunset.
Using agency. Commander Fleet Air Whidbey, NAS Whidbey Island, Wash.

R-6708 **Rosario Strait, Wash.**

Boundaries. A circular area with a 1 nautical mile radius centered at Lat. 48°29'06" N, Long. 122°45'42" W.
Designated altitudes. Surface to 1,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Seattle ARTC Center.
Using agency. Commander Fleet Air Whidbey, NAS Whidbey Island, Wash.

R-6713 **Whidbey Island, Wash.**

Boundaries. Beginning at latitude 48°25'00" N., longitude 123°05'00" W.; to latitude 48°23'00" N., longitude 123°06'00" W.; to latitude 48°16'30" N., longitude 123°03'00" W.; to latitude 48°16'30" N., longitude 122°55'30" W.; to latitude 48°18'20" N., longitude 122°50'30" W.; to latitude 48°22'45" N., longitude 122°50'30" W.; to latitude 48°25'00" N., longitude 122°53'30" W.; to the point of beginning.
Designated altitudes. Surface to 5,000 feet MSL.
Time of designation. 0700 to 2400 local time.
Controlling agency. Federal Aviation Agency, Seattle ARTC Center.
Using agency. Commander Fleet Air Whidbey, NAS Whidbey Island, Wash.

AMENDMENTS 12/31/66 31 F. R. 16764 (Changed)

R-6714 **Yakima, Wash.**

Boundaries. Beginning at latitude 46°51'00" N., longitude 119°58'00" W.; along the W. shore of the Columbia River to latitude 46°39'00" N., longitude 119°55'30" W.; to latitude 46°33'00" N., longitude 119°55'30" W.; to latitude 46°33'00" N., longitude 120°13'00" W.; to latitude 46°40'35" N., longitude 120°26'35" W.; to latitude 46°43'00" N., longitude 120°26'38" W.; to latitude 46°51'00" N., longitude 120°21'30" W.; to latitude 46°51'00" N., longitude 120°16'30" W.; to latitude 46°54'30" N., longitude 120°15'00" W.; clockwise along the arc of a 12-mile radius circle centered at latitude 46°44'45" N., longitude 120°20'00" W.; to latitude 46°51'00" N., longitude 120°08'30" W.; to the point of beginning.
Designated altitudes. Surface to 38,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Seattle ARTC Center.
Using agency. Commanding General, Fort Lewis, Wash.

R-6715 **Richland, Wash.**

Boundaries. Beginning at latitude 46°48'00" N., longitude 119°35'00" W.; to latitude 46°48'00" N., longitude 119°25'00" W.; to latitude 46°45'00" N.; longitude 119°20'00" W.; to latitude 46°30'00" N., longitude 119°20'00" W.; to latitude 46°30'00" N., longitude 119°13'00" W.; to latitude 46°20'00" N., longitude 119°13'00" W; to latitude 46°30'00" N., longitude 119°47'00" W.; to latitude 46°40'00" N., longitude 119°47'00" W.; to the point of beginning.
Designated altitudes. Unlimited.
Time of designation. Continuous.
Using agency. Manager, Atomic Energy Commission, Richland, Washington.

§ 73.68 **West Virginia**

§ 73.69 **Wisconsin**

R-6901 **Camp McCoy, Wis.**

Boundaries. Beginning at latitude 44°08'40" N., longitude 90°44'00" W.; to latitude 44°08'40" N., longitude 90°40'20" W., to latitude 44°09'30" N., longitude 90°40'20" W.; to latitude 44°09'30" N., longitude 90°36'45" W.; to latitude 44°00'00" N., longitude 90°36'45" W.; to latitude 44°00'00" N., longitude 90°35'46" W.; to latitude 43°56'20" N., longitude 90°35'46" W.; to latitude 43°56'20" N., longitude 90°44'00" W.; to point of beginning.
Designated altitudes. Surface to flight level 250.
Time of designation. May 23 through September 5.
Using agency. Commanding Officer, Camp McCoy, Wis.

R-6903 Sheboygan, Wis.

Boundaries. Beginning at latitude 43°19'00" N., longitude 87°41'00" W.; to latitude 44°05'30" N., longitude 87°29'45" W.; to latitude 44°02'00" N., longitude 87°02'30" W.; to latitude 43°15'30" N., longitude 87°14'00" W.; to the point of beginning.
Designated altitudes. Surface to flight level 450.
Time of designation. 0600 to 2200 CST, May 1 through September 30, and from 0800 to 1600 CST, Saturday and Sunday, October 1 through April 30.
Controlling agency. Federal Aviation Agency, Chicago ARTC Center.
Using agency. Commander, Volk Field, Wisconsin.

R-6904 Volk Field, Wis.

Boundaries. Beginning at Lat. 44°16'00" N, Long. 89°59'00" W; to Lat. 44°12'00" N, Long. 89°59'00" W; to Lat. 44°12'00" N, Long. 90°07'00" W; to Lat. 44°16'00" N, Long. 90°07'00" W; to the point of beginning.
Designated altitudes. Surface to 20,000 feet MSL.
Time of designation. 0600 to 2200 CST, May 1 through September 30 and from 0800 to 1600 CST, Saturday and Sunday, October 1 through April 30.
Controlling agency. Federal Aviation Agency, Chicago ARTC Center.
Using agency. Commander, Volk Field, Wis.

§ 73.70 Wyoming

R-7001 Guernsey, Wyo.

Boundaries. Beginning at latitude 42°27'30" N., longitude 104°52'30" W., latitude 42°27'30" N., longitude 104°42'30" W., latitude 42°22'30" N., longitude 104°42'30" W., latitude 42°20'00" N., longitude 104°52'30" W., thence to point of beginning.
Designated altitudes. Surface to 23,500 feet MSL.
Time of designation. 0430 to 2400 MST, May 15 through September 5.
Controlling agency. Federal Aviation Agency, Casper, Wyo., Flight Service Station.
Using agency. Adjutant General, State of Wyoming.

§ 73.71 Puerto Rico

R-7101 Culebra Island, P.R.

Boundaries. The airspace over Culebra Island and the surrounding waters extending to the 3-nautical mile limit from the shoreline.
Designated altitudes. Surface to FL 500. Above 5,000 feet user operations to be conducted only at altitudes where VFR conditions exist.
Time of designation. Continuous 0600-2300 local time. Other times by NOTAM issued 24 hours in advance.
Using agency. Commander, Caribbean Sea Frontier, San Juan, P. R.

AMENDMENT 1/5/67 31 F.R. 14548 (Changed)

R-7102 Punta Figuras, P. R.

Boundaries. Beginning at latitude 17°57'14" N., longitude 66°02'52" W.; to latitude 17°55'10" N., longitude 65°58'45" W.; thence 3 nautical miles from and parallel to the shoreline to latitude 17°53'45" N., longitude 66°07'10" W.; clockwise along the arc of an 11,000 yard radius circle centered at latitude 17°57'14" N., longitude 66°02'52" W.; to latitude 17°55'55" N., longitude 66°08'25" W.; to point of beginning.

Designated altitude. Surface to 15,000 feet MSL or surface to 30,000 feet MSL as specified in NOTAMs required to activate the area.
Time of designation. Sunrise to sunset during periods of unrestricted visibility and only after issuance of NOTAMs by the Commandant, 10th Naval District at least 48 hours prior to firing. NOTAMs also to be issued upon cessation of firing.
Using agency. Commanding General, U. S. Army, Caribbean, San Juan, Puerto Rico.

R-7103 Salinas, P.R.

Boundaries. Beginning at Lat. 18°03'00" N., Long. 66°14'35" W.; to Lat. 18°01'16" N., Long. 66°15'14" W.; to Lat. 17°59'57" N., Long. 66°16'00" W.; to Lat. 17°59'16" N., Long. 66°17'11" W.; to Lat. 18°01'00" N., Long. 66°19'58" W.; to Lat. 18°01'53" N., Long. 66°18'53" W.; to Lat. 18°02'34" N., Long. 66°18'47" W.; to Lat. 18°03'25" N., Long. 66°17'54" W.; to Lat. 18°04'07" N., Long. 66°17'00" W.; to point of beginning.
Designated altitude. Surface to 12,000 feet MSL.
Time of designation. Continuous, June 1 through August 31; and sunrise to sunset, Saturday and Sunday, September 1 through May 31.
Using agency. Commanding General, U. S. Army Caribbean, San Juan, P.R.

R-7104 **Vieques Island, P.R.**

Boundaries. The airspace over Vieques Island and the surrounding waters extending to the 3 nautical mile limit from the shoreline.
Designated altitudes. Surface to FL 500. Above 5,000 feet user operations to be conducted only at altitudes where VFR conditions exist.
Time of designation. By NOTAM issued 24 hours in advance.
Using agency. Commander, Caribbean Sea Frontier, San Juan, P. R.

AMENDMENT 1/5/67 31 F.R. 14548 (Changed)

§ 73.72 **Guam**

R-7201 **Nafatan Rock, Guam.**

Boundaries. The area within a 5-nautical mile radius of Lat. 14°50'00" N. Long. 145°32'00" E. excluding the portion which lies 3 nautical miles beyond the shoreline.
Designated altitudes. Surface to flight level 600.
Time of designation. Continuous.
Using agency. Commander, Naval Forces, Marianas.

PART 75 -- ESTABLISHMENT OF JET ROUTES (NEW)

SUBPART A -- GENERAL
Sec.
75.1 Applicability.
75.11 Jet routes
75.15 Jet advisory areas
75.17 Bearings; Radials; Miles

SUBPART B -- JET ROUTES
Sec.
75.100 Jet routes

SUBPART C -- JET ADVISORY AREAS
Sec.
75.200 En route jet advisory areas
75.300 Terminal jet advisory areas

SUBPART A -- GENERAL

§75.1 Applicability.

The routes described in Subpart B, between high altitude navigational aids or intersections of their signals, are designated as jet routes along which aircraft may be operated between 18,000 feet MSL and flight level 450. The areas described in Subpart C are designated as jet advisory areas along specified jet route segments, VOR/VORTAC radials, bearings from L/MF navigational facilities, direct courses between high altitude navigational facilities, centerlines of control areas, or in the vicinity of specific geographic locations.

§75.11 Jet Routes

Each jet route designated in Subpart B consists of a direct course for navigating aircraft between 18,000 feet MSL and flight level 450, inclusive, between the navigational aids and intersections specified for that route.

§75.15 Jet Advisory Areas

(a) Jet advisory areas consist of airspace within the continental control area, as designated in Subpart C.

(b) En route radar jet advisory areas consist of areas within which jet advisory service is provided with radar surveillance. Unless otherwise designated, each of them includes the area within 14 miles on each side of the jet route segment from flight level 240 through flight level 410, inclusive.

(c) Terminal radar jet advisory areas consist of areas in which jet advisory service is provided with radar surveillance. Unless otherwise designated, each of them includes the area within 14 miles on each side of the VOR/VORTAC radials, bearings from L/MF navigational facilities, direct courses between navigational facilities, or centerlines of control areas from flight level 240 through flight level 410, inclusive.

(d) Nonradar jet advisory areas consist of areas within which jet advisory service is provided on a procedural basis without radar surveillance. Unless otherwise designated, each of them includes the area within 14 miles on each side of the jet route segment from flight level 270 through flight level 310, inclusive, and from flight level 370 through flight level 410, inclusive.

(e) Jet advisory areas do not include the airspace within positive control areas, prohibited areas, or restricted areas except restricted area military climb corridors and those restricted areas specified in Subpart D of Part 71.

(f) En route jet advisory areas are based on jet routes and are identified by the associated jet route number. Terminal jet advisory areas are based on VOR/VORTAC radials, bearings from L/MF navigational facilities, direct courses between navigational facilities, or centerlines of control areas and those in the vicinity of geographical locations, and are identified by geographical names.

§75.17 Bearings: Radials: Miles

(a) All bearings and radials in this Part are true and are applied from point of origin.
(b) Unless otherwise specified, all mileages in this Part are stated as nautical miles.

SUBPART B -- JET ROUTES

§75.100 Jet Routes.

SUBPART C -- JET ADVISORY AREAS

§ 75.200 En route Jet Advisory Areas.

§ 75.300 Terminal Jet Advisory Areas.

SUBPART B - JET ROUTES

§ 75.100 **Jet routes.**

(Unless otherwise specified the place names appearing in the description of the jet routes indicate the VOR or VORTAC facilities identified by such names.).

Jet Route No. 1 (United States/Mexican border to Seattle, Wash.).

From the INT of the United States/Mexican border with the direct course between the San Diego VORTAC and the Tijuana, Mexico, RBN, via San Diego; Oceanside, Calif.; Los Angeles, Calif.; INT of the Los Angeles 319° and the Avenal, Calif., 145° radials; Avenal; Oakland, Calif.; Red Bluff, Calif.; Medford, Oreg.; Portland, Oreg., to Seattle, Wash.

Jet Route No. 2 (San Diego, Calif., to Jacksonville, Fla.).

From San Diego, Calif., via Imperial, Calif.; Yuma, Ariz.; INT of the Yuma 087° and the Gila Bend, Ariz., 262° radials; Gila Bend; INT of the Gila Bend 098° and the San Simon, Ariz., 286° radials; San Simon; El Paso, Texas; Fort Stockton, Texas; Junction, Tex.; San Antonio, Tex.; Houston, Texas; Lake Charles, La.; INT of the Lake Charles 089° and the New Orleans, La., 275° radials; New Orleans; INT of the New Orleans 066° and the Crestview, Fla., 266° radials; Crestview; INT of the Crestview 091° and the Tallahassee, Fla., 288° radials; Tallahassee; to Jacksonville, Fla.

AMENDMENT 5/26/66 31 F.R. 4839 (Changed); 7/21/66 31 F. R. 7561 (Changed)
AMENDMENTS 10/13/66 31 F.R. 10666 (Changed)

Jet Route No. 3 (Oakland, Calif., to Kimberly, British Columbia, Canada),

From Oakland, Calif., via Red Bluff, Calif.; Lakeview, Oreg.; Pendleton, Oreg.; Spokane, Wash., to Kimberley, British Columbia, excluding the portion that lies over Canadian territory.

Jet Route No. 4 (Los Angeles, Calif., to Wilmington, N. C.).

From Los Angeles, Calif., via Ontario, Calif.; INT of the Ontario 093° and the Blythe, Calif., 282° radials; Blythe; the INT of the Blythe 096° and the Gila Bend, Ariz., 315° radials; Gila Bend; INT of the Gila Bend 098° and the San Simon, Ariz., 286° radials; San Simon; El Paso, Tex.; Wink, Tex.; Abilene, Tex.; Dallas, Tex.; Shreveport, La.; Jackson, Miss.; Meridian, Miss.; INT of the Meridian 089° and the Montgomery, Ala., 282° radials; Montgomery; Atlanta, Ga.; Augusta, Ga.; Columbia, S. C.; Florence, S. C.; to Wilmington, N. C.

AMENDMENT 4/28/66 31 F. R. 2777 (Changed)
AMENDMENTS 8/18/66 31 F. R. 9000 (Changed); Amend. Alt. 31 F. R. 10028;

Jet Route No. 5 (Los Angeles, Calif., to Seattle, Wash.).

From Los Angeles, Calif., via the INT of the Palmdale, Calif., 291° and the Bakersfield, Calif., 149° radials; Bakersfield; Reno, Nev.; Lakeview, Oreg.; to Seattle, Wash.

AMENDMENTS 11/10/66 31 F. R. 12517 (Changed)

Jet Route No. 6 (Paso Robles, Calif., to Kennedy, N. Y.)

From the INT of the Salinas, Calif., 145° and the Palmdale, Calif., 291° radials via Palmdale; Hector, Calif.; Needles, Calif.; Prescott, Ariz.; Winslow, Ariz.; Albuquerque, N. Mex.; Tucumcari, N. Mex.; Amarillo, Tex.; Oklahoma City, Okla.; Little Rock, Ark.; Memphis, Tenn.; Nashville, Tenn.; Charleston, W. Va.: Front Royal, Va.: Westminster, Md.; Yardley, Pa., to Kennedy, N. Y.

Jet Route No. 7 (Oakland, Calif., to the United States/Canadian Border).

From Oakland, Calif., via Sacramento, Calif.; Reno, Nev.; Rome, Oreg.; Boise, Idaho; Dillon, Mont.; Great Falls, Mont.; via the Great Falls 040° radial to the United States/Canadian Border.

AMENDMENTS 7/21/66 31 F. R 7561 (Changed)

Jet Route No. 8 (Oklahoma City, Okla., to Kennedy, N. Y.).

From Oklahoma City, Okla., via Tulsa, Okla.; Springfield, Mo.; St. Louis, Mo.; Louisville, Ky.: Charleston, W. Va.: Front Royal, Va.; Westminster, Md.; Yardley, Pa. to Kennedy, N. Y.

Jet Route No. 9 (Los Angeles, Calif., to Great Falls, Mont.).
From Los Angeles, Calif., via Hector, Calif.; Boulder, Nev.; Milford, Utah; Provo, Utah; Salt Lake City, Utah; Ogden, Utah; Dubois, Idaho; Dillon, Mont., to Great Falls, Mont.

Jet Route No. 10 (Los Angeles, Calif., to O'Neill, Nebr.).

From Los Angeles, Calif., via Ontario, Calif.; INT of the Ontario 093° and the Parker, Calif., 261° radials; Parker; Prescott, Ariz.; Farmington, N. Mex., Gunnison, Colo.; Denver, Colo.; Sidney, Nebr.; to O'Neill, Nebr.

AMENDMENTS 8/18/66 31 F.R. 9000 (Changed); Amend. Alt. 31 F.R. 10028

Jet Route No. 11 (Phoenix, Ariz., to Salt Lake City, Utah).

From Phoenix, Ariz., via Prescott, Ariz.; Bryce Canyon, Utah; Provo, Utah, to Salt Lake City, Utah.

Jet Route No. 12 (Allegheny, Pa., to Westminster, Md.).

From Allegheny, Pa., to Westminster, Md.

JET ROUTE No. 13 (El Paso, Texas, to the United States/Canadian Border.)

From El Paso, Texas, via the INT of the El Paso 281° and the Truth or Consequences, N. Mex., 162° radials: Truth or Consequences: Albuquerque, N. Mex.; Las Vegas, N. Mex.; Pueblo, Colo.; Denver, Colo.; Cheyenne, Wyo.; Crazy Woman, Wyo., Billings, Mont., Great Falls, Mont.; via the Great Falls 339° radial to the United States/Canadian Border.

Jet Route No. 14 (Amarillo, Tex., to Kenton, Del.).

From Amarillo, Tex., via Oklahoma City, Okla.; Little Rock, Ark.; Birmingham, Ala.; to Atlanta, Ga.; Spartanburg, S. C.; Greensboro, N. C.; to Richmond, Va.; to the INT of the Richmond 039° and the Coyle, N. J., 235° radials.

Jet Route No. 15 (San Antonio, Texas, to Newberg, Oreg.)

From Houston, Tex., via INT of the Houston 287° and the Austin, Tex., 113° radials; Austin; Junction, Tex.; Wink, Tex.; Roswell, N. Mex.; INT of the Roswell 319° and the Albuquerque, N. Mex., 128° radials; Albuquerque; Farmington, N. Mex.; Grand Junction, Colo.; Salt Lake City, Utah; Ogden, Utah; Boise, Idaho; John Day, Oreg., to Newberg, Oreg.

AMENDMENTS 7/21/66 31 F.R. 7561 (Changed)

Jet Route No. 16 (Portland, Oreg., to Boston, Mass.).
From Portland, Oreg., via The Dalles, Oreg.; INT of The Dalles 096° and the Pendleton, Oreg., 254° radials; Pendleton; Whitehall, Mont.; Billings, Mont.; Dupree, S. Dak.; Sioux Falls, S. Dak.; Mason City, Iowa; Milwaukee, Wis.; INT of the Milwaukee 088° and the Peck, Mich., 269° radials; Peck; via the Peck 100° radial to the United States/Canadian Border. From the United States/Canadian Border to Buffalo, N. Y., via the Buffalo 274° radial; Albany, N. Y., to Boston, Mass.

Jet Route No. 17 (San Antonio, Texas, to Rapid City, S. Dak.).

From San Antonio, Texas, via Abilene, Texas; Amarillo, Texas; Pueblo, Colo.; Denver, Colo., to Rapid City, S. Dak.

Jet Route No. 18 (San Diego, Calif., to Joliet, Ill.).

From San Diego, Calif., via Imperial, Calif.; Yuma, Ariz., INT of the Yuma 087° and the Gila Bend, Ariz., 262° radials; Gila Bend; Phoenix, Ariz.; St. Johns, Ariz.; Albuquerque, N. Mex.; Las Vegas, N. Mex.; Garden City, Kans.; INT of the Garden City 066° and the Salina, Kans., 257° radials; Salina; Kirksville, Mo.; Bradford; to Joliet, Ill.

AMENDMENTS 10/13/66 31 F.R. 10666 (Changed)

Jet Route No. 20 (Seattle, Wash., to Orlando, Fla.).

From Seattle, Wash., via Yakima, Wash.; Pendleton, Oreg.; Boise, Idaho; Malad City, Idaho; Rock Springs, Wyo.; Denver, Colo.; Lamar, Colo.; Gage, Okla.; Oklahoma City, Okla.; Shreveport, La.; Jackson, Miss.; Meridian, Miss.; INT of the Meridian 089° and the Montgomery, Ala. 282° radials; Montgomery; Tallahassee, Fla.; Orlando, Fla., to the INT of the Orlando 118° and the Vero Beach, Fla., 341° radials.
AMENDMENT 1/5/67 31 F.R. 14393 (Changed)

Jet Route No. 21 (United States/Mexican Border to Duluth, Minn.).

From the INT of the United States/Mexican Border and the Laredo, Tex., 172° radial via Laredo; San Antonio, Tex.; Austin, Tex.; Dallas, Tex.; Oklahoma City, Okla.; Wichita, Kans.; Omaha, Nebr.; Minneapolis, Minn.; to Duluth, Minn.

Jet Route No. 22 (Laredo, Texas, to Gordonsville, Va.).

From Laredo, Tex., via Corpus Christi, Tex.; INT of the Corpus Christi 049° and the Houston, Tex., 226° radials; Houston; Lake Charles, La.; McComb, Miss.; Meridian, Miss., Birmingham; Knoxville, Tenn.; Pulaski, Va.; to Gordonsville, Va.

AMENDMENTS 2/3/66 30 F. R. 15365 (Changed)

Jet Route No. 23 (San Antonio, Tex., to Wichita, Kans.).

From San Antonio, Tex., via Mineral Wells, Tex.; Oklahoma City, Okla. to Wichita, Kans.

Jet Route No. 24 (Kansas City, Mo., to Flat Rock, Va.).

From Kansas City, Mo., via St. Louis, Mo.; Indianapolis, Ind.; INT of the Indianapolis 120° and the Charleston, W. Va., 284° radials; Charleston, to Flat Rock, Va.

Jet Route No. 25 (United States/Mexican Border to Minneapolis, Minn.).

From the INT of the United States/Mexican Border and the Brownsville, Tex., 187° radial via Brownsville; INT of the Brownsville 357° and the Corpus Christi, Tex., 179° radials; Corpus Christi; INT of the Corpus Christi 311° and the San Antonio, Tex., 167° radials; San Antonio; Austin, Tex.; Dallas, Tex.; Tulsa, Okla.; Butler, Mo.; INT of the Butler 009° and the Des Moines, Iowa, 196° radials; Des Moines; Mason City, Iowa; to Minneapolis, Minn.

Jet Route No. 26 (El Paso, Texas, to Joliet, Ill.)

From El Paso, Texas, via the INT of the El Paso 088° and the Roswell, N. Mex., 213° radials; Roswell; Amarillo, Texas; Wichita, Kans.; Kansas City, Mo.; Kirksville, Mo.; Bradford; to Joliet, Ill.

Jet Route No. 27 (San Antonio, Tex., to Lufkin, Tex.).

From San Antonio, Tex., to Lufkin, Tex.

Jet Route No. 28 (Pueblo, Colo., to Wichita, Kans.).

From Pueblo, Colo., via Garden City, Kans., to Wichita, Kans.

Jet Route No. 29 (United States/Mexican Border to Presque Isle, Maine).

From the INT of the United States/Mexican Border and the Brownsville, Tex., 187° radial via Brownsville; INT of the Brownsville 357° and the Corpus Christi, Tex., 179° radials; Corpus Christi; INT of the Corpus Christi 049° and the Houston, Tex., 226° radials; Houston; Lufkin, Tex.; Shreveport, La.; Memphis, Tenn.; Evansville, Ind.; INT of the Evansville, 052° and the Dayton, Ohio, 231° radials; Dayton; Cleveland, Ohio; Erie, Pa.; Syracuse, N. Y.; Plattsburgh, N. Y.; Bangor, Maine; to Presque Isle, Maine.

Jet Route No. 30 (Salt Lake City, Utah, to Herndon, Va.).

From Salt Lake City, Utah, via Provo, Utah; Meeker, Colo; Denver, Colo.; O'Neill, Nebr.; Sioux Falls, S. Dak.; Minneapolis, Minn.; Nodine, Minn.; Joliet, Ill.; via the INT of the Joliet 108° and the Fort Wayne, Ind., 279° radials; Fort Wayne; Appleton, Ohio; Front Royal, Va.; to Herndon, Va.

AMENDMENTS 7/21/66 31 F.R. 7827 (Changed)

Jet Route No. 31 (New Orleans, La., to Birmingham, Ala.).

From New Orleans, La., via Meridian, Miss.; to Birmingham.

AMENDMENTS 2/3/66 30 F. R. 15365 (Changed)

Jet Route No. 32 (Oakland, Calif., to Duluth, Minn.).

From Oakland, Calif., via Sacramento, Calif.; Reno, Nev.; Battle Mountain, Nev.; Malad City, Idaho; Boysen Reservoir, Wyo.; Crazy Woman, Wyo., Dupree, S. Dak.; Aberdeen, S. Dak.; Duluth, Minn.; to the INT of the Duluth 051° radial and the United States/Canadian Border.

AMENDMENT 5/26/66 31 F.R. 5287 (Changed)

Jet Route No. 34 (Dickinson, N. Dak., to Herndon, Va.).

From Dickinson, N. Dak., via Aberdeen, S. Dak.; Minneapolis, Minn.; Nodine, Minn.; Milwaukee, Wis.; Pullman, Mich.; INT of the Pullman 118° and the Cleveland, Ohio, 274° radials; Cleveland; Allegheny, Pa..: Front Roval, Va.: to Herndon, Va.

Jet Route No. 35 (New Orleans, La., to Northbrook, Ill.).

From New Orleans, La., via the INT of the New Orleans 357° and the Jackson, Miss., 184° radials; Jackson; Memphis, Tenn.; St. Louis, Mo.; Capital, Ill.; the INT of the Capital 036° and the Joliet, Ill., 204° radials; Joliet, to Northbrook, Ill.

Jet Route No. 36 (Fargo, N. Dak., to Peck, Mich.).

From Fargo, N. Dak., via Minneapolis, Minn.; Nodine, Minn.; Milwaukee, Wis.; INT of the Milwaukee, Wis., 088° and the Peck, Mich., 269° radials, to Peck, Mich.

Jet Route No. 37 (New Orleans, La., to United States/Canadian Border).

From New Orleans, La., via INT of the New Orleans 066° and the Montgomery, Ala., 230° radials; Montgomery; Atlanta, Ga.; Spartanburg, S. C.; Gordonsville, Va.; INT of the Gordonsville 059° and the Coyle, N. J., 235° radials; Coyle; Kennedy, N.Y.; Albany, N.Y.; Massena, N. Y. to the INT of the Massena 037° radial and the United States/Canadian Border.

Jet Route No. 38 (United States/Canadian Border to Peck, Mich.).

From the INT of the United States/Canadian Border and the direct radial between Duluth, Minn., and Kenora, Ont., via Duluth; Green Bay, Wis., to Peck, Mich.

Jet Route No. 39 (Crestview, Fla., to Dayton, Ohio).

From Crestview, Fla., via Montgomery, Ala.; Birmingham, Ala.; INT of the Birmingham 360° and the Nashville, Tenn., 191° radials; Nashville; Louisville, Ky., to Dayton, Ohio.

Jet Route No. 40 (Montgomery, Ala., to Ironsides, Md.).

From Mongomery, Ala., via the INT of the Montgomery 068° and the Macon, Ga., 268° radials; Macon; Charleston, S. C.; Wilmington, N. C.; Richmond, Va.; to the INT of the Richmond 009° and the Gordonsville, Va., 059° radials.

Jet Route No. 41 (Miami, Fla., to Omaha, Nebr.).

From Miami, Fla., via INT of Miami 316° and St. Petersburg, Fla., 133° radials; St. Petersburg; Tallahassee, Fla.; Montgomery, Ala.; Birmingham, Ala.; Memphis, Tenn.; Springfield, Mo., Kansas City, Mo., to Omaha, Nebr.

AMENDMENT 1/5/67 31 F.R. 14393 (Changed)
PENDING AMENDMENT
In Jet Route No. 41 all before "Tallahassee, Fla.;" is deleted and "From Key West, Fla., via INT of Key West 358° and St. Petersburg, Fla., 151° radials; St. Petersburg;" is substituted therefor.
AMENDMENTS 2/2/67 31 F. R. 15088 (Changed)

Jet Route No. 42 (Dallas, Texas to Kennedy, N. Y.).

From Dallas, Texas, via Texarkana, Ark.; Memphis, Tenn.; Nashville, Tenn.; Beckley, W. Va.; Front Royal, Va.; Westminster, Md.; Yardley, Pa.; to Kennedy, N. Y.

AMENDMENT 5/26/66 31 F.R. 5058 Changed)

Jet Route No. 43 (Key West, Fla., to Wayne, Mich.).

From Key West, Fla., via INT of Key West 358° and St. Petersburg, Fla., 151° radials; St. Petersburg; Tallahassee, Fla.; Atlanta, Ga.; Knoxville, Tenn.; Lexington, Ky.; Dayton, Ohio; to the INT of Dayton 011° and Windsor, Ont., 276° radials.

AMENDMENT 5/26/66 31 F.R. 5287 (Changed); 12/8/66 31 F. R. 13940 (Changed)
PENDING AMENDMENT
In Jet Route No. 43 all before "Tallahassee, Fla.;" is deleted and "From Miami, Fla., via INT of Miami 316° and St. Petersburg, Fla., 133° radials; St. Petersburg;" is substituted therefor.
AMENDMENTS 2/2/67 31 F. R. 15088 (Changed)

Jet Route No. 44 (Phoenix, Ariz., to Farmington, N. Mex.).

From Phoenix, Ariz., via Winslow, Ariz., to Farmington, N. Mex.

Jet Route No. 45 (Jacksonville, Fla., to Des Moines, Iowa).

From Jacksonville, Fla., via Alma, Ga.; Atlanta, Ga.; Nashville, Tenn.; INT of the Nashville 316° and the St. Louis, Mo., 129° radials; St. Louis to Des Moines, Iowa.

Jet Route No. 46 (Tulsa, Okla., to Knoxville, Tenn.).

From Tulsa, Okla., via Walnut Ridge, Ark.; Nashville, Tenn., to Knoxville, Tenn.

Jet Route No. 47 (Charleston, S. C., to Spartanburg, S. C.)

From Charleston, S. C., via Columbia, S. C., to Spartanburg, S. C.

Jet Route No. 48 (Pulaski, Va., to Westminster, Md.).

From Pulaski, Va., to Westminster, Md.

Jet Route No. 49 Charleston, W. Va., to the United States/Canadian Border).

From Charleston, W. Va., via Allegheny, Pa.; Philipsburg, Pa.; Albany, N. Y.; Bangor, Maine; Presque Isle, Maine; to INT of the Presque Isle 038° radial and the United States/Canadian Border.

Jet Route No. 50 (El Paso, Texas, to Crestview, Fla.).

From El Paso, Texas, via Wink, Texas; Abilene, Tex.; Waco, Texas; Lufkin, Texas; INT of the Lufkin 086° and the Alexandria, La., 270° radials; Alexandria; McComb, Miss., to Crestview, Fla.

Jet Route No. 51 (Jacksonville, Fla., to Norfolk, Va.).

From Jacksonville, Fla., via Savannah, Ga.; Columbia, S. C.; Raleigh-Durham, N.C.; to Norfolk, Va.

Jet Route No. 52 (Dallas, Texas, to Richmond, Va.).

From Dallas, Texas, via Texarkana, Ark.; Greenwood, Miss.; Birmingham, Ala.; Atlanta, Ga.; Augusta, Ga.; Columbia, S. C.; Raleigh-Durham, N. C.; to Richmond, Va.

AMENDMENTS 3/31/66 31 F. R. 342 (Changed)

Jet Route No. 53 (Key West, Fla., to Kleinburg, Ontario, Canada).

From Key West, Fla., via Miami, Fla.; Orlando, Fla.; Jacksonville, Fla.; INT of the Jacksonville 343° and the Augusta, Ga., 189° radials; Augusta; Spartansburg, S. C.; Pulaski, Va.; Allegheny, Pa.; Erie, Pa.to Kleinburg, Ontario, Canada. The portion within Canada is excluded.

AMENDMENTS 8/18/66 31 F.R. 9267 (Changed)

Jet Route No. 54 (Pendleton, Oreg., to McCall, Idaho).
From Pendleton, Oreg., to McCall, Idaho.

Jet Route No. 55 (Jacksonville, Fla., to United States/Canadian Border).

From Jacksonville, Fla., via Savannah, Ga.; Charleston, S. C.; Florence, S. C.; INT of the Florence 007° and the Raleigh, N. C., and the Raleigh-Durham, N. C., 224° radials; Raleigh-Durham, Flat Rock, Va.; INT of the Flat Rock 025° and the Gordonsville, Va., 059° radials; INT of the Gordonsville 059° and the Coyle, N. J. 235° radials; Coyle; Kennedy, N. Y.; INT of the Kennedy 049° and the Kennebunk, Maine, 212° radials; Kennebunk; Bangor, Maine; Presque Isle, Maine; to the INT of the Presque Isle 357° radial and the United States/Canadian Border.

Jet Route No. 56 (Salt Lake City, Utah, to Denver, Colo.).

From Salt Lake City, Utah, via Meeker, Colo., to Denver, Colo.

AMENDMENTS 7/21/66 31 F.R. 7827 (Changed)

Jet Route No. 58 (Oakland, Calif., to New Orleans, La.).

From Oakland, Calif., via Stockton, Calif.; Coaldale, Nev.; Wilson Creek, Nev.; Bryce Canyon, Utah; Farmington, N. Mex.; Las Vegas, N. Mex.; Amarillo, Texas; Wichita Falls, Texas; Dallas, Texas; Alexandria, La.; INT of the Alexandria 126° and the New Orleans, La., 295° radials; to New Orleans.

Jet Route No. 59 (Philipsburg, Pa., to Syracuse, N. Y.).

From Philipsburg, Pa., to Syracuse, N. Y.

Jet Route No. 60 (Los Angeles, Calif., to Kennedy, N. Y.).

From Los Angeles, Calif., via Ontario, Calif.; Hector, Calif.; Boulder, Nev.; Bryce Canyon, Utah; Hanksville, Utah; Grand Junction, Colo.; Denver, Colo.; Hayes Center, Nebr.; Omaha, Nebr.; Des Moines, Iowa; Joliet, Ill.; Cleveland, Ohio; Philipsburg, Pa.; INT of Philipsburg 097° and Kennedy, N. Y., 271° radials; to Kennedy.

AMENDMENTS 7/21/66 31 F.R. 8047 (Changed); 8/18/66 31 F. R. 9000 (Changed)

Jet Route No. 61 (Westminster, Md. to Buffalo, N. Y.).

From Westminster, Md., via Philipsburg, Pa., to Buffalo, N. Y.

Jet Route No. 62 (Kennedy, N. Y., to Nantucket, Mass.).

From Kennedy, N.Y., via the INT of the Kennedy 080° and the Nantucket, Mass., 255° radials, to Nantucket.

Jet Route No. 63 (Kennedy, N. Y., to Syracuse, N. Y.).

From Kennedy, N. Y.; Huguenot, N Y., to Syracuse, N. Y.

Jet Route No. 64 (Los Angeles, Calif., to Kennedy, N. Y.).

From Los Angeles, Calif., via Ontario, Calif.; Hector, Calif.; Peach Springs, Ariz.; Tuba City, Ariz.; Farmington, N. Mex.; Alamosa, Colo.; Hill City, Kans.; Pawnee City, Nebr.; Lamoni, Iowa; Bradford, Ill.; via the INT of the Bradford 089° and the Fort Wayne, Ind., 279° radials; Fort Wayne; Ellwood City, Pa.; Yardley, Pa.; to Kennedy, N.Y.

AMENDMENTS 8/18/66 31 F.R. 9000 (Changed)

Jet Route No. 65 (Phoenix, Ariz., to Red Bluff, Calif.).

From Phoenix, Ariz., via the INT of the Phoenix 272° and the Blythe, Calif., 096° radials; Blythe; Palmdale; INT of the Palmdale 291° and the Bakersfield, Calif., 149° radials; Bakersfield; INT of the Bakersfield 345° and the Fresno, Calif., 150° radials; Fresno; Sacramento, Calif.; To Red Bluff, Calif.

AMENDMENTS 2/3/66 30 F. R. 15210 (Changed)

Jet Route No. 66 (Dallas, Tex., to Little Rock, Ark.);

From Dallas, Tex., via the INT of the Dallas 062° and the Little Rock, Ark., 252° radials; to Little Rock.

Jet Route No. 67 (Lakeview, Oreg., to Newberg, Oreg.).
From Lakeview, Oreg., direct Newberg, Oreg.

Jet Route No. 68 (Providence, R. I., to Nantucket, Mass.).

From the INT of the Providence, R. I., 270° and the Boston, Mass., 231° radials via Providence, to Nantucket, Mass.

Jet Route No. 69 (Mobile, Ala., to Birmingham, Ala.).
From Mobile, Ala., via INT of the Mobile 015° and the Birmingham, Ala., 232° radials; to Birmingham.

Jet Route No. 70 (Hoquiam, Wash., to Kennedy, N. Y.).

From Hoquiam, Wash., via Seattle, Wash.; Ephrata, Wash.; Mullan Pass, Idaho; Lewiston, Mont.; Dickinson, N. Dak.; Aberdeen, S. Dak.; Minneapolis, Minn.; INT of the Minneapolis 109° and the Milwaukee, Wis., 312° radials; Milwaukee; Pullman, Mich.; Windsor, Ont., Canada; INT of Windsor 100° and Erie, Pa., 275° radials; Erie; Huguenot, N. Y.; to Kennedy, N. Y. The portion within Canada is excluded.

Jet Route No. 71 (Memphis, Tenn., to Northbrook, Ill.).

From Memphis, Tenn., via INT of Memphis 354° and Centralia, Ill., 199° radials; Centralia; to Northbrook, Ill.

Jet Route No. 72 (Boulder, Nev., to Dallas, Tex.)

From Boulder, Nev., via Peach Springs, Ariz.; Winslow, Ariz.; Albuquerque, N. Mex.; Texico, N. Mex.; Wichita Falls, Texas; to Dallas, Texas.

Jet Route No. 73 (Boise, Idaho, to The Dalles, Oreg.).

From Boise, Idaho, via John Day, Oreg., to The Dalles, Oreg.

Jet Route No. 74 (Los Angeles, Calif., to Dallas, Tex.).

From Los Angeles, Calif., via Ontario, Calif.; INT of the Ontario 093° and the Parker, Calif., 261° radials; Parker; St. Johns, Ariz.; Socorro, N. Mex.; Texico, N. Mex.; Wichita Falls, Tex.; to Dallas, Tex.

AMENDMENTS 8/18/66 31 F.R. 9000 (Changed); Amend. Alt. 31 F.R. 10028

Jet Route No. 75 (Miami, Fla., to the United States/Canadian Border).

From Miami, Fla., via the INT of the Miami 297° and the Lakeland, Fla., 175° radials; Lakeland; Gainesville, Fla.; INT of the Gainesville 350° and the Alma, Ga., 182° radials; Alma; INT of the Alma 036° and the Columbia, S. C., 193° radials; Columbia; Greensboro, N. C.; Gordonsville, Va.; Westminster, Md.; Huguenot, N. Y.; Albany, N. Y.; Plattsburgh, N. Y., to the INT of the Plattsburgh 334° radial and the United States/Canadian Border.

Jet Route No. 76 (Boulder, Nev., to Dallas, Texas).

From Boulder, Nev., via Tuba City, Ariz.; Las Vegas, N. Mex.; Amarillo, Texas,; Wichita Falls, Texas; to Dallas, Texas.

Jet Route No. 77 (Miami, Fla., to the United States/Canadian Border).

From Miami, Fla., via Palm Beach, Fla.; Vero Beach, Fla.; Daytona Beach, Fla.; Jacksonville, Fla.; Charleston, S. C.; Wilmington, N. C ; Gordonsville, Va.; Westminster, Md.; Huguenot, N. Y.; Boston, Mass.; Kennebunk, Maine; Bangor, Maine to the INT of the Bangor 058° radial and the United States/Canadian Border.

AMENDMENTS 8/18/66 31 F.R. 9267 (Changed)

Jet Route No. 78 (Los Angeles, Calif., to Kennedy, N. Y.).

From Los Angeles, Calif., via Ontario, Calif.; INT of the Ontario 093° and the Parker, Calif., 261° radials; Parker; Prescott, Ariz.; Winslow, Ariz.; Albuquerque, N. Mex.; Tucumcari, N. Mex.; Amarillo, Tex.; Oklahoma City, Okla.; Tulsa, Okla.;
Farmington, Mo.; Louisville, Ky.; Charleston, W. Va.; Philipsburg, Pa.; INT of Philipsburg 097° and Kennedy, N. Y., 271° radials; to Kennedy.

AMENDMENTS 8/18/66 31 F. R. 9000 (Changed); Amend, Alt. 31 F. R. 10028;

Jet Route No. 79 (Miami, Fla., to Kennedy, N. Y.).

From Miami, Fla., via Palm Beach, Fla.; Vero Beach, Fla.; Daytona Beach, Fla.; INT of Daytona Beach 360°, Savannah, Ga., 180° and Jacksonville, Fla., 028° radials; Charleston, S. C.; Wilmington, N. C.; Norfolk, Va.; INT of Norfolk 023° and Coyle, N. J., 208° radials; Coyle; to Kennedy, N. Y.

Jet Route No. 80 (Oakland, Calif. to Kennedy, N. Y.).

From Oakland, Calif., via Stockton, Calif., Coaldale, Nev.; Wilson Creek, Nev.; Milford, Utah; Grand Junction, Colo.;
Denver, Colo.; Hill City, Kans.; Salina, Kans.; Kansas City, Mo.; Capital, Ill.; Indianapolis, Ind.;
Appleton, Ohio; Allegheny, Pa.; Coyle, N. J.; to Kennedy, N. Y.

Jet Route No. 81 (Miami, Fla., to Barracuda, Fla., INT).

From Miami, Fla., via Orlando, Fla., to the INT of the Melbourne, Fla., RR 055° and the Bimini, Bahamas, RBN 008° bearings.

Jet Route No. 82 (McCall, Idaho, to Boston, Mass.)

From McCall, Idaho, via Dubois, Idaho; Crazy Woman, Wyo.; Rapid City, S. Dak; Sioux Falls, S. Dak.; Fort Dodge, Iowa; INT of the Fort Dodge 096° and the Northbrook, Ill., 274° radials; INT of the Northbrook 274° and the Joliet, Ill., 316° radials; Joliet; Cleveland, Ohio; Erie, Pa.; Albany, N. Y.; INT of the Albany 084° and the Boston, Mass., 325° radials; to Boston.

Jet Route No. 83 (Knoxville, Tenn., to Cleveland, Ohio).

From Knoxville, Tenn., via the INT of the Knoxville 018° and the Appleton, Ohio, 189° radials; Appleton; to Cleveland, Ohio.

Jet Route No. 84 (Oakland, Calif., to Northbrook, Ill.).

From Oakland, Calif.; via Stockton, Calif.; Coaldale, Nev.; Wilson Creek, Nev.; Meeker, Colo.; Sidney, Nebr.;
Wolbach, Nebr.; Des Moines, Iowa; INT of the Des Moines 066° and the Northbrook, Ill., 274° radials, to Northbrook.

AMENDMENTS 7/21/66 31 F.R. 8047 (Changed)

Jet Route No. 85 (Miami, Fla., to the United States/Canadian Border).

From Miami, Fla., via the INT of the Miami 316° and the Lakeland, Fla., 154° radials; Lakeland; Gainesville, Fla.; INT of the Gainesville 350° and the Alma, Ga., 182° radials; Alma; Augusta, Ga.; Spartanburg, S. C.; Charleston, W. Va.; INT of the Charleston 357° and the Cleveland, Ohio 172° radials; Cleveland, to Windsor, Ont., Canada. The portion within Canada is excluded.

Jet Route No. 86 (Boulder, Nev. to Houston, Texas).

From Boulder, Nev., via Peach Springs, Ariz.; Winslow, Ariz.; El Paso, Tex.; Fort Stockton, Texas; Junction, Tex.; Austin, Tex.; INT of Austin 113° and Houston, Texas, 287° radials; to Houston.

AMENDMENTS 7/21/66 31 F.R. 7561 (Changed)

Jet Route No. 87 (Houston, Texas, to Northbrook, Ill.).

From Houston, Texas, via Dallas, Texas; INT of the Dallas 339° and the Tulsa, Okla., 211° radials; Tulsa; Butler, Mo.; INT of the Butler 009° and the Kirksville, mo., 242° radials; Kirksville; Bradford; Joliet, Ill., to Northbrook, Ill.

Jet Route No. 88 (Los Angeles, Calif., to Medford, Oreg.).

From Los Angeles, Calif., via INT of the Los Angeles 303° and the Santa Barbara, Calif., 109° radials; Santa Barbara; Salinas, Calif.; INT of the Salinas 310° and the Oakland, Calif., 170° radials; Oakland; INT of the Oakland 305° and the Ukiah, Calif., 172° radials; Ukiah, to Medford, Oreg.

Jet Route No. 89 (Miami, Fla., to Duluth, Minn.).

From Miami, Fla. via the INT of the Miami 316° and the Lakeland, Fla. 154° radials; Lakeland; Gainesville, Fla.; INT of the Gainesville 350° and the Alma, Ga., 182° radials; Alma; Atlanta, Ga.; Louisville, Ky.; Lafayette, Ind.; Northbrook; Milwaukee, Wis., to Duluth, Minn.

Jet Route No. 90 (Seattle, Wash., to the United States/Canadian Border).

From Seattle, Wash., via Ephrata, Wash.; Mullan Pass, Idaho; Helena, Mont.; Billings, Mont.; Dupree, S. Dak.; Sioux Falls, S. Dak.; Mason City, Iowa; INT of the Mason City 095° and the Northbrook, Ill., 293° radials; Northbrook; INT of the Northbrook 093° and the Windsor, Ont., Canada, 263° radials; to the INT of the Windsor 263° radial and the United States/Canadian Border.

Jet Route No. 91 (Atlanta, Ga., to the United States/Canadian Border).

From Atlanta, Ga., via Knoxville, Tenn.; Charleston, W. Va.; INT of the Charleston 357° and the Cleveland, Ohio, 172° radials; Cleveland; to Windsor, Ont., Canada. The portion within Canada is excluded.

Jet Route No. 92 (Reno, Nev., to Tucson, Ariz.).

From Reno, Nev., via Coaldale, Nev.; Beatty, Nev.; INT Beatty 142° and Boulder, Nev., 272° radials; Boulder; Prescott, Ariz.; Phoenix, Ariz.; to Tucson, Ariz.

Jet Route No. 93 (Newport, Oreg., to Seattle, Wash.).

From Newport, Oreg., via Portland, Oreg.; INT of the Portland 353° and the Seattle, Wash., 197° radials, to Seattle.

Jet Route No. 94 (Oakland, Calif., to Boston, Mass.).

From Oakland, Calif., via Stockton, Calif.; Reno, Nev.; Battle Mountain, Nev.; Bonneville, Utah; Salt Lake City, Utah; Rock Springs, Wyo.; Scottsbluff, Nebr.; O'Neill, Nebr.; Fort Dodge, Iowa; INT of the Fort Dodge 096° and the Northbrook, Ill., 274° radials; Northbrook; Pullman, Mich.; Peck, Mich., to the INT of the Peck 100° radial with the United States/Canadian Border. From the United States/Canadian Border at its INT with the Buffalo, N. Y., 274° radial via Buffalo; Albany, N. Y., to Boston, Mass.

AMENDMENTS 7/21/66 31 F.R. 8047 (Changed)

Jet Route No. 95 (Kennedy, N. Y., to the United States/Canadian Border).

From Kennedy, N. Y., via Huguenot, N. Y., Buffalo, N. Y.; to Kleinburg, Ontario, Canada, excluding the portion which lies over Canadian territory.

Jet Route No. 97 (Nantucket, Mass., to Plattsburgh, N. Y.).

From Nantucket, Mass., via Boston, Mass., to Plattsburgh, N. Y.

Jet Route No. 98 (Springfield, Mo., to Farmington, Mo.)

From Springfield, Mo., to Farmington, Mo.

Jet Route No. 99 (Atlanta, Ga., to Northbrook, Ill.).

From Atlanta, Ga., via Nashville, Tenn.; Lewis, Ind.; to Northbrook, Ill.

Jet Route No. 100 (Bryce Canyon, Utah, to Grand Junction, Colo.).

From Bryce Canyon, Utah, via INT of the Bryce Canyon 048° and the Grand Junction, Colo., 259° radials to Grand Junction.

Jet Route No. 101 (Houston, Texas, to Sault Ste. Marie, Mich.).

From Houston, Texas, via Lufkin, Texas; Shreveport, La.; Little Rock, Ark.; St. Louis, Mo.; Capital, Ill.; INT of the Capital 036° and the Joliet, Ill., 204° radials; Joliet; Northbrook, Ill.; Milwaukee, Wis.; Green Bay, Wis.; to Sault Ste. Marie, Mich.

Jet Route No. 102 (Alamosa, Colo. to Hill City, Kans.).

From Alamosa, Colo., via Lamar, Colo.; to Hill City, Kans.

Jet Route No. 103 (St. Petersburg, Fla., to Savannah, Ga.).

From St. Petersburg, Fla., via Orlando, Fla.; Daytona Beach, Fla.; to Savannah, Ga.

Jet Route No. 104 (Tucson, Ariz., to Las Vegas, N. Mex.)

From Tucson, Ariz., via San Simon, Ariz.; Socorro, N. Mex.; to Las Vegas, N. Mex.

Jet Route No. 105 (Dallas, Tex., to Milwaukee, Wis.)

From Dallas, Tex., via Fayetteville, Ark.; Springfield, Mo.; Bradford, Ill.; to Milwaukee, Wis.

Jet Route No. 106 (Minneapolis, Minn., to Green Bay, Wis.).

From Minneapolis, Minn., to Green Bay, Wis.

Jet Route No. 107 (Los Angeles, Calif., to Kenora, Ontario, Canada).

That airspace over United States territory from Los Angeles, Calif., via Hector, Calif.; Boulder, Nev.; Milford, Utah; Rock Springs, Wyo.; Crazy Woman, Wyo.; Dickinson, N. Dak.; Pembina, N. Dak., to Kenora, Ontario, Canada.

Jet Route No. 108 (Winslow, Ariz., to St. Johns, Ariz.)

From Winslow, Ariz., to St. Johns, Ariz.

Jet Route No. 109 (Wilmington, N. C., to Buffalo, N. Y.).

From Wilmington, N. C., via Gordonsville, Va.; Front Royal, Va.; Philipsburg, Pa., to Buffalo, N. Y.

Jet Route No. 110 (Oakland, Calif., to Kennedy, N. Y.).

From Oakland, Calif., via INT of the Oakland 170° and the Salinas, Calif., 310° radials; Salinas; Fresno, Calif.; Boulder, Nev.; Tuba City, Ariz.; Farmington, N. Mex.; Alamosa, Colo.; Garden City, Kans.; Butler, Mo.; St. Louis, Mo.; Indianapolis, Ind.; Appleton, Ohio; Allegheny, Pa.; Coyle, N. J.; to Kennedy, N. Y.

Jet Route No. 111 (Nome, Alaska, to Middleton Island, Alaska.).

From Nome, Alaska, via McGrath, Alaska; Anchorage, Alaska; to Middleton Island, Alaska.

Jet Route No.112 (Butler, Mo., to Louisville, Ky.).

From Butler, Mo., via Farmington, Mo., to Louisville, Ky.

Jet Route No. 114 (The Dalles, Oreg., to McCall, Idaho).

From The Dalles, Oreg., to McCall, Idaho.

Jet Route No. 115 (King Salmon, Alaska, to Nenana, Alaska).

From King Salmon, Alaska, via Kenai, Alaska; Anchorage, Alaska; Talkeetna, Alaska; to Nenana, Alaska.

PENDING AMENDMENT
Jet Route No. 115 (King Salmon, Alaska, to Fairbanks, Alaska)
From King Salmon, Alaska; via Anchorage, Alaska; to Fairbanks, Alaska.
AMENDMENTS 2/2/67 31 F. R. 15237 (Rewritten)

Jet Route No. 117 (McGrath, Alaska, to Kotzebue, Alaska).

From McGrath, Alaska, via Galena, Alaska; to Kotzebue, Alaska, RBN.

Jet Route No. 118 (Memphis, Tenn., to Spartanburg, S. C.)

From Memphis, Tenn., via Chattanooga, Tenn., to Spartanburg, S. C.

Jet Route No. 119 (Miami, Fla., to Gainesville, Fla.).

From Miami, Fla., via the INT of the Miami 297° and the St.Petersburg, Fla., 151° radials; St.Petersburg, to Gainesville, Fla.

Jet Route No. 120 (Bethel, Alaska, to Fort Yukon, Alaska).

From Bethel, Alaska, via McGrath, Alaska; Fairbanks, Alaska; to Fort Yukon, Alaska.
AMENDMENTS 9/15/66 31 F.R. 9400 (Changed)

Jet Route No. 121 (Norfolk, Va., to Providence, R. I.).

From Norfolk, Va., via INT of Norfolk 023° and Sea Isle, N. J., 212° radials; Sea Isle; INT of Sea Isle 049° and Hampton, N. Y., 223° radials; Hampton; Providence, R. I.; to INT of Providence 045° and Boston, Mass., 066° radials.

Jet Route No. 122 (Nenana, Alaska, to Nome, Alaska).

From Fairbanks, Alaska, via Galena, Alaska; to Nome, Alaska.

AMENDMENTS 9/15/66 31 F.R. 9400 (Changed)

Jet Route No. 123 From INT Kodiak, Alaska, 107° radial and NW boundary Anchorage Oceanic Control Area at latitude 57°28' N., longitude 150°32' W., via Kodiak; to King Salmon, Alaska.

AMENDMENTS 11/10/66 31 F.R. 11745 (Added); Corr: 31 F. R. 12678;

Jet Route No. 124 (Dillingham, Alaska, to Northway, Alaska)

From Dillingham, Alaska, via Anchorage, Alaska; Big Lake, Alaska; to Northway, Alaska.

AMENDMENTS 9/15/66 31 F.R. 9400 (Rewritten)

Jet Route No. 125 From Kodiak, Alaska, to Anchorage, Alaska.

AMENDMENTS 11/10/66 31 FR. 11745 (Added)

Jet Route No. 126 (Los Angeles, Calif., to Seattle, Wash.).

From Los Angeles, Calif., via the INT of the Los Angeles 319° and the Avenal, Calif., 145° radials; Avenal; INT of the Avenal 329° and the Stockton, Calif., 164° radials; Stockton; Sacramento, Calif.; Red Bluff, Calif.; Medford, Oreg.; Portland, Oreg.; to Seattle, Wash.

Jet Route No. 128 (Los Angeles, Calif. to Denver, Colo.).

From Los Angeles, Calif., via Hector, Calif.; Peach Springs, Ariz.; Tuba City, Ariz.; Gunnison, Colo.; to Denver, Colo.

Jet Route No. 132 (Fort Dodge, Iowa, to Mason City, Iowa).

From Fort Dodge, Iowa, to Mason City, Iowa.

Jet Route No. 134 (Los Angeles, Calif., to Kansas City, Mo.)

From Los Angeles, Calif., via Ontario, Calif.; INT of the Ontario 093° and the Parker, Calif., 261° radials; Parker; Prescott, Ariz.; Winslow, Ariz.; Gallup, N. Mex.; Cimarron, N. Mex.; Liberal, Kans.; Wichita, Kans.; to Kansas City, Mo.
AMENDMENT 3/31/66 31 F. R. 2888 (Changed)
AMENDMENTS 8/18/66 31 F. R. 9000 (Changed); Amend. Alt. 31 F. R. 10028;

Jet Route No. 136 (Portland, Oreg. to Spokane, Wash.).

From Portland, Oreg., via Yakima, Wash., to Spokane, Wash.

Jet Route No. 138 (Fort Stockton, Tex., to San Antonio, Tex.).

From Fort Stockton, Tex., to San Antonio, Tex.

Jet Route No. 500 (Lakehead, Ontario, to Fredericton, New Brunswick).(joins Canadian high level airway No. 500).

From Lakehead, Ontario, via Sault Ste. Marie, Mich.; Gore Bay, Ontario, RR; Killaloe, Ontario, RBN; Ottawa, Ontario; St. Johns, Quebec; Sherbrooke, Quebec; Millinocket, Maine to Fredericton, New Brunswick excluding the portions outside the United States.

Jet Route No. 501 (Seattle, Washington, to Bethel, Alaska). (joins Canadian High Level Airway No. 501.).

From Seattle, Wash., to the INT of the Seattle 331° radial and the United States/Canadian border. From Sandspit, B. C. via Biorka Island, Alaska; Yakutat, Alaska; Hinchinbrook, Alaska; Anchorage, Alaska; to Bethel, Alaska, excluding that airspace within Canadian territory.

AMENDMENT 3/31/66 31 F. R. 1146 (Changed); 11/10/66 31 F. R. 12433 (Changed)
PENDING AMENDMENT
Jet Route No. 501 is amended by deleting "to the INT of the Seattle 331° radial and the United States/Canadian border." and substituting "to Victoria, British Columbia." therefor.
AMENDMENTS 2/2/67 31 F. R. 15799 (Changed)

Jet Route No. 502 (Kotzebue, Alaska, to United States/Canadian border). (Joins Canadian high level airway No. 502)
From Kotzebue, Alaska, via Fairbanks, Alaska; Northway, Alaska; Burwash Landing, Yukon Territory, RR; Sisters Island, Alaska; Annette Island, Alaska; to Port Hardy, British Columbia, Canada, excluding the portion within Canada.

AMENDMENT 3/31/66 31 F. R. 1146 (Changed); 9/15/66 31 F. R. 9400 (Rewritten)

Jet Route No. 503(Seattle, Wash., to United States/Canadian Border) (joins Canadian High Level airway No. 503).

From Seattle, Wash., to the United States/Canadian Border via the Seattle direct radial to Princeton, British Columbia.

Jet Route No. 505 (Seattle, Wash., to the United States/Canadian border) (Joins Canadian high level airway No. 505)

From Seattle, Wash., via the Seattle 061° radial to the United States/Canadian border.

AMENDMENT 5/26/66 31 F.R. 5058 (Added)

Jet Route No. 506 (Millinocket, Maine, to United States/Canadian border). (Joins Canadian high level airway No. 506).

From Millinocket, Maine, via the intersection of Millinocket 114° and St. John, N. B., 267° radials; to the intersection of the St. John 267° radial with the United States/Canadian border.

Jet Route No. 507 (Northway, Alaska, to Annette Island, Alaska)
From Northway, Alaska, via Yakutat, Alaska; Sisters Island, Alaska; to Annette Island, Alaska, excluding the portion within Canada.

AMENDMENTS 9/15/66 31 F.R. 9400 (Rewritten)

Jet Route No. 509 (Long Lake, N.Y., to United States/Canadian border) (Joins Canadian high level airway No. 509)

From the INT of Albany, N.Y., 343° and St. Eustache, Quebec, 188° radials to the INT of the St. Eustache 188° radial with the United States/Canadian border.

AMENDMENT 5/26/66 31 F.R. 5058 (Rewritten)

Jet Route No. 515 (Pembina, N. Dak., via the United States/Canadian border, to Fairbanks, Alaska). (Joins Canadian high level airway No. 515)
From Pembina, N. Dak., to the INT of Pembina 356° radial and the United States/Canadian border. From the INT of Northway, Alaska, 121° radial and the United States/Canadian border via Northway to Fairbanks, Alaska.

AMENDMENTS 9/15/66 31 F.R. 9400 (Rewritten)
PENDING AMENDMENT
Jet Route No. 515 (Fargo, N. Dak., via the United States/Canadian border, to Fairbanks, Alaska). (Joins Canadian high level airway No. 515.)

From Fargo, N. Dak., via Pembina, N. Dak., to the INT of Pembina 356° radial and the United States/Canadian border. From the INT of Northway, Alaska, 121° radial and the United States/Canadian border via Northway to Fairbanks, Alaska.
AMENDMENTS 2/2/67 31 F. R. 15709 (Rewritten)

Jet Route No. 516 (Great Falls, Mont., to the United States/Canadian border); (joins Canadian high level airway No. 516).

From Great Falls, Mont., via the Great Falls 339° radial to the United States/Canadian border.

Jet Route No. 517 (Spokane, Wash., to the United States/Canadian border);(joins Canadian high level airway No. 517).

From Spokane, Wash., to Kimberley, British Columbia, Canada, excluding the portion which lies over Canadian territory.

Jet Route No. 518 (Windsor, Ontario, Canada, to Westminster, Md.) (Joins Canadian high level airway No. 518).
From Windsor, Ontario, Canada, via INT of Windsor 134° and Ellwood City, Pa., 296° radials; Ellwood City; INT of Ellwood City 124° and Westminster, Md., 289° radials; to Westminster; excluding the airspace which lies over Canadian territory.

AMENDMENTS 7/21/66 31 F.R. 7736 (added); 8/18/66 31 F. R. 9675 (Changed)

Jet Route No. 530 (Great Falls, Mont., to the United States/Canadian border); (joins Canadian high level airway No. 530).

From Great Falls, Mont., via the Great Falls 040° radial to the United States/Canadian border.

Jet Route No. 531 (Buffalo, N. Y., to Sault Ste. Marie, Mich.) (Joins Canadian high level airway No. 531.).

From Buffalo, N. Y., via Kleinburg, Ont., Canada; Wiarton, Ont., Canada; to Sault Ste. Marie, Mich., excluding the portion which lies over Canadian territory.

AMENDMENTS 6/23/66 31 F. R. 6546 (Rewritten)

Jet Route No. 532 (Pembina, N. Dak., to the United States/Canadian Border) (joins Canadian high level airway No. 532).

From Pembina, N. Dak., to the United States/Canadian Border via the Pembina to Red Lake, Ontario RBN direct radial.

Jet Route No. 533 (Duluth, Minn., to the United States/Canadian Border) (joins Canadian high level airway No. 533).

From Duluth, Minn., to the United States/Canadian border via the Duluth to Lakehead, Ontario, direct radial.

Jet Route No. 538 (Duluth, Minn., to the United States/Canadian border); (joins Canadian high level airway No. 538).

From the INT of the United States/Canadian border and the direct radial between Duluth, Minn., and Kenora, Ont., to Duluth.

Jet Route No. 545 (Cleveland, Ohio, to the United States/Canadian Border)(joins Canadian High Level Airway No. 545).

From Cleveland, Ohio, to the INT of the Cleveland 024° radial and the United States/Canadian Border.

Jet Route No. 546 (Peck, Mich., to the United States/Canadian Border) (joins Canadian high level airway No. 546).

From Peck, Mich., to the United States/Canadian Border via the Peck to Kleinburg, Ontario direct radial.

Jet Route No. 547 (Peck, Mich., to Buffalo, N. Y.).(Joins Canadian high level airway No. 547.)

From Peck, Mich., via the Peck 100° radial to the United States/Canadian border. From the United States/Canadian border to Buffalo, N. Y.,via the Buffalo 274° radial.

Jet Route No. 548 (Sault Ste. Marie, Mich., to the United States/Canadian Border) (joins Canadian high level airway No. 548).

From Sault Ste. Marie, Mich., to the United States/Canadian border via the Sault Ste. Marie to Timmins, Ontario, RR direct radial.

Jet Route No. 549 (Erie, Pa., to the United States/Canadian border.) (Joins Canadian high level airway No. 549.)

From Erie, Pa., to Kleinburg, Ontario, Canada, excluding the portion which lies over Canadian territory.

Jet Route No. 550 (United States/Canadian border to Erie, Pa.) (Joins Canadian high level airway No. 550).

From the INT of the United States/Canadian border and the Erie, Pa., 275° radial to Erie.

Jet Route No. 551 (Peck, Mich., to the United States/Canadian border) (joins Canadian high level wirway No. 551).

From Peck, Mich., to the United States/Canadian border via the Peck to Wiarton, Ontario, direct radial.

Jet Route No. 554 (Buffalo, N. Y., to the United States-Canadian Border).

From Buffalo, N. Y., to the United States-Canadian border, via the Buffalo 259° radial.

Jet Route No. 560 (Plattsburgh, N. Y., to the United States/Canadian Border.) (Joins Canadian high level airway No. 560.)

From Plattsburgh, N. Y., to Quebec, Quebec, Canada, excluding the airspace over Canada.

AMENDMENTS 7/21/66 31 F.R. 8418 (Rewritten)

Jet Route No. 563 (Albany, N. Y., to the United States/Canadian border). (Joins Canadian High Level Airway No. 563).

From Albany, N. Y., via INT of Albany 008° and Sherbrooke, Quebec, Canada, 217° radials to Sherbrooke, excluding the airspace over Canada.

AMENDMENTS 7/21/66 31 F.R. 8418 (Rewritten)

Jet Route No. 564 (Presque Isle, Maine, to the United States/Canadian border); (joins Canadian high level airway No. 564).

From Presque Isle, Maine, to INT of the Presque Isle 038° radial and the United States/Canadian border.

Jet Route No. 566 (Massena, N. Y., to the United States/Canadian border). (Joins Canadian high level airway No. 566).

From Massena, N. Y., to the INT of the Massena 037° radial and the United States/Canadian border.

Jet Route No. 567 (Plattsburgh, N. Y., to the United States/Canadian border). (Joins Canadian high level airway No. 567).

From Plattsburgh, N. Y., to the INT of the Plattsburgh 334° radial and the United States/Canadian border.

Jet Route No. 575 (Kennedy, N.Y. to Yarmouth, N.S., Canada). (Joins Canadian high level airway No. 575).

From Kennedy, N.Y., via Boston, Mass.; to Yarmouth, N.S., Canada, excluding the portion under the jurisdiction of Canada.

Jet Route No. 581 (Bangor, Maine, to the United States/Canadian border); (joins Canadian high level airway No. 581).

From Bangor, Maine, to the INT of the Bangor 058° radial and the United States/Canadian border.

Jet Route No. 582 (Presque Isle, Maine, to the United States/Canadian border). (Joins Canadian high level airway No. 582.)

From Presque Isle, Maine, to the INT of the Presque Isle 357° radial and the United States/Canadian border.

Jet Route No. 584 (Northbrook, Ill., to Kennedy, N. Y.).

From Northbrook, Ill., via INT of Northbrook 093° and Carleton, Mich., 270° radials; Carleton; Slate Run, Pa.; to Kennedy, N. Y.

Jet Route No. 585 (Nantucket, Mass. to Yarmouth, N.S. Canada). (Joins Canadian high level airway No. 585).

From Nantucket, Mass., to Yarmouth, N.S., Canada, excluding the portion under the jurisdiction of Canada.

Jet Route No. 586 (United States/Canadian border via Massena, N. Y., to United States/Canadian border). (Joins Canadian high level airway No. 586).

From Stirling, Ont., via Massena, N. Y., to St. Johns, Quebec, excluding the airspace outside the United States.

SUBPART C - JET ADVISORY AREAS

§75.200 **En route jet advisory areas.**

(Unless otherwise specified, the place names appearing in the description of the jet advisory areas indicate the VOR or VORTAC facilities identified by such names.)

Jet Route No. 25 Jet Advisory Area.
Nonradar: From the United States/Mexican Border to the positive control area boundary N of Brownsville, Tex., from FL 270 to FL 410, inclusive.

AMENDMENTS 7/21/66 31 F. R. 7280 (Changed)

Jet Route No. 29 Jet Advisory Area.
Nonradar: From the United States/Mexican Border to the positive control area boundary N of Brownsville, Tex., from FL 270 to FL 410, inclusive.

AMENDMENTS 7/21/66 31 F. R. 7280 (Changed)

Jet Route No. 32 Jet Advisory Area.
Nonradar: From the positive control area boundary NE of Duluth, Minn., to the United States/Canadian border only from FL 370 to FL 390, inclusive.

PENDING AMENDMENT
Jet Route No. 36 Jet Advisory Area
Nonradar: From Fargo, N. Dak., to the positive control area boundary SE of Fargo.
AMENDMENTS 2/2/67 31 F. R. 15799 (Added)

Jet Route No. 38 Jet Advisory Area.
Nonradar: From United States/Canadian Border to the positive control area boundary NW of Duluth, Minn., at FL 310 and FL 370 to FL 410, inclusive.

Jet Route No. 53 Jet Advisory Area.
Radar: Key West, Fla., to the positive control area boundary S of Miami, Fla.

Jet Route No. 62 Jet Advisory Area.
Radar: From the positive control area boundary SW of Nantucket, Mass., to Nantucket.

Jet Route No. 68 Jet Advisory Area.
Radar: From Providence, R. I., to Nantucket, Mass.

Jet Route No. 97 Jet Advisory Area.
Radar: Nantucket, Mass., td Boston, Mass.

Jet Route No. 107 Jet Advisory Area.
Radar: From the positive control area boundary NE of Dickenson, N. Dak., to 26 nautical miles NE of Pembina, N. Dak.
Nonradar: From 81 nautical miles NE of Pembina, N. Dak., to 93 nautical miles NE of Pembina.

Jet Route No. 500 Jet Advisory Area.
Radar: From the United States/Canadian border SE of Lakehead, Ont., Canada, to the United States/Canadian border E of Sault Ste. Marie, Mich., excluding the airspace below FL 290.

Jet Route No. 515 Jet Advisory Area.
Radar: Pembina, N. Dak., to the United States/Canadian border.
PENDING AMENDMENT
Jet Route No. 515 Jet Advisory Area
Radar: From 14 nautical miles S of Pembina, N. Dak., to the United States/Canadian border.
Nonradar: From Fargo, N. Dak., to 14 nautical miles S of Pembina, N. Dak.
AMENDMENTS 2/2/67 31 F. R. 15799 (Rewritten)

Jet Route No. 532 Jet Advisory Area.
Radar: Pembina, N. Dak., to the United States/Canadian border.

Jet Route No. 533 Jet Advisory Area.
Nonradar: From the positive control area boundary NE of Duluth, Minn., to the United States/Canadian Border only from FL 370 to FL 390, inclusive.

Jet Route No. 538 Jet Advisory Area.
Nonradar: From the United States/Canadian Border to the positive control area boundary NW of Duluth, Minn., at FL 310 and from FL 370 to FL 410, inclusive.

§75.300 Terminal jet advisory areas.

(Unless otherwise specified the place names appearing in the description of the jet advisory areas indicate the VOR or VORTAC facilities identified by such names.)

Boston, Mass., Jet Advisory Area.
Radar a. Nantucket, Mass., CONSOLAN via Control Area 1143 to boundary of the Continental Control Area.
b. Nantucket, Mass., CONSOLAN via Control Area 1144 to boundary of the Continental Control Area.
c. Nantucket, Mass., CONSOLAN via Control Area 1145 to boundary of the Continental Control Area.

Los Angeles, Calif., Jet Advisory Area
Radar. a. The airspace within 3 miles from the shoreline of Santa Catalina Island, Calif.