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PART I

(Part II Section 1, begins on page 4501)
(Part II Section 2, begins on page 4693)

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The President
Agricultural Stabilization and Conservation Service
Civil Aeronautics Board
Consumer and Marketing Service
Education Office
Federal Aviation Administration
Federal Communications Commission
Federal Home Loan Bank Board
Federal Maritime Commission
Federal Power Commission
Fish and Wildlife Service
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Foreign Assets Control Office
Housing and Urban Development Department
Interstate Commerce Commission
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Transportation Department
Treasury Department

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1949–1963

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Title 3—THE PRESIDENT

Proclamation 3896

NATIONAL SAFE BOATING WEEK 1969

By the President of the United States of America

A Proclamation

In a time of unprecedented opportunity for leisure-time activities, more and more Americans are discovering the benefits of boating. The ever-increasing traffic on the waterways has made it imperative that all boatmen observe the basic rules of boating safety.

Common sense and courtesy are the two foundations of boating safety. An overloaded boat, failure to heed weather warnings or the taking of other unnecessary risks can, and too often do, lead to boating tragedy. If each boatman takes simple precautions, understands the capabilities of his craft, and exercises ordinary good judgment, tragic losses can be avoided.

Recognizing the need for emphasis on boating safety, the Congress, by a joint resolution approved June 4, 1958 (72 Stat. 179) has requested that the President proclaim annually the week which includes July 4 as National Safe Boating Week.

NOW, THEREFORE, I, RICHARD NIXON, President of the United States of America, do hereby designate the week beginning June 29, 1969, as National Safe Boating Week.

I urge the public to take advantage of educational courses in boating safety, and all those who use our waterways for boating to exercise courtesy and apply safe boating practices.

I also invite the Governors of the states and the Commonwealth of Puerto Rico and appropriate officials of all other areas under the United States flag to provide for the observance of this week.

IN WITNESS WHEREOF, I have hereunto set my hand this third day of March, in the year of our Lord, nineteen hundred and sixty-nine, and of the Independence of the United States of America the one hundred and ninety-third.

Richard Nixon

[F.R. Doc. 69-2718; Filed, Mar. 3, 1969; 4:23 p.m.]

Proclamation 3897

NATIONAL FARM SAFETY WEEK, 1969

By the President of the United States of America

A Proclamation

American agriculture has advanced more in the past 50 years than in all our prior history. A third as many farmers are feeding twice as many Americans today as in 1920. In addition, America is the world's largest exporter of agricultural products, and our abundance is a powerful force for world peace.

Fundamental to this unparalleled achievement in food and fiber production have been the strong hands and management skills of our farm people. While their accomplishments have dramatically increased production, our farm people have suffered a tragic toll of accidents.

Agriculture continues to rank third among our industries in accidental death rate. Thousands of farm residents are fatally injured every year and hundreds of thousands disabled. The dollar cost to the nation approaches $2 billion, but the cost in pain, grief, and suffering cannot be measured.

This terrible waste demands our urgent attention. It can be sharply reduced if everyone working in agriculture makes safety an integral part of management planning, a part of every job and every activity, both on and off the farm.

NOW, THEREFORE, I, RICHARD NIXON, President of the United States of America, do hereby call on the people of the nation to observe the week of July 20, 1969, as National Farm Safety Week. I urge all farm families, and those persons and groups serving or allied with agriculture, to use all possible means for minimizing accident losses at work, in homes, at recreation, and on public roads.

IN WITNESS WHEREOF, I have hereunto set my hand this third day of March, in the year of our Lord nineteen hundred and sixty-nine, and of the Independence of the United States of America the one hundred and ninety-third.

Richard Nixon

[F.R. Doc. 69-2785; Filed, Mar. 4, 1969; 11:22 a.m.]

Executive Order 11457

INSPECTION OF INCOME, EXCESS-PROFITS, ESTATE, AND GIFT TAX RETURNS BY THE COMMITTEE ON GOVERNMENT OPERATIONS, HOUSE OF REPRESENTATIVES

By virtue of the authority vested in me by section 55(a) of the Internal Revenue Code of 1939, as amended (53 Stat. 29, 54 Stat. 1008; 26 U.S.C. (1952 Ed.) 55(a)), and by section 6103(a) of the Internal Revenue Code of 1954, as amended (68A Stat. 753; 26 U.S.C. 6103(a)), it is hereby ordered that any income, excess-profits, estate, or gift tax return for the years 1947 to 1970, inclusive, shall, during the Ninety-first Congress, be open to inspection by the Committee on Government Operations, House of Representatives, or any duly authorized subcommittee thereof, in connection with its studies of the operation of Government activities at all levels with a view to determining the economy and efficiency of the Government. Such inspection shall be in accordance and upon compliance with the rules and regulations prescribed by the Secretary of the Treasury in Treasury Decisions 6132 and 6133, relating to the inspection of returns by committees of the Congress, approved by the President on May 3, 1955.

This order shall be effective upon its filing for publication in the FEDERAL REGISTER.

Richard Nixon

THE WHITE HOUSE,
March 4, 1969.

[F.R. Doc. 69-2786; Filed, Mar. 4, 1969; 11:22 a.m.]

Rules and Regulations

Title 7—AGRICULTURE

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

SUBCHAPTER C—SPECIAL PROGRAMS

[Amdt. 14]

PART 775—FEED GRAINS

Subpart—1966 Through 1969 Feed Grain Program Regulations

COUNTY PROJECTED YIELDS AND COUNTY RATES

Correction

In F.R. Doc. 69-1566 appearing at page 2022 in the issue of Wednesday, February 12, 1969, the following corrections should be made in § 775.427(d):

1. Under the center heading "Alabama" the figure in the last column opposite the entry "Jackson" county should read "1.20" instead of ".20".

2. Under the center heading "Arkansas"—

a. The figure in the last column opposite the entry "Crittenden" county should read "1.29" instead of "1.25".

b. The figures in the last column opposite the entries for "Hempstead" through "Lincoln" counties should read "1.13, 1.16, 1.13, 1.22, 1.16, 1.25, 1.25, 1.13, 1.13, 1.26, 1.29, 1.24", respectively.

3. Under the center heading "Kentucky"—

a. The figure in the second column opposite "Harrison" county should read "1.48" instead of "1.49".

b. The figure in the third column opposite "Russell" county should read "38.8" instead of "35.6".

4. Under the center heading "South Carolina" the figure in the last column opposite the entry "Allendale" county should read "1.23".

5. Under the center heading "Tennessee" the figure in the first column opposite the entry "Polk" county should read "64.2" instead of "64.0".

Chapter VIII—Agricultural Stabilization and Conservation Service (Sugar), Department of Agriculture

SUBCHAPTER B—SUGAR REQUIREMENTS AND QUOTAS

[Sugar Reg. 811, Amdt. 1]

PART 811—CONTINENTAL SUGAR REQUIREMENTS AND AREA QUOTAS

Requirements and Quotas for 1969

Basis and purpose and statement of bases and considerations. The purpose of this amendment to Sugar Regulation 811 (33 F.R. 19245) is to rescind the second quarter limitations on imports from foreign countries pursuant to the Sugar Act of 1948, as amended (61 Stat. 922, as amended), hereinafter referred to as the "Act."

Marketing limitations pertaining to the second quarter are no longer necessary to obtain an orderly flow of sugar, and limitations on total raw sugar imports from foreign countries during the second quarter of 1969 are rescinded. All obligations under approved set-aside agreements to import sugar during the first and second quarter respectively, within the time limitations prescribed pursuant to Sugar Regulation 817 will continue in effect.

By virtue of the authority vested in the Secretary of Agriculture by the Act, Part 811 of this chapter is hereby amended by amending paragraph (d)(1) of § 811.73 to read as follows:

§ 811.73 Quotas for foreign countries.

* * * * *

(d) (1) Of the total quotas and prorations for foreign countries established in paragraphs (b) and (c) of this section, the quantity which may be authorized for entry during the first quarter shall not exceed: (i) The quantity of raw sugar imported in late 1968 under bond for refining and storage and charged to such quotas on January 1, 1969, and (ii) 850,000 short tons, raw value, of sugar authorized for importation and charged to such 1969 quotas during the first quarter of the year.

* * * * *

(Secs. 201, 202, 207, 403; 61 Stat. 923 as amended, 924 as amended, 927 as amended, 932 as amended; 7 U.S.C. 1111, 1112, 1117, 1153)

Effective date. This action rescinds the limitation on second quarter imports from foreign countries. In order to promote orderly marketing, it is essential that all persons selling and purchasing sugar for consumption in the continental United States be able as soon as possible to make plans based on changes in the marketing opportunities. Therefore, it is hereby determined and found that compliance with the notice, procedure and 30-day effective date requirements in 5 U.S.C. 553 is unnecessary, impracticable, and contrary to the public interest and this amendment shall become effective when filed for public inspection in the Office of the Federal Register.

Signed at Washington, D.C., on February 28, 1969.

CLARENCE D. PALMBY,
Assistant Secretary.

[F.R. Doc. 69-2661; Filed, Mar. 4, 1969; 8:48 a.m.]

SUBCHAPTER F—DETERMINATION OF NORMAL YIELDS AND ELIGIBILITY FOR ABANDONMENT AND CROP DEFICIENCY PAYMENTS

[842.2, Supp. 11, Amdt. 1]

PART 842—BEET SUGAR AREA

Approved Local Areas for 1967 Crop

Pursuant to the provisions of section 303 of the Sugar Act of 1948, as amended, paragraph (j) of § 842.13 (33 F.R. 19827) is amended to read as follows:

§ 842.13 Approved local areas for the 1967 crop.

* * * * *

(j) *Montana.*

ENTIRE COUNTIES

Blaine. Ravalli.
Prairie.

INDIVIDUAL LOCAL PRODUCING AREAS

COUNTY AND AREAS

Big Horn: T. 2 S., R. 33 E.; T. 2 N., R. 33 E.
Carbon: Area 3; T. 9 S., R. 22 E.
Dawson: Area 2.
Rosebud: Area 2; Area 3.
Yellowstone: Area 1; Area 2; T. 2 N., R. 27 E.; T. 2 S., R. 23 E.; T. 1 S., R. 24 E.; T. 2 S., R. 24 E.

* * * * *

Statement of bases and considerations. One of the conditions of eligibility of a sugar beet producer for an acreage abandonment or crop deficiency payment is that the farm of such producer is located in a county or local producing area for which the Agricultural Stabilization and Conservation county committee determines that certain uncontrollable natural conditions have caused a prescribed amount of damage to the sugar beet crop.

Section 842.13, which appeared in the FEDERAL REGISTER of December 27, 1968 (33 F.R. 19827), listed the counties of Carbon and Yellowstone, Mont., as having met the qualifications with respect to the 1967 crop of sugar beets. However, a subsequent review of the records for the two counties shows that only certain local producing areas within such counties have met the qualifications.

This amendment gives notice of the qualifying local producing areas in Carbon and Yellowstone Counties, Mont.

(Sec. 403, 61 Stat. 932; 7 U.S.C. 1153; sec. 303, 61 Stat. 930; 7 U.S.C. 1133)

Effective date: Date of publication.

Signed at Washington, D.C., on February 27, 1969.

WILLIAM E. GALBRAITH,
Acting Deputy Administrator, State and County Operations.

[F.R. Doc. 69-2660; Filed, Mar. 4, 1969; 8:48 a.m.]

Title 12—BANKS AND BANKING

Chapter V—Federal Home Loan Bank Board

SUBCHAPTER F—REGULATIONS FOR SAVINGS AND LOAN HOLDING COMPANIES

[No. 22,598]

PART 584—REGULATED ACTIVITIES

Annual Reports and Registration Reports by Savings and Loan Holding Companies

FEBRUARY 18, 1969.

Whereas, notice of a resolution proposing to amend paragraphs (a) of § 584.1 and (a) of § 584.10 to prescribe and require filing of an Annual Report, H–(b) 11, by savings and loan holding companies and inviting interested persons to submit written data, views, and arguments was published in the FEDERAL REGISTER (33 F.R. 17698) on November 27, 1968; and

Whereas, materials presented and otherwise available relevant to the proposed amendments have been considered; and

Whereas, it is also desired to eliminate Registration Statements H–(b) 1 and H–(b) 2 and incorporate their provisions in a consolidated form, "Registration Statement H–(b) 10," and to prescribe filing requirements for Registration Statement H–(b) 10;

Now, therefore, it is hereby resolved, that the Federal Home Loan Bank Board hereby amends Part 584 of Subchapter F of Chapter V of Title 12 of the Code of Federal Regulations as set forth below, effective April 4, 1969:

1. Paragraph (a) of § 584.1 is revised to read as follows:

§ 584.1 Registration, examination and reports.

(a) *Filing of registration statement and annual reports*—(1) *Filing of registration statement.* Not later than 90 days after becoming a savings and loan holding company, each savings and loan holding company shall register with the Corporation by filing the appropriate registration statement specified in paragraph (a) of § 584.10.

(2) *Filing of annual report.* (i) Each registered savings and loan holding company, including subsidiary savings and loan holding companies, shall file an annual report on Form H–(b) 11, except that such report need not be filed by a savings and loan holding company that has filed a registration statement on Form H–(b) 3 or H–(b) 4, or by a savings and loan holding company which is a trust (other than a business trust). For fiscal years which ended in 1968, the report shall be filed by June 30, 1969. For fiscal years ending during the period January 1, 1969, through June 30, 1969, the report shall be filed within 180 days of the close of such fiscal year. For all fiscal years ending after June 30, 1969, annual reports shall be filed not later than 120 days after the close of the fiscal year.

(ii) Registration statements and annual reports are filed with the Corporation by transmitting the original and two copies thereof to the Director, Office of Examinations and Supervision, Federal Home Loan Bank Board, 101 Indiana Avenue NW., Washington, D.C. 20552, and two copies to the Supervisory Agent. Copies of forms to be used in submitting registration statements and annual reports may be obtained from any Supervisory Agent.

* * * * *

2. Paragraph (a) of § 584.10 is amended to read as follows:

§ 584.10 Statements, reports, and notices to be filed.

(a) *Registration statements and annual reports for savings and loan holding companies under § 584.1*—(1) *Registration statements*—(i) *H–(b) 10.* This statement shall be used for registration by every savings and loan holding company, including subsidiary savings and loan holding companies, except trusts (other than business trusts) and savings and loan holding companies which file H–(b) 3 and H–(b) 4 Registration Statements.

(ii) *H–(b) 3; Bank as trustee of a trust.* This statement (rather than H–(b) 10) may be used for registration by any bank which is a savings and loan holding company only by virtue of its control, in a trustee capacity, of an insured institution.

(iii) *H–(b) 4; Creditor as savings and loan holding company.* This statement (rather than H–(b) 10) may be used for registration by any company which is a creditor and is a savings and loan holding company only by virtue of the acquisition of control of an insured institution or another savings and loan holding company pursuant to a pledge or hypothecation to secure a loan, or in connection with the liquidation of a loan, made in the ordinary course of business.

(2) *Annual report; H–(b) 11.* This report shall be used by every registered savings and loan holding company, including subsidiary savings and loan holding companies, except trusts (other than business trusts) and savings and loan holding companies filing H–(b) 3 and H–(b) 4 registration statements.

* * * * *

(Sec. 408, National Housing Act, as amended by Public Law 90–255; 12 U.S.C. 1730a)

Be it further resolved, that since notice and formal rule making procedures have been provided in connection with amending Part 584 to require filing of an annual report and since the above amendment otherwise affects only a consolidation and redesignation of existing forms and filing requirements and does not impose any additional requirements, the Board finds that additional formal public rule making procedure is not necessary.

NOTE: These reporting requirements have been approved by the Bureau of the Budget.

By the Federal Home Loan Bank Board.

[SEAL] JACK CARTER, *Secretary.*

[F.R. Doc. 69–2666; Filed, Mar. 4, 1969; 8:48 a.m.]

Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Regulations, Department of Transportation

[Airspace Docket No. 68–SO–101]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, AND REPORTING POINTS

Designation and Alteration of Transition Areas

On January 1, 1969, a notice of proposed rule making was published in the FEDERAL REGISTER (34 F.R. 15), stating that the Federal Aviation Administration was considering an amendment to Part 71 of the Federal Aviation Regulations that would designate the Cochran, Ga., transition area and alter the Augusta, Dublin, Eastman, and Macon, Ga., transition areas.

Interested persons were afforded an opportunity to participate in the rule making through the submission of comments. All comments received were favorable.

Subsequent to publication of the notice, the geographic coordinates (lat. 32°38' 30'' N., long. 83°35'30'' W.) for Robins AFB (lat. 32°41'35'' N., long. 83°38'50'' W.) for Lewis B. Wilson Airport, and (lat. 32°23'49'' N., long. 83°16'31'' W.) for Cochran Municipal Airport were obtained from Coast and Geodetic Survey. It is necessary to alter the descriptions herein by inserting the geographic coordinates for the airports.

Since these amendments are editorial in nature, notice and public procedure hereon are unnecessary and action is taken herein to alter the descriptions accordingly.

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended, effective 0901 G.m.t., May 1, 1969, as hereinafter set forth.

In § 71.181 (34 F.R. 4637), the following transition area is added:

COCHRAN, GA.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Cochran Municipal Airport (lat. 32°23'49'' N., long. 83°16'31'' W.); within 2 miles each side of the Vienna VORTAC 046° radial, extending from the 5-mile radius area to 12 miles northeast of the VORTAC.

In § 71.181 (34 F.R. 4637), the Augusta, Ga., transition area is amended as follows: "* * * and that airspace extending upward from 3,000 feet MSL bounded on the north by a line extending from Lat. 33°03'40'' N., Long. 82°30'00'' W. to lat. 33°03'30'' N., long. 82°02'20''

W., on the east by a line 8 miles west of and parallel to the Augusta VORTAC 157° radial, on the south by the north boundary of V–70, and on the west by long. 82°30'00" W. * * *" is deleted.

In § 71.181 (34 F.R. 4637), the Dublin, Ga., transition area is amended as follows: "* * * that airspace extending upward from 1,200 feet above the surface within a 16-mile radius of Dublin Municipal Airport, excluding the portion that coincides with the Macon and Vidalia, Ga., transition areas; and that airspace extending upward from 2,700 feet MSL north of Dublin, beginning at the intersection of the arc of a 35-mile radius circle centered on the Macon VORTAC and the south boundary of V–56, thence northeast along the south boundary of V–56 to long. 82°50'00" W., thence south to lat. 33°03'50" N., long. 82°50'00" W., thence east to lat. 33°03'30" N., long. 82°02'20" W., thence south along a line 8 miles west of and parallel to the Augusta VORTAC 157° radial to the north boundary of V–70, thence southwest along the north boundary of V–70, to and counterclockwise along the arc of a 16-mile radius circle centered at Dublin Municipal Airport, to and counterclockwise along the arc of a 35-mile radius circle centered on the Macon VORTAC to point of beginning * * *" is added to the description.

In § 71.181 (34 F.R. 4637), the Eastman, Ga., transition area is amended as follows: "* * * and that airspace extending upward from 1,200 feet above the surface bounded on the northwest by V–70, on the northeast by V–5, on the southwest and west by V–243E * * *" is added to the description.

In § 71.181 (34 F.R. 4637), the Macon, Ga., transition area is amended to read:

MACON, GA.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of Herbert Smart Airport (lat. 32°49'20" N., long. 83°33'50" W.); within a 10-mile radius of Robins AFB (lat 32°38'30" N., long. 83°35'30" W.); within a 10-mile radius of Lewis B. Wilson Airport (lat. 32°41'35" N., long. 83°38'50" W.); within 8 miles southeast and 5 miles northwest of the Macon ILS localizer southwest course, extending from the Lewis B. Wilson Airport 10-mile radius area to 12 miles southwest of the OM; that airspace extending upward from 1,200 feet above the surface within a 35-mile radius of the Macon VORTAC; that airspace north of Macon bounded on the north by V–18S, on the east by V–35, and on the southwest by V–267; and that airspace northeast of Macon extending upward from 2,700 feet MSL, extending from the 35-mile radius circle, bounded on the north by V–18S, on the east by long. 82°50'00" W., on the southeast by V–56, and on the west by V–35, excluding the portion that coincides with the Atlanta, Ga., transition area.

(Sec. 307(a), Federal Aviation Act of 1958; 49 U.S.C. 1348(a); sec. 6(c), Department of Transportation Act; 49 U.S.C. 1655(c))

Issued in East Point, Ga., on February 20, 1969.

GORDON A. WILLIAMS, JR.,
Acting Director, Southern Region.

[F.R. Doc. 69–2642; Filed, Mar. 4, 1969; 8:46 a.m.]

Title 39—POSTAL SERVICE

Chapter I—Post Office Department

PART 171—MONEY ORDERS

International Money Orders, Conversion Rates

In § 171.2 *International money orders*, paragraph (b) is amended to show new rates for issuing international money orders payable in Canada, Great Britain, and Northern Ireland, Guyana, Ireland, Norway, and Republic of South Africa.

Accordingly, the following numbered tables are substituted for their present versions, as set out in § 171.2(b):

TABLE NO. 1

(Rate: 1 United States dollar=1.07 dollars, Canadian money)

FROM 1 CENT TO 100 DOLLARS

United States money	Canadian money	United States money	Canadian money	United States money	Canadian money	United States money	Canadian money	United States money	Canadian money
Cents	*Cents*	*Cents*	*Cents*	*Cents*	*Cents*	*Dollars*	*Dollars*	*Dollars*	*Dollars*
1	1	40	42	79	84	18.00	19.26	57.00	60.99
2	2	41	43	80	85	19.00	20.33	58.00	62.06
3	3	42	44	81	86	20.00	21.40	59.00	63.13
4	4	43	46	82	87	21.00	22.47	60.00	64.20
5	5	44	47	83	88	22.00	23.54	61.00	65.27
6	6	45	48	84	89	23.00	24.61	62.00	66.34
7	7	46	49	85	90	24.00	25.68	63.00	67.41
8	8	47	50	86	92	25.00	26.75	64.00	68.48
9	9	48	51	87	93	26.00	27.82	65.00	69.55
10	10	49	52	88	94	27.00	28.89	66.00	70.62
11	11	50	53	89	95	28.00	29.96	67.00	71.69
12	12	51	54	90	96	29.00	31.03	68.00	72.76
13	13	52	55	91	97	30.00	32.10	69.00	73.83
14	14	53	56	92	98	31.00	33.17	70.00	74.90
15	16	54	57	93	99	32.00	34.24	71.00	75.97
16	17	55	58	94	$1.00	33.00	35.31	72.00	77.04
17	18	56	59	95	1.01	34.00	36.38	73.00	78.11
18	19	57	60	96	1.02	35.00	37.45	74.00	79.18
19	20	58	62	97	1.03	36.00	38.52	75.00	80.25
20	21	59	63	98	1.04	37.00	39.59	76.00	81.32
21	22	60	64	99	1.05	38.00	40.66	77.00	82.39
22	23	61	65	$1.00	1.07	39.00	41.73	78.00	83.46
23	24	62	66	1.00	1.07	40.00	42.80	79.00	84.53
24	25	63	67	2.00	2.14	41.00	43.87	80.00	85.60
25	26	64	68	3.00	3.21	42.00	44.94	81.00	86.67
26	27	65	69	4.00	4.28	43.00	46.01	82.00	87.74
27	28	66	70	5.00	5.35	44.00	47.08	83.00	88.81
28	29	67	71	6.00	6.42	45.00	48.15	84.00	89.88
29	31	68	72	7.00	7.49	46.00	49.22	85.00	90.95
30	32	69	73	8.00	8.56	47.00	50.29	86.00	92.02
31	33	70	74	9.00	9.63	48.00	51.36	87.00	93.09
32	34	71	75	10.00	10.70	49.00	52.43	88.00	94.16
33	35	72	77	11.00	11.77	50.00	53.50	89.00	95.23
34	36	73	78	12.00	12.84	51.00	54.57	90.00	96.30
35	37	74	79	13.00	13.91	52.00	55.64	91.00	97.37
36	38	75	80	14.00	14.98	53.00	56.71	92.00	98.44
37	39	76	81	15.00	16.05	54.00	57.78	93.00	99.51
38	40	77	82	16.00	17.12	55.00	58.85		
39	41	78	83	17.00	18.19	56.00	59.92		

NOTE.—The maximum amount for which a money order payable in Canada may be drawn is $93.46 U.S. money.

TABLE NO. 2

(Rate, £1=$2.40)

FROM 1 POUND TO 41 POUNDS

Pounds	Dollars	Pounds	Dollars	Pounds	Dollars	Pounds	Dollars	Pounds	Dollars
1	2.40	10	24.00	19	45.60	28	67.20	37	88.80
2	4.80	11	26.40	20	48.00	29	69.60	38	91.20
3	7.20	12	28.80	21	50.40	30	72.00	39	93.60
4	9.60	13	31.20	22	52.80	31	74.40	40	96.00
5	12.00	14	33.60	23	55.20	32	76.80	41	98.40
6	14.40	15	36.00	24	57.60	33	79.20		
7	16.80	16	38.40	25	60.00	34	81.60		
8	19.20	17	40.80	26	62.40	35	84.00		
9	21.60	18	43.20	27	64.80	36	86.40		

FROM 1 PENNY TO 20 SHILLINGS

s.	d.	Dollars	s.	d.	Dollars	s.	d.	Dollars	s.	d.	Dollars	s.	d.	Dollars
	1	0.01	4	1	0.49	8	1	0.97	12	1	1.45	16	1	1.93
	2	.02	4	2	.50	8	2	.98	12	2	1.46	16	2	1.94
	3	.03	4	3	.51	8	3	.99	12	3	1.47	16	3	1.95
	4	.04	4	4	.52	8	4	$1.00	12	4	1.48	16	4	1.96
	5	.05	4	5	.53	8	5	1.01	12	5	1.49	16	5	1.97
	6	.06	4	6	.54	8	6	1.02	12	6	1.50	16	6	1.98
	7	.07	4	7	.55	8	7	1.03	12	7	1.51	16	7	1.99
	8	.08	4	8	.56	8	8	1.04	12	8	1.52	16	8	2.00
	9	.09	4	9	.57	8	9	1.05	12	9	1.53	16	9	2.01
	10	.10	4	10	.58	8	10	1.06	12	10	1.54	16	10	2.02
	11	.11	4	11	.59	8	11	1.07	12	11	1.55	16	11	2.03
1	0	.12	5	0	.60	9	0	1.08	13	0	1.56	17	0	2.04
1	1	.13	5	1	.61	9	1	1.09	13	1	1.57	17	1	2.05
1	2	.14	5	2	.62	9	2	1.10	13	2	1.58	17	2	2.06
1	3	.15	5	3	.63	9	3	1.11	13	3	1.59	17	3	2.07
1	4	.16	5	4	.64	9	4	1.12	13	4	1.60	17	4	2.08
1	5	.17	5	5	.65	9	5	1.13	13	5	1.61	17	5	2.09
1	6	.18	5	6	.66	9	6	1.14	13	6	1.62	17	6	2.10
1	7	.19	5	7	.67	9	7	1.15	13	7	1.63	17	7	2.11
1	8	.20	5	8	.68	9	8	1.16	13	8	1.64	17	8	2.12
1	9	.21	5	9	.69	9	9	1.17	13	9	1.65	17	9	2.13
1	10	.22	5	10	.70	9	10	1.18	13	10	1.66	17	10	2.14
1	11	.23	5	11	.71	9	11	1.19	13	11	1.67	17	11	2.15
2	0	.24	6	0	.72	10	0	1.20	14	0	1.68	18	0	2.16
2	1	.25	6	1	.73	10	1	1.21	14	1	1.69	18	1	2.17
2	2	.26	6	2	.74	10	2	1.22	14	2	1.70	18	2	2.18
2	3	.27	6	3	.75	10	3	1.23	14	3	1.71	18	3	2.19
2	4	.28	6	4	.76	10	4	1.24	14	4	1.72	18	4	2.20
2	5	.29	6	5	.77	10	5	1.25	14	5	1.73	18	5	2.21
2	6	.30	6	6	.78	10	6	1.26	14	6	1.74	18	6	2.22
2	7	.31	6	7	.79	10	7	1.27	14	7	1.75	18	7	2.23
2	8	.32	6	8	.80	10	8	1.28	14	8	1.76	18	8	2.24
2	9	.33	6	9	.81	10	9	1.29	14	9	1.77	18	9	2.25
2	10	.34	6	10	.82	10	10	1.30	14	10	1.78	18	10	2.26
2	11	.35	6	11	.83	10	11	1.31	14	11	1.79	18	11	2.27
3	0	.36	7	0	.84	11	0	1.32	15	0	1.80	19	0	2.28
3	1	.37	7	1	.85	11	1	1.33	15	1	1.81	19	1	2.29
3	2	.38	7	2	.86	11	2	1.34	15	2	1.82	19	2	2.30
3	3	.39	7	3	.87	11	3	1.35	15	3	1.83	19	3	2.31
3	4	.40	7	4	.88	11	4	1.36	15	4	1.84	19	4	2.32
3	5	.41	7	5	.89	11	5	1.37	15	5	1.85	19	5	2.33
3	6	.42	7	6	.90	11	6	1.38	15	6	1.86	19	6	2.34
3	7	.43	7	7	.91	11	7	1.39	15	7	1.87	19	7	2.35
3	8	.44	7	8	.92	11	8	1.40	15	8	1.88	19	8	2.36
3	9	.45	7	9	.93	11	9	1.41	15	9	1.89	19	9	2.37
3	10	.46	7	10	.94	11	10	1.42	15	10	1.90	19	10	2.38
3	11	.47	7	11	.95	11	11	1.43	15	11	1.91	19	11	2.39
4	0	.48	8	0	.96	12	0	1.44	16	0	1.92	20	0	2.40

TABLE No. 3

(Rate: 1 franc (or other unit of foreign currency) = 2-2/100 cents)

FROM 1 CENT TO 100 DOLLARS

Cents	Francs	Cents	Francs	Cents	Francs	Dollars	Francs	Dollars	Francs
1	0.50	41	20.30	81	40.10	$22.00	1,089.11	$62.00	3,069.31
2	.99	42	20.79	82	40.59	23.00	1,138.61	63.00	3,118.81
3	1.49	43	21.29	83	41.09	24.00	1,188.12	64.00	3,168.32
4	1.98	44	21.78	84	41.58	25.00	1,237.62	65.00	3,217.82
5	2.48	45	22.28	85	42.08	26.00	1,287.13	66.00	3,267.33
6	2.97	46	22.77	86	42.57	27.00	1,336.63	67.00	3,316.83
7	3.47	47	23.27	87	43.07	28.00	1,386.14	68.00	3,366.34
8	3.96	48	23.76	88	43.56	29.00	1,435.64	69.00	3,415.84
9	4.46	49	24.26	89	44.06	30.00	1,485.15	70.00	3,465.35
10	4.95	50	24.75	90	44.55	31.00	1,534.65	71.00	3,514.85
11	5.45	51	25.25	91	45.05	32.00	1,584.16	72.00	3,564.36
12	5.94	52	25.74	92	45.54	33.00	1,633.66	73.00	3,613.86
13	6.44	53	26.24	93	46.04	34.00	1,683.17	74.00	3,663.37
14	6.93	54	26.73	94	46.53	35.00	1,732.67	75.00	3,712.87
15	7.43	55	27.23	95	47.03	36.00	1,782.18	76.00	3,762.38
16	7.92	56	27.72	96	47.52	37.00	1,831.68	77.00	3,811.88
17	8.42	57	28.22	97	48.02	38.00	1,881.19	78.00	3,861.39
18	8.91	58	28.71	98	48.51	39.00	1,930.69	79.00	3,910.89
19	9.41	59	29.21	99	49.01	40.00	1,980.20	80.00	3,960.40
20	9.90	60	29.70	$1.00	49.50	41.00	2,029.70	81.00	4,009.90
21	10.40	61	30.20	2.00	99.01	42.00	2,079.21	82.00	4,059.41
22	10.89	62	30.69	3.00	148.51	43.00	2,128.71	83.00	4,108.91
23	11.39	63	31.19	4.00	198.02	44.00	2,178.22	84.00	4,158.42
24	11.88	64	31.68	5.00	247.52	45.00	2,227.72	85.00	4,207.92
25	12.38	65	32.18	6.00	297.03	46.00	2,277.23	86.00	4,257.43
26	12.87	66	32.67	7.00	346.53	47.00	2,326.73	87.00	4,306.93
27	13.37	67	33.17	8.00	396.04	48.00	2,376.24	88.00	4,356.44
28	13.86	68	33.66	9.00	445.54	49.00	2,425.74	89.00	4,405.94
29	14.36	69	34.16	10.00	495.05	50.00	2,475.25	90.00	4,455.45
30	14.85	70	34.65	11.00	544.55	51.00	2,524.75	91.00	4,504.95
31	15.35	71	35.15	12.00	594.06	52.00	2,574.26	92.00	4,554.46
32	15.84	72	35.64	13.00	643.56	53.00	2,623.76	93.00	4,603.96
33	16.34	73	36.14	14.00	693.07	54.00	2,673.27	94.00	4,653.47
34	16.83	74	36.63	15.00	742.57	55.00	2,722.77	95.00	4,702.97
35	17.33	75	37.13	16.00	792.08	56.00	2,772.28	96.00	4,752.48
36	17.82	76	37.62	17.00	841.58	57.00	2,821.78	97.00	4,801.98
37	18.32	77	38.12	18.00	891.09	58.00	2,871.29	98.00	4,851.49
38	18.81	78	38.61	19.00	940.59	59.00	2,920.79	99.00	4,900.99
39	19.31	79	39.11	20.00	990.10	60.00	2,970.30	100.00	4,950.50
40	19.80	80	39.60	21.00	1,039.60	61.00	3,019.80		

TABLE No. 4

(Rate: 1 krone (or other unit of foreign currency) = 14.1 cents)

FROM 1 CENT TO 100 DOLLARS

Cents	Kroner	Cents	Kroner	Cents	Kroner	Dollars	Kroner	Dollars	Kroner
1	0.07	41	2.91	81	5.74	$22.00	156.03	$62.00	439.71
2	.14	42	2.98	82	5.82	23.00	163.12	63.00	446.80
3	.21	43	3.05	83	5.89	24.00	170.21	64.00	453.89
4	.28	44	3.12	84	5.96	25.00	177.30	65.00	460.99
5	.35	45	3.19	85	6.03	26.00	184.39	66.00	468.08
6	.43	46	3.26	86	6.10	27.00	191.49	67.00	475.17
7	.50	47	3.33	87	6.17	28.00	198.58	68.00	482.26
8	.57	48	3.40	88	6.24	29.00	205.67	69.00	489.35
9	.64	49	3.48	89	6.31	30.00	212.76	70.00	496.45
10	.71	50	3.55	90	6.38	31.00	219.86	71.00	503.54
11	.78	51	3.62	91	6.45	32.00	226.95	72.00	510.63
12	.85	52	3.69	92	6.52	33.00	234.04	73.00	517.72
13	.92	53	3.76	93	6.60	34.00	241.13	74.00	524.82
14	.99	54	3.83	94	6.67	35.00	248.22	75.00	531.91
15	1.06	55	3.90	95	6.74	36.00	255.32	76.00	539.00
16	1.13	56	3.97	96	6.81	37.00	262.41	77.00	546.09
17	1.21	57	4.04	97	6.88	38.00	269.50	78.00	553.18
18	1.28	58	4.11	98	6.95	39.00	276.59	79.00	560.28
19	1.35	59	4.18	99	7.02	40.00	283.68	80.00	567.37
20	1.42	60	4.26	$1.00	7.09	41.00	290.78	81.00	574.46
21	1.49	61	4.33	2.00	14.18	42.00	297.87	82.00	581.55
22	1.56	62	4.40	3.00	21.28	43.00	304.96	83.00	588.64
23	1.63	63	4.47	4.00	28.37	44.00	312.05	84.00	595.74
24	1.70	64	4.54	5.00	35.46	45.00	319.14	85.00	602.83
25	1.77	65	4.61	6.00	42.55	46.00	326.24	86.00	609.92
26	1.84	66	4.68	7.00	49.64	47.00	333.33	87.00	617.01
27	1.91	67	4.75	8.00	56.74	48.00	340.42	88.00	624.10
28	1.99	68	4.82	9.00	63.83	49.00	347.51	89.00	631.20
29	2.06	69	4.89	10.00	70.92	50.00	354.61	90.00	638.29
30	2.13	70	4.96	11.00	78.01	51.00	361.70	91.00	645.38
31	2.20	71	5.04	12.00	85.11	52.00	368.79	92.00	652.47
32	2.27	72	5.11	13.00	92.20	53.00	375.88	93.00	659.57
33	2.34	73	5.18	14.00	99.29	54.00	382.97	94.00	666.66
34	2.41	74	5.25	15.00	106.38	55.00	390.07	95.00	673.75
35	2.48	75	5.32	16.00	113.47	56.00	397.16	96.00	680.84
36	2.55	76	5.39	17.00	120.57	57.00	404.25	97.00	687.93
37	2.62	77	5.46	18.00	127.66	58.00	411.34	98.00	695.03
38	2.69	78	5.53	19.00	134.75	59.00	418.43	99.00	702.12
39	2.77	79	5.60	20.00	141.84	60.00	425.53	100.00	709.21
40	2.84	80	5.67	21.00	148.93	61.00	432.62		

TABLE No. 5

(Rate: 1 krona (or other unit of foreign currency) = 13½ cents)

FROM 1 CENT TO 100 DOLLARS

Cents	Kroner	Cents	Kroner	Cents	Kroner	Dollars	Kroner	Dollars	Kroner
1	0.07	41	3.04	81	6.00	22.00	162.96	62.00	459.26
2	.15	42	3.11	82	6.07	23.00	170.37	63.00	466.67
3	.22	43	3.19	83	6.15	24.00	177.78	64.00	474.07
4	.30	44	3.26	84	6.22	25.00	185.19	65.00	481.48
5	.37	45	3.33	85	6.30	26.00	192.59	66.00	488.89
6	.44	46	3.41	86	6.37	27.00	200.00	67.00	496.30
7	.52	47	3.48	87	6.44	28.00	207.41	68.00	503.70
8	.59	48	3.56	88	6.52	29.00	214.81	69.00	511.11
9	.67	49	3.63	89	6.59	30.00	222.22	70.00	518.52
10	.74	50	3.70	90	6.67	31.00	229.63	71.00	525.93
11	.81	51	3.78	91	6.74	32.00	237.04	72.00	533.33
12	.89	52	3.85	92	6.81	33.00	244.44	73.00	540.74
13	.96	53	3.93	93	6.89	34.00	251.85	74.00	548.15
14	1.04	54	4.00	94	6.96	35.00	259.26	75.00	555.56
15	1.11	55	4.07	95	7.04	36.00	266.67	76.00	562.96
16	1.19	56	4.15	96	7.11	37.00	274.07	77.00	570.37
17	1.26	57	4.22	97	7.19	38.00	281.48	78.00	577.78
18	1.33	58	5.30	98	7.26	39.00	288.89	79.00	585.19
19	1.41	59	4.37	99	7.33	40.00	296.30	80.00	592.59
20	1.48	60	4.44	$1.00	7.41	41.00	303.70	81.00	600.00
21	1.56	61	4.52	2.00	14.81	42.00	311.11	82.00	607.41
22	1.63	62	4.59	3.00	22.22	43.00	318.52	83.00	614.81
23	1.70	63	4.67	4.00	29.63	44.00	325.93	84.00	622.22
24	1.78	64	4.74	5.00	37.04	45.00	333.33	85.00	629.63
25	1.85	65	4.81	6.00	44.44	46.00	340.74	86.00	637.04
26	1.93	66	4.89	7.00	51.85	47.00	348.15	87.00	644.44
27	2.00	67	4.96	8.00	59.26	48.00	355.56	88.00	651.85
28	2.07	68	5.04	9.00	66.67	49.00	362.96	89.00	659.26
29	2.15	69	5.11	10.00	74.07	50.00	370.37	90.00	666.67
30	2.22	70	5.19	11.00	81.48	51.00	377.78	91.00	674.07
31	2.30	71	5.26	12.00	88.89	52.00	385.19	92.00	681.48
32	2.37	72	5.33	13.00	96.30	53.00	392.59	93.00	688.89
33	2.44	73	5.41	14.00	103.70	54.00	400.00	94.00	696.30
34	2.52	74	5.48	15.00	111.11	55.00	407.41	95.00	703.70
35	2.59	75	5.56	16.00	118.52	56.00	414.81	96.00	711.11
36	2.67	76	5.63	17.00	125.93	57.00	422.22	97.00	718.52
37	2.74	77	5.70	18.00	133.33	58.00	429.63	98.00	725.93
38	2.81	78	5.78	19.00	140.74	59.00	437.04	99.00	733.33
39	2.89	79	5.85	20.00	148.15	60.00	444.44	100.00	740.74
40	2.96	80	5.93	21.00	155.56	61.00	451.85		

TABLE No. 10

(Rate: 1 florin (or other unit of foreign currency) = 54 cents)

FROM 1 CENT TO 100 DOLLARS

Cents	Florins	Cents	Florins	Cents	Florins	Dollars	Florins	Dollars	Florins
1	0.02	41	.76	81	1.50	22.00	40.74	62.00	114.81
2	.04	42	.78	82	1.52	23.00	42.59	63.00	116.67
3	.06	43	.80	83	1.54	24.00	44.44	64.00	118.52
4	.07	44	.81	84	1.56	25.00	46.30	65.00	120.37
5	.09	45	.83	85	1.57	26.00	48.15	66.00	122.22
6	.11	46	.85	86	1.59	27.00	50.00	67.00	124.07
7	.13	47	.87	87	1.61	28.00	51.85	68.00	125.93
8	.15	48	.89	88	1.63	29.00	53.70	69.00	127.78
9	.17	49	.91	89	1.65	30.00	55.56	70.00	129.63
10	.19	50	.93	90	1.67	31.00	57.41	71.00	131.48
11	.20	51	.94	91	1.69	32.00	59.26	72.00	133.33
12	.22	52	.96	92	1.70	33.00	61.11	73.00	135.19
13	.24	53	.98	93	1.72	34.00	62.96	74.00	137.04
14	.26	54	1.00	94	1.74	35.00	64.81	75.00	138.89
15	.28	55	1.02	95	1.76	36.00	66.67	76.00	140.74
16	.30	56	1.04	96	1.78	37.00	68.52	77.00	142.59
17	.31	57	1.06	97	1.80	38.00	70.37	78.00	144.44
18	.33	58	1.07	98	1.81	39.00	72.22	79.00	146.30
19	.35	59	1.09	99	1.83	40.00	74.07	80.00	148.15
20	.37	60	1.11	$1.00	1.85	41.00	75.93	81.00	150.00
21	.39	61	1.13	2.00	3.70	42.00	77.78	82.00	151.85
22	.41	62	1.15	3.00	5.56	43.00	79.63	83.00	153.70
23	.43	63	1.17	4.00	7.41	44.00	81.48	84.00	155.56
24	.44	64	1.19	5.00	9.26	45.00	83.33	85.00	157.46
25	.46	65	1.20	6.00	11.11	46.00	85.19	86.00	159.21
26	.48	66	1.22	7.00	12.96	47.00	87.04	87.00	161.11
27	.50	67	1.24	8.00	14.81	48.00	88.89	88.00	162.96
28	.52	68	1.26	9.00	16.67	49.00	90.74	89.00	164.81
29	.54	69	1.28	10.00	18.52	50.00	92.59	90.00	166.67
30	.56	70	1.30	11.00	20.37	51.00	94.44	91.00	168.52
31	.57	71	1.31	12.00	22.22	52.00	96.30	92.00	170.37
32	.59	72	1.33	13.00	24.07	53.00	98.15	93.00	172.22
33	.61	73	1.35	14.00	25.93	54.00	100.00	94.00	174.07
34	.63	74	1.37	15.00	27.78	55.00	101.85	95.00	175.93
35	.65	75	1.39	16.00	29.63	56.00	103.70	96.00	177.78
36	.67	76	1.41	17.00	31.48	57.00	105.56	97.00	179.63
37	.69	77	1.43	18.00	33.33	58.00	107.41	98.00	181.48
38	.70	78	1.44	19.00	35.19	59.00	109.26	99.00	183.33
39	.72	79	1.46	20.00	37.04	60.00	111.11	100.00	185.19
40	.74	80	1.48	21.00	38.89	61.00	112.96		

TABLE No. 11

(Rate: 1 rand (or other unit of foreign currency) = $1.40)

FROM 1 CENT TO 100 DOLLARS

South African cents	United States cents	South African cents	United States cents	South African cents	United States cents	South African rand	United States dollars	South African rand	United States dollars
1	1	35	49	69	97	4.00	5.60	38.00	53.20
2	3	36	50	70	98	5.00	7.00	39.00	54.60
3	4	37	52	71	99	6.00	8.40	40.00	56.00
4	6	38	53	72	$1.01	7.00	9.80	41.00	57.40
5	7	39	55	73	1.02	8.00	11.20	42.00	58.80
6	8	40	56	74	1.04	9.00	12.60	43.00	60.20
7	10	41	57	75	1.05	10.00	14.00	44.00	61.60
8	11	42	59	76	1.06	11.00	15.40	45.00	63.00
9	13	43	60	77	1.08	12.00	16.80	46.00	64.40
10	14	44	62	78	1.09	13.00	18.20	47.00	65.80
11	15	45	63	79	1.11	14.00	19.60	48.00	67.20
12	17	46	64	80	1.12	15.00	21.00	49.00	68.60
13	18	47	66	81	1.13	16.00	22.40	50.00	70.00
14	20	48	67	82	1.15	17.00	23.80	51.00	71.40
15	21	49	69	83	1.16	18.00	25.20	52.00	72.80
16	22	50	70	84	1.18	19.00	26.60	53.00	74.20
17	24	51	71	85	1.19	20.00	28.00	54.00	75.60
18	25	52	73	86	1.20	21.00	29.40	55.00	77.00
19	27	53	74	87	1.22	22.00	30.80	56.00	78.40
20	28	54	76	88	1.23	23.00	32.20	57.00	79.80
21	29	55	77	89	1.25	24.00	33.60	58.00	81.20
22	31	56	78	90	1.26	25.00	35.00	59.00	82.60
23	32	57	80	91	1.27	26.00	36.40	60.00	84.00
24	34	58	81	92	1.29	27.00	37.80	61.00	85.40
25	35	59	83	93	1.30	28.00	39.20	62.00	86.80
26	36	60	84	94	1.32	29.00	40.60	63.00	88.20
27	38	61	85	95	1.33	30.00	42.00	64.00	89.60
28	39	62	87	96	1.34	31.00	43.40	65.00	91.00
29	41	63	88	97	1.36	32.00	44.80	66.00	92.40
30	42	64	90	98	1.37	33.00	46.20	67.00	93.80
31	43	65	91	99	1.39	34.00	47.60	68.00	95.20
32	45	66	92	1.00	1.40	35.00	49.00	69.00	96.60
33	46	67	94	2.00	2.80	36.00	50.40	70.00	98.00
34	48	68	95	3.00	4.20	37.00	51.80	71.00	99.40

(5 U.S.C. 301, 39 U.S.C. 501, 505)

DAVID A. NELSON,
General Counsel.

FEBRUARY 25, 1969.

[F.R. Doc. 69-2537; Filed, Mar. 4, 1969; 8:45 a.m.]

Title 45—PUBLIC WELFARE

Chapter I—Office of Education, Department of Health, Education, and Welfare

PART 145—NATIONAL DEFENSE GRADUATE FELLOWSHIP PROGRAM

Payments of Stipends

Chapter I of Title 45, § 145.7(f) of the Code of Federal Regulations is hereby revised so as to permit a person awarded a fellowship pursuant to this part to simultaneously receive veterans' and war orphans' educational benefits and to make other changes of a technical nature. The section as so revised reads as follows:

§ 145.7 **Payments of stipends.**

* * * * *

(f) *Other Federal educational benefits.* Except for veterans' and war orphans' educational assistance benefits provided under chapters 34 and 35 of title 38 of the United States code, a person receiving any other direct Federal educational benefits may not, concurrently, receive a stipend under this part.

* * * * *

(Secs. 401-405, 1001, 72 Stat. 1590-1591, 1602; 20 U.S.C. 461-465, 581)

Effective date: 30 days after publication in the FEDERAL REGISTER.

Dated: February 17, 1969.

PETER P. MUIRHEAD,
Acting U.S.
Commissioner of Education.

Approved: February 26, 1969.

ROBERT H. FINCH,
Secretary of Health,
Education, and Welfare.

[F.R. Doc. 69-2664; Filed, Mar. 4, 1969; 8:48 a.m.]

PART 177—FEDERAL, STATE AND PRIVATE PROGRAMS OF LOW-INTEREST LOANS TO STUDENTS IN INSTITUTIONS OF HIGHER EDUCATION

Federal Payments To Reduce Student Interest Costs on Direct State Loans

Section 177.14(a)(1) dealing with the maximum rate of interest that may be charged on the unpaid principal balance of loans made under a direct student loan program of a State is hereby amended to provide for an increase in such maximum rate from 6 percent per year to 7 percent per year. As so amended § 177.14(a)(1) reads as follows:

§ 177.14 **Federal payments to reduce student interest costs on direct State loans.**

(a) * * *

(1) Interest charges may not exceed 7 percentum per annum of the unpaid principal balance of the loan.

* * * * *

Effective date. This amendment shall become effective 30 days after its publication in the FEDERAL REGISTER.

(Sec. 428(a)(1)(B), 79 Stat. 1240; 20 U.S.C. 1078)

Dated: February 17, 1969.

PETER P. MUIRHEAD,
Acting U.S.
Commissioner of Education.

Approved: February 26, 1969.

ROBERT H. FINCH,
Secretary of Health,
Education, and Welfare.

[F.R. Doc. 69-2663; Filed, Mar. 4, 1969; 8:48 a.m.]

Title 47—TELECOMMUNICATION

Chapter I—Federal Communications Commission

[FCC 69-157]

PART 5—EXPERIMENTAL RADIO SERVICES (OTHER THAN BROADCAST)

Antennas and Antenna Structures

In the matter of amendment of Part 5 of the Commssion's rules to delete requirements relating to antenna matters from these rule parts, maintain such requirements in Part 17 only, and to delete certain outdated material.

1. In order to preclude the possibility that Part 5 rules relating to antennas and antenna structures may not fully or correctly reflect the provisions of Part 17, it has been determined that these rules should be deleted from Part 5, and contained in Part 17 only.

2. Since FCC Form 401-A has become generally obsolete, and inasmuch as the present application form (440) contains sufficient material for obtaining antenna clearance, it has been determined that the requirements for use of this form should also be deleted.

3. The amendments are set forth below.

4. Authority for these amendments is contained in sections 4(i) and 303 (q) and (r) of the Communications Act of 1934, as amended, 47 U.S.C. 154(i), 303 (q) and (r).

5. The deletion of antenna structure provisions is editorial in nature. The elimination of Form 401-A is a procedural matters and will lessen the burden of Experimental Licensees. Notice and public procedure are unnecessary and would be contrary to the public interest. The procedural and effective date pro-

visions of section 4 of the Administrative Procedure Act are therefore inapplicable.

6. In view of the foregoing: *It is ordered*, Effective March 7, 1969, that Part 5 of the Commission's rules are amended as hereinbefore noted.

(Secs. 4, 303, 48 Stat., as amended 1086, 1082; 47 U.S.C. 154, 303)

Adopted: February 26, 1969.

Released: February 28, 1969.

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

1. In § 5.52, paragraphs (b) and (c) are revised to read as follows:

§ 5.52 Procedure for obtaining a radio station license.

* * * * *

(b) In the case of complete transmitters which are to be used without modification and the installation of which requires only the interconnection of the transmitter units, the application for license may be submitted simultaneously with the application for construction permit.

(c) When the design and construction of the transmitting equipment is an integral part of the experimental program, the application for license may be filed simultaneously with the application for construction permit.

2. In § 5.55, paragraph (a) is revised, and paragraph (b) is deleted and reserved, to read as follows:

§ 5.55 Forms to be used.

(a) *Application for construction permit for land stations and fixed stations.* A separate application for construction permit shall be submitted on Form 440 for each base station and each fixed station. Such applications, with respect to proposed antenna structures, must comply with the requirements of Part 17 of this chapter.

(b) [Deleted]

* * * * *

3. Section 5.56(b)(12) is revised to read as follows:

§ 5.56 Procedure for obtaining a special temporary authorization.

* * * * *

(b) * * *

(12) Overall height of antenna structure above ground.

* * * * *

4. Section 5.161 is revised to read as follows:

§ 5.161 Inspection and maintenance of tower marking and lighting and associated control equipment.

The licensee of any radio station which has an antenna structure required to be painted and illuminated pursuant to the provisions of section 303(q) of the Communications Act of 1934, as amended, and Part 17 of this chapter, shall perform the inspections and maintain the tower marking and lighting, and associated control equipment, in accordance with the requirements of §§ 17.43 through 17.57 of this chapter.

4. Section 5.163(c) is revised to read as follows:

§ 5.163 Content of station records.

* * * * *

(c) For stations whose antenna structure is required to be illuminated, a record in accordance with the requirements of § 17.49 of this chapter.

[F.R. Doc. 69-2645; Filed, Mar. 4, 1969; 8:46 a.m.]

[Docket No. 18281; FCC 69-183]

PART 73—RADIO BROADCAST SERVICES

Television Broadcast Stations; Table of Assignments, Glendive, Mont.

Report and order. In the matter of amendment of § 73.606 *Table of assignments*, Television Broadcast Stations (Glendive, Mont.), Docket No. 18281, RM-1291.

1. The Commission here considers the rule making to amend the Table of Television Assignments (§ 73.606(b) of the Commission's rules) by assigning Channel 9 to Glendive, Mont., as a second commercial channel.[2] This proceeding was begun by notice of proposed rule making, adopted July 3, 1968 (FCC 68-798), in response to the petition of Meyer Broadcasting Co. (Meyer), the licensee of television stations at Bismarck, Minot, and Williston, N. Dak. Meyer proposes to use the channel at Glendive for a 100-watt translator (§ 74.702(g) of the rules) to rebroadcast its Station KUMV-TV, Williston, which operates largely as a satellite of its Station KFYR-TV, Bismarck.[3] The petition was opposed by Glendive Broadcasting Co. (KXGN), licensee of KXGN(AM) and KXGN-TV, Glendive, and these two parties continued the controversy in comments and reply comments filed in response to the notice.[4]

2. The following background is pertinent. Glendive and its county (Dawson), with 1960 Census populations of 7,058 and 12,314 respectively, is one of the smallest TV markets in the nation having a regular station. KXGN cites Television Factbook (1967) as crediting KXGN-TV with 8,000 households served. KXGN-TV provides the only direct off-air signal of Grade B or higher intensity received in the county, except for a small portion of it which is also within the Grade B contour of the Williston station, some 90 miles from Glendive. A CATV system in Glendive is said to serve between 800 and 900 subscribers, carrying KXGN-TV and KUMV-TV as well as Billings and Salt Lake City stations. The system is owned half by the owner of KXGN and KXGN-TV and half by a CATV group owner (Community TV, Inc.) which also owns Western Microwave; a common carrier supplying programs from Billings and Salt Lake City to both KXGN-TV and the CATV system. KXGN-TV, which went on the air in 1957, operates principally as a CBS affiliate but also carries some 54½ hours a week of ABC (40) and NBC (14½) programing. Meyer's stations, including KUMV-TV, are NBC and ABC affiliates; it appears that the proposed Glendive translator would present some 21 hours a week of the same ABC and NBC programs now carried by KXGN-TV.[5] This is an important element in KXGN's claim of economic impact. The only radio stations in Dawson County are KXGN (a fulltime Class IV station) and a daytime-only station at Glendive.

The arguments generally. 3. Meyer's arguments in favor of the proposed assignment are chiefly the provision of additional service, including more ABC and NBC programing, providing a second "free" service to Glendive and surrounding area, to those persons who do not choose to or (located beyond the reach of the system in rural areas) cannot avail themselves of CATV service. It is asserted that smaller communities in Montana (e.g., Circle) have a choice of free service, and Glendive should also. KXGN makes three general lines of arguments against the proposal: (1) Making a new VHF asignment for high-power translator use alone—since Glendive cannot possibly support a second regular station—is inappropriate; (2) this is especially true since the assignment would preclude a more needed channel assignment elsewhere, contrary to the mandate of section 307(b) of the Act; and (3) use of the channel by a 100-watt translator rebroadcasting KUMV-TV would be unfair competition and have a very serious economic impact on KXGN-TV and the public, in return for only a very small public benefit.[6]

[1] Commissioners Robert E. Lee and H. Rex Lee absent.

[2] Glendive is assigned Channel 5 and Channel *16, reserved for education. The latter is unoccupied and unapplied for.

[3] KUMV-TV is listed in Television Factbook (1968-69 edition) as a satellite of KFYR-TV, sold in combination with that station. However, its renewal application and 1967 financial report show local programing and local time sales. Meyer operates another satellite station at Minot, N. Dak.

[4] Also filing comments was the National TV Translator Association. This pleading takes no position on the present proposal but urges actions in the translator area of more general scope, such as requiring nonduplication for a period longer than 24 hours, rules to prevent "leap-frogging", and more liberalized rules as to maximum power and origination of local material. These comments are noted but not discussed further herein.

[5] Meyer claims the amount of duplicated programing would be 17 hours per week.

[6] KXGN also asserts that Meyer has not advanced a specific proposal as to the location and facilities of the proposed translator, and therefore its proposal cannot be adequately evaluated and should be rejected. As Meyer points out in reply, this is an allocation rule-making proceeding and a specific proposal is not necessary. We assume that, if Meyer becomes the grantee on the channel, in its own interest it would locate so as to serve as much of the population of Glendive and surrounding area as possible.

Discussion of non-economic arguments. 4. We do not find the KXGN arguments referred to as (1) and (2), above, persuasive. As pointed out in the notice herein, we ruled on and rejected, the 1966 decision concerning Dickinson, N. Dak., the contention that new VHF channels should not be assigned for translator use.[6] KXGN would distinguish this holding because of Dickinson's larger population and the allegedly less specific claim of economic impact by the opponent there; but, while these factors may be relevant in connection with KXGN's economic-injury argument, and are so treated below, they do not affect the basic principle. Making a new VHF assignment even if in all probability it will only be used by a 100-watt translator is appropriate if it would be in the public interest from other standpoints and is consistent with applicable rules.

5. As to other possible assignments which would be precluded by this one, this argument also is without substantial merit. Glendive is not a large city, but in relation to other places in the general area it is very substantial. Within a distance of more than 100 miles from Glendive there are only three cities with larger 1960 Census populations—Miles City, Mont. (9,665), and Dickinson (9,971) and Williston (11,866), N. Dak.—all with two VHF commercial channels assigned. Assuming that all other channel assignments in the table (in use and unoccupied) remain the same, if not used at Glendive, Channel 9 could be assigned in a fairly sizable area in eastern Montana and western North Dakota; but, aside from Dickinson and Glendive, there are no communities in this area with 1960 Census populations as large as 1,500 persons.[7] Thus, the only "preclusion" involved, as a practical matter, is on a possible high-power translator assignment to another community. In view of the availability of UHF channels for 100-watt translator use, the general availability of regular (nonassignment) VHF translators which can now operate with 10 watts transmitter power, and the absence of any demand, we do not consider this "preclusion" effect a significant matter. The proposed assignment, even if used only by a high-power translator, would be consistent with section 307(b).

Discussion of economic-injury arguments. 6. In opposing Meyer's rulemaking petition, KXGN advanced the same lines of argument which it later elaborated in comments and reply comments. As to these, the notice stated that the Commission, necessarily hesitant to prevent developing competition, did not regard the showing made concerning detriment to the public as sufficient to warrant denial of the Meyer petition. However, we also stated that we are aware of the controlling importance of demonstrable impact from the proposed translator on service available to the public, and would be attentive to meaningful indicia submitted as to the probable effects of the proposed operation on enhancement or curtailment of broadcast service in the area.

7. In its opposition and later comments and reply comments, KXGN calls attention to its position in a very small market and to the only marginally profitable character of the TV and combined TV–AM operations.[8] It is asserted that the impact from the proposed Meyer translator would impede, and, in fact, reverse the slow and painful growth process which KXGN–TV has experienced since 1957 (expansion from a 6-to-10 p.m. operation to 120 hours a week, etc.), and necessitate reduction in operating hours and, likely, less local programing.[9] The impact, it is said, would take two forms: (1) Competition for local advertising, which Meyer does not deny that it would seek, and any loss of which would turn the KXGN operation into a losing one; (2) loss of NBC and ABC programing, which (since KXGN cannot afford nonnetwork programing to "fill-in" and has available only the limited amount of CBS programing carried on KOOK–TV, Billings), would mean shorter hours of operation, as well as loss of revenue.

8. In the first connection, it is claimed that the Meyer translator, even though not originating any programing, would "fractionate" the audience and be a powerful competitor for local advertising, and an unfair one in that it would not have any operating costs in the market. It is asserted that this is true despite the limited coverage of such a translator, since 70 percent of the KXGN–TV local advertising is from Glendive itself, which would be served. Any loss would eliminate the station's profitability and have the adverse impact mentioned; raising local rates to compensate is said to be out of the question in view of complaints that the present local rate structure ($11.45 to $15.95 per minute in prime time, $6 to $12 in other time) is too high. As to network programs, it is said that Meyer, as a large multiple owner affiliated with NBC and ABC, would be in a position to influence these networks not to provide programs to KXGN–TV; and, in any event, why should they "buy" the station when they can get the market for nothing via translator? This is said to be particularly true of NBC, since Meyer presents much more NBC programing than does KXGN. Loss of this programing is said to be a certainty. Additional CBS programing is said not to be available because KOOK–TV, Billings, from which these programs are fed to KXGN–TV, does not present a full CBS lineup. It is also asserted that a switch in affiliations at Billings in the future is a possibility, in which case this source of CBS material would not be available; KXGN–TV could not afford the additional cost of obtaining programs from that direction from another source and might not be able to find an alternate route at reasonable cost. If that should occur, in the absence of a translator KXGN–TV would be in a good position to increase its ABC and NBC programing; with it this would be impossible. Two other points are urged: (1) Aside from program duplication, broadcasting by KUMV–TV in the Glendive market would adversely affect KXGN–TV in news presentation, because KUMV–TV and its parent station are in the Central zone and can present such material an hour earlier than KXGN–TV, which is in, and gets its programs from, the Mountain zone; (2) the "same day non-duplication" requirement—which has been imposed in some translator situations and which Meyer appears to agree would be appropriate here in connection with its translator and KXGN–TV—is of relatively little value here, since both KXGN–TV and the Williston station present much of their network programing on a delayed basis and therefore time of presentation is of less importance.

9. It is urged that the injury thus resulting would be caused for little benefit. Since the translator would originate no programing and the programing of the Williston station, in another State, is allegedly of little significance to the Glendive area, no local needs would be met. It is said that the audience within KXGN–TV's area already has available, from it, an excellent variety of programing, from three networks; the translator would merely add some NBC and ABC programing to the small portion of the audience which lies beyond the reach of the CATV system and within the limited coverage area which the translator would serve.[10] This would be at the cost of total loss of ABC and NBC programing now carried by KXGN–TV to audiences further out, served by it but not by the

[6] Channel Assignment at Dickinson, N. Dak., 8 R.R. 2d 1501; 4 FCC 2d 885 (1966).

[7] Aside from the two communities mentioned, no community in the "preclusion" area has a local radio station. There is no "preclusion" effect on use of Channels 8 and 10, since use thereof in any area affected by a Glendive Channel 9 assignment is already precluded by assignments at Miles City and Williston.

[8] According to KXGN, for the 10 months from October 1967 through July 1968 the combined TV–AM operations showed a profit of $3,137. TV income before national commissions was some $105,200 ($39,700 local, $27,800 national spot, $37,700 network of which some $17,300 was from ABC and NBC); radio income was about $41,000, and the total income before commissions about $146,200. Combined TV–radio expenses, said to be impossible to segregate, were about $138,900. Meyer states that profits from the CATV system (not shown) should also be included in evaluating the picture.

[9] At various places in its reply comments KXGN describes the curtailment of local programing as "highly probable" or "possible." KXGN–TV's local programing is shown as roughly 7½ hours per week—about 4½ hours of news, a daily (M–F) 15-minute cartoon program with a local personality, a 30-minute interview program two afternoons, and an average of one-half hour per week of "specials."

[10] A 100-watt (transmitter output) translator, with a high-gain antenna, can attain an effective radiated power in the order of 2 kw. With this E.R.P. and a high antenna, its Grade B contour would lie about 20 miles from the station, compared to an average distance to the KXGN–TV Grade B contour of 45 to 50 miles. In both cases, this of course does not necessarily represent the limit of useable service, in this area where signals of stronger intensity are scarce.

translator, and other losses to the station's service and operation mentioned above.

10. Meyer's reply to these contentions largely emphasizes what is claimed to be the de minimis nature of the impact, stressing the translator's limited coverage and absence of local programing competition. Describing KXGN's assertions as "wholly conjectural", Meyer states that it is far-fetch to speculate that a Glendive translator could provide competition which would influence any of the networks to discontinue programing over KXGN-TV. The impact, it is stated, would be mostly in the CATV system. It is asserted that it is KXGN-TV which has "fractionated" the audience by providing diversity of service—at a cost—through the CATV system which it partially owns. It is also stated that KXGN-TV can receive, and continue to receive, CBS programs from Billings regardless of which station there presents them, via the Western Microwave facilities which serve it and the CATV.

Conclusions as to economic impact. 11. When there is under consideration a proposed action which would permit the rendition of an additional broadcast service to a community and area—particularly here, where as far as free television is concerned a choice of service would thus be available for the first time—we believe that there must necessarily be a presumption that the action should be taken. Otherwise we run the risk of thwarting the mandate of section 303(g) of the Communications Act, which adjures the Commission to further the larger and more effective use of radio. This presumption is of course subject to rebuttal; but it is nonetheless a substantial one. In the context of applications, the U.S. Court of Appeals has stated that an existing station has a heavy burden in opposing the advent of another station on this ground (Carroll Broadcasting Co. v. FCC, 258 F. 2d 440, 17 R.R. 2066 (C.A.D.C., 1958)). As we stated in the Dickinson, N. Dak. decision, supra, we should be slow to act in a manner which would thwart the development of competition.

12. After careful consideration of the KXGN allegations set forth at length above, we conclude that the presumption in favor of the additional assignment has not been rebutted. We cannot find that the likelihood of substantial injury to the public through impact on the service of KXGN-TV is sufficiently well established to warrant such a restrictive decision in the present rule-making proceeding. In this connection we make the following observations: (1) The use of the new channel proposed by Meyer does not appear to pose any threat to KXGN-TV's affiliation with CBS, which is the source of more than half of its network programs and network revenues; the allegations concerning possible loss of CBS programing in the future are obviously much too speculative to form the basis for restrictive action here; (2) as to ABC and NBC programing, while we do not agree with Meyer that loss of this material is "far-fetched", we also cannot regard the total loss of it as a certainty or near certainty, in view of the facts that less than half of the ABC-NBC programing now presented by KXGN-TV is also presented by KUMV (some 21 out of 54½ hours), that most of this programing is from ABC whereas Meyer (according to its 1968 renewal applications) is primarily an NBC affiliate, the limited coverage which a 100-watt translator would have, and the possibility of minimizing such losses through imposition of a "24-hour non-duplication" condition if KXGN requests it and it appears appropriate; (3) as to loss of local advertising, we do not know from the information here (or other information) to what extent local Glendive advertisers would choose to reach their audiences through a station 90 miles away in another State, presenting (according to KXGN) no material of special significance to the Glendive area, rebroadcasting to the Glendive area through a translator of limited coverage as compared to KXGN-TV.[11] In the absence of such information, we must conclude that the probability that losses will occur, to a degree impairing the ability of KXGN-TV to operate in the public interest, is not established sufficiently to warrant a restrictive action. We note the station's position in a very small market, its efforts to expand its service in the face of obstacles and its present position of only slight profitability; but we cannot find that likelihood of harm to the public interest which would justify a negative action, particularly in view of the station's position under common ownership with the local CATV, and thus reinforced economically.

13. Therefore, we conclude that the assignment should be made, in view of the obvious benefits it will bring (used as proposed or otherwise)—a choice of free, off-air service to the area around Glendive which would be within reach of a 100-watt translator but beyond the reach of the cable system, and to the approximately half of that city not subscribing to the CATV.

14. Moreover, it must be borne in mind that this is a rule making proceeding, concerning the assignment of an additional TV channel to Glendive. We have reached the foregoing conclusions on the assumption that the channel would be used as Meyer proposes; but, since any qualified applicant may seek the new assignment, this is not necessarily the case. The use specifically proposed in an application may be different, involving different considerations. Evaluation of contentions of the sort urged by Meyer can be better done in connection with an application presenting a specific proposal in light of which they may be more fully considered. For present rule making purposes, we conclude that a showing has not been made sufficient to justify withholding the service benefits which would flow from the additional channel assignment, used as Meyer proposes or otherwise. Our decision goes no further, and KXGN may make the same or other arguments in connection with an application for use of the channel if one is filed.

15. In view of the foregoing, we conclude that the public interest would be served by the assignment of Channel 9 at Glendive, Mont. Accordingly, pursuant to authority contained in sections (4) (i) and (j), 303 (g) and (r), and 307(b) of the Communications Act of 1934, as amended: *It is ordered*, That, effective April 7, 1969, § 73.606(b) of the Commission's rules, Table of Assignments, Television Broadcast Stations, is amended, with respect to the community named, to read as follows:

City	Channel No.
Glendive, Mont.	5, 9, *16

16. *It is further ordered*, That this proceeding is terminated.

(Secs. 4, 303, 307, 48 Stat., as amended, 1066, 1082, 1083; 47 U.S.C. 154, 303, 307)

Adopted: February 26, 1969.

Released: February 28, 1969.

FEDERAL COMMUNICATIONS COMMISSION,[12]
[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 69-2646; Filed, Mar. 4, 1969; 8:47 a.m.]

[Docket No. 18258; FCC 69-172]

PART 73—RADIO BROADCAST SERVICES

Indicating Ranges of Aural Frequency Monitor for Television Broadcast Stations

Report and order. In the matter of amendment of § 73.693 of the Commission's rules and regulations respecting the indicating ranges of the aural frequency monitor for television broadcast stations, Docket No. 18258, RM-1250.

1. On July 17, 1968, the Commission adopted a notice of proposed rule making looking toward the possible amendment of § 73.693 of its rules and regulations, which sets forth the requirements for type approval of frequency monitors for television broadcast stations. This notice was issued in response to a petition filed by Collins Radio Co. (Collins), which requested that § 73.693(a)(2) be amended to reduce the required range for the indicating device for the aural monitor from ±3000 to ±2000 c/s.[1]

[11] This is perhaps even more true since KUMV-TV itself operates only partly as a local Williston station, much of its nonnetwork programing originating at KFYR-TV, Bismarck.

[12] Commissioners Robert E. Lee and H. Rex Lee absent; Commissioner Cox dissenting.

[1] Section 73.693(a)(2) now reads as follows: "The range of the indicating device for the aural monitor shall be at least 3000 cycles below to 3000 cycles above the assigned center frequency. Alternatively, the aural monitor may use an indicating device with a similar scale to indicate the difference-frequency between the aural and visual carriers. The range of the indicating device for the visual monitor shall be at least 1500 cycles below to 1500 cycles above the assigned carrier frequency."

2. Collins noted that the change which it proposed would make the required indicating range equal to the maximum permissible departure of the aural carrier from its assigned frequency, an equivalence which would be consistent with indicating range requirements for type accepted frequency monitors for standard and FM broadcast stations.

3. Collins further stated that a reduction in the required indicating range would make possible the design of television and aural frequency monitors with digital indicating devices which would be less costly and complicated than digital instruments with a wider indicating range.

4. The rule making notice expressed the Commission's opinion that a reduction in the range of the indicator in the frequency monitor to the operating tolerance would be undesirable, as a maximum reading of the indicator could leave an observer uncertain as to whether the transmitter was operating at the tolerance limit or was off-frequency. However, we indicated that a lesser reduction might be acceptable if supporting information as to the economies in monitor design made possible by such a reduction were to be submitted. While we conceded that type approval requirements for AM and FM monitors specify indicating ranges no greater than the operating tolerances in these services, we noted that greater ranges are provided in most or all types of monitors which have been approved by the Commission for the AM and FM services.

5. Timely comments were filed in this proceeding by Collins, the National Association of Broadcasters (NAB), the Broadcast Equipment Section of Electronic Industries Association (EIA), Capitol Broadcasting Co., Inc., licensee of WRAL–TV, Raleigh, N.C. (Capitol) and McMartin Industries, Inc. (McMartin). No reply comments were filed.

6. In its comments, Collins holds that the concern expressed by the Commission as to the ambiguities in indication which may be encountered if the maximum indicating range of the monitor is equal to the maximum allowable frequency error is not a valid consideration in this proceeding. The monitor which it has designed would give quantitative indications up to the maximum frequency tolerance of the aural carrier, and there would be a blank indication for off-frequency conditions. Moreover, the digital readout which is incorporated would minimize various ambiguities and the likelihood of errors attendant to the reading of analog type meters, such as used in presently type-approved frequency meters. Collins suggests that the reason AM and FM frequency meters usually have indicating ranges greater than the applicable frequency tolerances is because experience has demonstrated that reading errors of analog type meters are fewer when indications are less than full scale.

7. In response to the Commission's request for information on the relationship of the indicating range of digital monitors to their cost and complexity, Collins states that with respect to its own monitor design, a reduction in indicating range from 3000 to 2000 c/s makes possible a reduction of 30 percent in the number of logic gates in the binary to decimal decoder, with 7 rather than 8 circuit boards. This represents a saving to the customer of approximately $200.

8. In the event that the Commission adheres to its view as to the desirability of requiring monitor indicating ranges in excess of applicable tolerances, Collins has included in its comments an alternative proposal whose implementation, it claims, meets its objectives without violation of this requirement. This proposal will be outlined and considered herein after we have reviewed the comments of other parties and have disposed of Collins original proposal.

9. Capitol agrees with Collins that a reduction in the required minimum indicating range of the TV aural frequency monitor can be expected to result in less complex and costly monitors with improved reliability and accuracy. However, it suggests that the range of the aural indicating device be ±1500 c/s—the same as the range of the indicating device for the visual monitor. If the range were thus limited, it would accommodate the permissible variation of the aural with respect to the visual carrier with a 50 percent margin. However, we would here note that the range proposed by Capitol would be insufficient even to encompass the full permissible range of variation in the absolute value of the aural carrier.

10. Both NAB and EIA oppose the rule change espoused by Collins. Each party shares the views of the Commission as to the adverse effect of the proposed indicating range restriction. Both cite the advantages to station operators in being able to make an unambiguous determination as to whether a transmitter is operating at or beyond frequency tolerance, and, in the latter case, of the actual amount the tolerance is exceeded. McMartin indicated that it concurs in EIA's comments. It further states that, in its opinion as a manufacturer of type approved broadcast monitors, the proposed range restriction would not result in the design of a simpler and less expensive frequency monitor with digital readout. However, it does not give its reasons for holding this view.

11. In summary, Collins' position appears to be that even if there are disadvantages in the restriction of the minimum indicating range proposed, which it does not concede, they are, in any event, outweighed by the advantages gained by the use of a digital indicating device. Moreover, despite the range restriction, the monitor which it has designed does provide an indication of out-of-tolerance conditions (by presenting no reading at all).

12. In taking this approach, Collins appears to ignore the actual nature of the relief it has requested, which would permit a restriction in the indicating range necessary for all new type approved aural frequency monitors in the TV service, not just the Collins monitor. We fully share Collins appreciation of the advantages of digital over analog indicating devices. While it appears likely that any new monitor designs submitted for type approval will be of the digital type, the proposed rule would not require the indicator to be of this type. Economies similar to those cited by Collins may be realized in restricting the indicating range of digital monitors, although one of the parties commenting is of a contrary opinion. Other monitors might or might not provide for an out-of-tolerance indication such as the Collins monitor provides. There is nothing in the rule, if amended as proposed by Collins which would require it. In any event, this type of out-of-tolerance indication does not meet the NAB and EIA stipulation that the degree as well as the fact of out-of-tolerance operation be indicated.

13. The action taken on the Collins petition will not control whether or not aural monitors with digital readout will be employed, but may affect the cost of such instruments. While we fully encourage the efforts of Collins and other manufacturers to modernize broadcast equipment, and to reduce the cost of such equipment, we believe that the cost differential here involved—cited by Collins as $200—while substantial, is not of such magnitude as to justify limiting the advantages which would accrue through maintenance of a minimum indicating range sufficient to provide a quantitative indication of out-of-tolerance conditions.

14. Accordingly, the proposal of Collins which initiated this proceeding will not be adopted.

15. As mentioned above, Collins has submitted in its comments as alternative proposal, which it asks be considered if the instant proposal is denied. Specifically, it would amend § 73.693(a)(2) as follows:

The range of the indicating device for the aural monitor shall be at least 3000 cycles below to 3000 cycles above the assigned frequency. Alternately, the aural monitor may use an indicating device with a range at least 2000 cycles below to 2000 cycles above the difference-frequency between the aural and visual carriers. The range of the indicating device for the visual monitor shall be at least 1500 cycles below to 1500 cycles above the assigned center frequency.

16. The present rule requires an indicating range of ±3000 cycles/sec for a device indicating either the absolute frequency of the aural carrier, or the frequency difference between the aural and visual carriers, but does not require that a type approved monitor have the capability for indicating both of these values, either one being sufficient. Since the permissible variation of the visual/aural difference frequency is only ±1000 c/s, the ±3000 c/s indicating range required by the present rule is clearly greater than is necessary. Under the rule proposed above, a monitor providing a difference/frequency indication with a device having a range of ±2000 c/s would, if otherwise acceptable be eligible for type approval. On the other hand, should a mon-

itor have facilities only for indicating the aural center frequency, a range of ±3000 c/s would be required. Such an amendment of the rule, urges Collins, would meet the concern of the Commission and other parties commenting in this proceeding that the range of the device indicating a specific parameter exceed the permissible variation for that parameter, and still make possible the type approval of an aural monitor with the indicating range and having the advantages proposed by Collins.

17. This proposal appears to meet the objections raised to Collins' original proposal. To the extent that analog meters may be used in future monitor designs, the specification of a smaller minimum for the range for the difference-frequency indicating device would allow somewhat better reading accuracy for this parameter. We believe, however, that if the scale range requirements for the aural center and difference-frequency indicators are to be separated, that the minimum range for the difference-frequency indicator should be specified as ±1500 c/s. An excess of 50 percent over the permissible frequency variation would be accommodated, which we deem to be sufficient, and the lesser range requirement would facilitate the use of a single indicating device for the visual and aural monitors, should a designer wish to combine these functions in a single unit. The provision of a greater indicating range for the aural monitor such as the ±2000 c/s range proposed by Collins, of course would not be precluded.

18. The amended Collins proposal differs from the one on which this proceeding is based, and from a strictly technical standpoint should be the subject of a further notice of proposed rule making. However, the amended proposal was contained in Collins' comments, and none of the other parties to this proceeding indicated any objection thereto in reply comments, although they had an opportunity to do so. As noted above, the amended proposal appears to meet the objections of all parties, as would the amended proposal as modified by the Commission.

19. Therefore, we believe that it would be feasible and conducive to the expeditious discharge of the Commission's functions to conclude this matter without further proceedings.

20. We, therefore, will adopt the rule amendment set forth in the following paragraph. While we believe that the intent of the amended rule is clear, we would seek to forestall any possible question as to its interpretation by now stating that if an aural monitor provides an indication of the difference frequency with a device having a range of at least ±1500 c/s, and meets the other requirements of § 73.693, it is eligible for type approval. It may also provide an indication of the aural center frequency, but in such a case, no minimum range requirement for the indication of this parameter need be met. On the other hand, if a monitor provides solely an indication of the aural center frequency, it is eligible for type approval only if the indicating device has a range of at least ±3000 c/s.

21. *Accordingly, it is ordered,* Effective April 7, 1969, that Part 73 of the rules and regulations is amended by revising paragraph (a)(2) of § 73.693 to read as follows:

§ 73.693 Requirements for type approval of frequency monitors.

(a) * * *

(2) The aural monitor shall indicate departures from the assigned aural center frequency with an indicating device having a minimum range extending from 3000 c/s below to 3000 c/s above the assigned frequency. Alternatively, the aural monitor shall indicate departures from the difference-frequency between the assigned aural center and visual carrier frequencies with an indicating device having a minimum range extending from 1500 c/s below to 1500 c/s above the difference-frequency. The visual monitor shall indicate departures from the assigned carrier frequency with an indicating device having a minimum range extending from 1500 c/s below to 1500 c/s above such frequency.

* * * * *

22. Authority for the rule amendments adopted herein is contained in sections 4(i) and 303(r) of the Communications Act of 1934, as amended.

23. *It is further ordered,* That this proceeding is hereby terminated.

(Secs. 4, 303, 48 Stat., as amended 1066, 1082; 47 U.S.C. 154, 303)

Adopted: February 26, 1969.

Released: February 28, 1969.

FEDERAL COMMUNICATIONS COMMISSION,[2]
[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 69-2647; Filed, Mar. 4, 1969; 8:47 a.m.]

[FCC 69-159]

MISCELLANEOUS AMENDMENTS TO CHAPTER

Order. In the matter of amendment of Parts 81, 87, 89, 91, 93, and 95 of the Commission's rules to permit the posting of photocopies of station authorizations in lieu of the original.

1. The Commission's rules governing the Safety and Special Radio Services require the posting of the current station authorizations at the principal control points of base and fixed stations. These rules have been interpreted over the years to require posting of the original document. Several licensees have indicated that it would be administratively convenient to keep the original authorizations in their files for proper safekeeping and control of their licensing requirements, and to post photocopies at the control points. We believe that this would be reasonable and proper and therefore the appropriate rules governing the Safety and Special Radio Services will be amended accordingly.

2. The rule changes ordered herein are minor in nature and are permissive and, therefore, we find that compliance with the prior notice and effective date provisions of 5 U.S.C. 553 is not necessary.

3. *Accordingly, it is ordered,* Pursuant to sections 4(i) and 303(r) of the Communications Act of 1934, as amended, that §§ 81.102, 87.95(a), 89.167(b), 91.156(b), 93.156(b), and 95.101(a) of the Commission's rules are amended effective March 7, 1969, as set forth below.

(Secs. 4, 303, 48 Stat., as amended 1066, 1082; 47 U.S.C. 154, 303)

Adopted: February 26, 1969.

Released: February 28, 1969.

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

PART 81—STATIONS ON LAND IN MARITIME SERVICES

1. In § 81.102, Subpart D, paragraphs (a), (b), and the introductory material of paragraph (d) are amended to read as follows:

§ 81.102 Posting station licenses and transmitter identification cards or plates.

(a) The current authorization or a clearly legible photocopy thereof, for each station (other than a marine-utility station) at a permanent location, or at a single temporary location, shall be posted in a conspicuous place at the principal control point of the station, and a photocopy of such authorization shall be posted at all other control points listed on the authorization. If a photocopy of the authorization is posted at the principal control point, the location of the original shall be stated on that photocopy. In addition, an executed Transmitter Identification Card (FCC Form 452-C) or a plate of metal or other durable substance, legibly indicating the call sign and the licensee's name and address, shall be affixed, readily visible for inspection, to each transmitter of such stations when it is not in view of, or is not readily accessible to, the operator at the principal control point.

(b) The current station authorization or a clearly legible photocopy thereof, for a single marine-utility station and for each single station of any other class subject to this part, which is of portable nature and is authorized for use and operation at two or more temporary locations, shall be posted either at the control point of the station, in a conspicuous place or shall be affixed, readily visible for inspection, to the transmitting apparatus or, if the transmitting apparatus is contained in a cabinet or other structure, affixed, readily visible for in-

[2] Commissioners Robert E. Lee and H. Rex Lee absent.

[1] Commissioners Robert E. Lee and H. Rex Lee absent.

spection, to such cabinet or structure. If a photocopy of the authorization is posted, the location of the original shall be stated on the photocopy.

* * * * *

(d) A current land station license authorizing one or more shipyard mobile stations, pursuant to § 81.22(e), or a clearly legible photocopy thereof, shall be posted in a conspicuous place at the principal control point of the land station; and a photocopy of such license shall be posted at all other control points listed on the license. If a photocopy of the license is posted at the principal control point, the location of the original shall be stated on that photocopy. In addition, a photocopy of such license, an executed Transmitter Identification Card (FCC Form 452-C), or a plate of metal or other durable substance shall be available on each shipyard land mobile unit in which a shipyard mobile station is installed, as follows:

* * * * *

PART 87—AVIATION SERVICES

2. In § 87.95, paragraph (a) is amended to read as follows:

§ 87.95 Posting station license and transmitter identification cards or plates.

(a) The current authorization, or a clearly legible photocopy thereof, for each station at a fixed location shall be prominently displayed at the principal control point of the transmitter or transmitters: *Provided, however,* That with respect to radionavigation land test stations, the procedures set forth in paragraph (c) of this section may be followed. If a photocopy of the authorization is posted, the location of the original shall be stated on that photocopy.

* * * * *

PART 89—PUBLIC SAFETY RADIO SERVICES

3. In § 89.167, the first sentence of paragraph (b) is amended to read as follows:

§ 89.167 Posting station license and transmitter identification cards or plates.

* * * * *

(b) The current authorization, or a clearly legible photocopy thereof, for each base or fixed station at a fixed location shall be posted at the principal control point of the station, and a photocopy of such authorization shall also be posted at all other control points listed on the authorization. If a photocopy of the authorization is posted at the principal control point, the location of the original shall be stated on that photocopy. * * *

PART 91—INDUSTRIAL RADIO SERVICES

4. In § 91.156, the first sentence of paragraph (b) is amended to read as follows:

§ 91.156 Posting station license and transmitter identification cards or plates.

* * * * *

(b) The current authorization, or a clearly legible photocopy thereof, for each base or fixed station at a fixed location shall be posted at the principal control point of the station, and a photocopy of such authorizations shall also be posted at all other control points listed on the authorization. If a photocopy of the authorization is posted at the principal control point, the location of the original shall be stated on that photocopy. * * *

PART 93—LAND TRANSPORTATION RADIO SERVICES

5. In § 93.156, the first sentence of paragraph (b) is amended to read as follows:

§ 93.156 Posting station license and transmitter identification cards or plates.

* * * * *

(b) The current authorization, or a clearly legible photocopy thereof, for each base or fixed station at a fixed location shall be posted at the principal control point of the station, and a photocopy of such authorization shall also be posted at all other control points listed on the authorization. If a photocopy of the authorization is posted at the principal control point, the location of the original shall be stated on that photocopy. * * *

PART 95—CITIZENS RADIO SERVICE

6. In § 95.101, the first sentence of paragraph (a) is amended to read as follows:

§ 95.101 Posting station license and transmitter identification cards or plates.

(a) The current authorization, or a clearly legible photocopy thereof, for each station (including units of a Class B, Class C, or Class D station) operated at a fixed location shall be posted at a conspicuous place at the principal fixed location from which such station is controlled, and a photocopy of such authorization shall also be posted at all other fixed locations from which the station is controlled. If a photocopy of the authorization is posted at the principal control point, the location of the original shall be stated on that photocopy. * * *

[F.R. Doc. 69-2648; Filed, Mar. 4, 1969; 8:47 a.m.]

Proposed Rule Making

DEPARTMENT OF AGRICULTURE

Consumer and Marketing Service

[7 CFR Part 1061]

[Docket No. AO-367]

MILK IN SOUTHEASTERN MINNESOTA-NORTHERN IOWA (DAIRYLAND) MARKETING AREA

Decision on Proposed Marketing Agreement and Order

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 Rochester, Minnesota, on July 9–12, 1968, pursuant to notice thereof issued on June 14, 1968 (33 F.R. 9026), upon a proposed marketing agreement and order regulating the handling of milk in the Southeastern Minnesota-Northern Iowa (Dairyland) marketing area.

Upon the basis of the evidence introduced at the hearing and the record thereof, the Deputy Administrator on December 3, 1968 (33 F.R. 18158; F.R. Doc. 68–14609) filed with the Hearing Clerk, U.S. Department of Agriculture, his recommended decision, containing notice of opportunity to file written exceptions thereto.

The material issues, findings and conclusions, rulings, and general findings of the recommended decision (33 F.R. 18158; F.R. Doc. 68–14609) are hereby approved, adopted, and are set forth in full herein subject to the following modifications:

1. Under the subheading "1. Character of the commerce.", a change is made in the second paragraph.

2. Under the subheading "2. Need for an order.", a paragraph is added immediately following the 15th paragraph.

3. Under the subheading "Marketing area.", a paragraph is added immediately following the 38th paragraph.

4. Under the subheading "Pool distributing plant.", the first and fifth paragraphs are changed and a paragraph is added immediately following the fifth paragraph.

5. Under the subheading "Pool supply plants.", the first and fifth paragraphs are changed and a paragraph is added immediately following each of the fifth and ninth paragraphs.

6. Under the subheading "Producer and producer milk.", a change is made in the ninth and 12th paragraphs.

7. Under the subheading "Class I prices.", the first, second, and fourth paragraphs are changed and two new paragraphs are added immediately following the 16th paragraph.

The material issues of record relate to:

1. Whether the handling of milk produced for sale in the proposed marketing area is in the current of interstate commerce, or directly burdens, obstructs, or affects interstate commerce in milk or its products;

2. Whether marketing conditions show the need for the issuance of a milk marketing agreement or order which will tend to effectuate the policy of the Act; and

3. If an order is issued what its provisions should be with respect to:

(a) The scope of regulation;

(b) The classification and allocation of milk;

(c) The determination and level of class prices;

(d) Distribution of proceeds to producers; and

(e) Administrative provisions.

This decision deals with all issues considered at the hearing except the classification and pricing of skim milk and butterfat in "filled milk" and "imitation milk." This issue is reserved for a later decision.

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

(1) *Character of the commerce.* All milk to be regulated by the proposed marketing agreement and order is in the current of interstate commerce, or directly burdens, obstructs, or affects interstate commerce in milk and its products.

The marketing area specified in the proposed order, designated as the "Southeastern Minnesota-Northern Iowa (Dairyland) marketing area," includes all the territory within 20 counties in the State of Minnesota and six counties in the State of Iowa. The specific counties are listed in the marketing area discussion. Principal places within this marketing area include Rochester, Winona, Austin, Mankato, Albert Lea, and Faribault, Minn.; Decorah and Algona, Iowa.

Within the proposed marketing area there is interstate movement of milk from farms to processing plants, of bulk and packaged fluid milk products from plant to plant, and of packaged fluid milk products from plants to consumers. Cooperative associations in Minnesota ship bulk milk to several other States. Minnesota plants supply manufactured milk products to consumers in many other States.

Milk moves from farms located in Iowa and Wisconsin to plants located in Minnesota which would be regulated under this proposed order. The Rochester Milk Producers Association has member dairy farmers producing Grade A milk who are located in northern Iowa, western Wisconsin, and southeastern Minnesota. Milk from these farms is delivered to plants located in Rochester, Minn.

Minnesota plants which would be regulated under this proposed order receive bulk milk from Rochester Dairy Cooperative's plant at Alma, Wis. Packaged fluid milk products move from a plant at Rochester, Minn., which would be regulated, to Wisconsin plants in La Crosse and Eau Claire.

Packaged fluid milk moves from Minnesota plants which would be regulated to consumers in Iowa and Wisconsin. At least two of the Minnesota handlers (Marigold Foods and Golden Dairy) who would be regulated under the terms of the order as recommended herein have sales beyond the boundaries of the state in which the plant is located. Marigold Foods, Inc., with plants located in Austin, Mankato, and Rochester, Minn., distributes fluid milk products to consumers in Iowa and Wisconsin. Golden Dairy, located at Austin, Minn., distributes milk in several Iowa counties.

Several of the cooperative associations who petitioned for a Federal order supply milk to plants in other States. Preston Cooperative Creamery ships bulk fluid milk from a Minnesota reload point to plants in Illinois. During the past year, Rice County Cooperative, located in Minnesota, has sold bulk fluid milk to plants in Iowa, Illinois, Missouri, and Arkansas. Spring Valley Cooperative of Minnesota, which operates a supply plant regulated under the Southern Illinois order, ships bulk milk to Illinois milk plants.

Butter manufactured at plants located in the proposed marketing area is sold primarily on the New York wholesale market for distribution throughout the United States. Manufactured milk products made at Rochester Dairy Cooperative's main plant at Rochester, Minn., are moved into other States for distribution. This plant manufactures butter, nonfat dry milk, dry whole milk, dried whey, blends of powder for the bakery and ice cream trade, dried buttermilk, ice cream mix, and condensed milk. The general manager of the plant indicated that these manufactured products were distributed throughout most of the United States.

(2) *Need for an order.* Marketing conditions in the Southeastern Minnesota-Northern Iowa marketing area are such that the issuance of a marketing agreement or order to regulate the handling of milk will tend to effectuate the declared policy of the Act.

Thirty cooperative associations representing dairy farmers petitioned the Department of Agriculture for a public hearing to consider a proposed order. The petitioners represent about 80 percent of the producers who supply plants which

would be regulated by this order. These producers are members of 22 cooperative associations.

The other eight cooperative associations had no producers supplying this market. Some of these associations have a small number of Grade A producers who are delivering their milk to manufacturing plants. Other petitioners have large number of Grade A producers who are participating in a "standby pool." The "standby pool" is a voluntary marketing arrangement between plants in Minnesota and Wisconsin which have a supply of Grade A milk available and distributing plants in other areas which may need this milk on some occasions. Although these eight associations do not have producers now supplying handlers who would be regulated by this order, they support the order because it would provide a stable alternative market if they should find it impossible or undesirable to retain their present market.

An order would establish and maintain orderly marketing conditions through the institution of a classified pricing plan applied uniformly throughout the area. In the absence of such a plan many producers are threatened with either a loss of some or all of their Class I market or accepting lower prices to hold such sales.

This market is in a region of heavy milk production and relatively few Class I sales. In this supply situation handlers find it possible to acquire milk for Class I sales at little more than the price paid for manufacturing grade milk.

The limited market for Class I sales in the Southeastern Minnesota-Northern Iowa area is because the area is largely rural and population centers are relatively small. There are about 672,000 consumers in the marketing area who probably buy about 300 pounds of milk in fluid form per person each year. This provides a market for about 200 million pounds of Class I milk annually. About 15 percent of these Class I sales is supplied by handlers under other orders. Dairy farmers who would be producers under this order supply the remaining Class I sales—about 170 million pounds annually.

This area is a part of the most intensive milk production region of the country. During 1967 farmers located in the counties proposed for this marketing area sold off farms 3.4 billion pounds of milk. Of this total, less than one-half billion pounds was sold to plants which supply the local fluid market. Some of the remaining 3 billion pounds was moved as Grade A milk to outside fluid markets, but the majority of it was delivered to manufacturing plants within the area as ungraded milk for use in manufactured dairy products.

Probably about 1,000 dairy farmers would be producers under the order as proposed herein. This number may be as few as 900 or as many as 1,100 producers, depending upon whether the blend price paid under the order attracts milk now associated with other outlets. If the number of producers associated with the market is about 1,000, total deliveries of their milk to be pooled under the order would be about 440 million pounds annually. At that rate, about 35 to 40 percent of producer milk would be used for Class I sales in this marketing area.

Because dairy farmers in the area do not have a supervised system of classified pricing, even this relatively small portion of their milk which is sold in fluid products is not returning a Class I price. In most Federal order markets, 60 percent or more of producer deliveries are used in the higher-priced Class I use.

Prices paid farmers for Grade A milk generally follow blend prices paid under the Minneapolis-St. Paul order. The prices paid by most plants in the marketing area have no relation to the utilization made of the milk by the individual plants. Milk plants with nearly 100 percent Class I utilization pay little more for their milk than other plants which manufacture nearly all their Grade A milk. If milk plants, cooperative or proprietary, attempt to pay farmers for milk on the basis of the value of the classified uses for such milk, they find themselves at a disadvantage in competing with handlers whose plants have a high Class I utilization but whose producers receive a flat price for all their milk.

Handlers who opposed the order in toto or insofar as it might apply to them provided evidence of their competitive advantage in buying milk at a flat price.

Testimony in opposition to including certain counties in the marketing area was presented on behalf of the following dairies: Golden Dairy, Austin, Minn.; Oak Grove Dairy, Norwood, Minn.; Sanitary Dairy, Sleepy Eye, Minn.; Voegel Dairy, Faribault, Minn.; and Schwan's Dairy, Marshall, Minn. Some of these opponents of regulation did not want this Federal milk order while others objected only to the inclusion of certain counties as part of the marketing area. The objector in each instance wished to avoid having his plant brought under full regulation.

The president of Golden Dairy was opposed to having his plant regulated under a Federal milk order. Golden Dairy has over 90 percent Class I utilization. During June 1968, the dairy paid its producers $4.56 per hundredweight for milk of 3.5 percent butterfat content. This price was for all milk received from producers regardless of its use. If we assume that the 10 percent of such receipts which was not used in Class I was worth $4.18 (the Class II price in surrounding Federal order markets), the 90 percent of receipts used in Class I would have to carry a $4.60 price to yield the $4.56 blend price. Thus, in terms of a classified price plan, Golden Dairy's Class I milk price was $4.60.

The general manager of Oak Grove Dairy objected to including in the marketing area any Minnesota counties in which that dairy had any Class I sales. The dairy does not manufacture any of the milk it receives but sells about 25 percent of its butterfat receipts as cream to butter-making plants. All of the skim milk received is utilized for Class I purposes.

Oak Grove Dairy paid its producers $4.80 per hundredweight for milk in June 1968. Assuming the surplus cream was worth only the Class II price of $4.18, the dairy's price for Class I milk was about $4.86 per hundredweight in June 1968.

Oak Grove Dairy would become regulated by the Minneapolis-St. Paul order under a proposed amended order contained in a final decision with respect to that order which is issued concurrently with this decision.

The handler operating Sanitary Dairy did not want the Minnesota counties of Brown, Cottonwood, Redwood, and Watonwan included in the marketing area. He stated his plant's utilization was 100 percent Class I and he paid the cooperative association supplying his plant $4.91 per hundredweight during June 1968.

Voegel Dairy's representative was opposed to having Voegel's Grade A plant brought under regulation. The dairy obtains two-thirds of its Grade A milk from one cooperative association and the remainder is obtained from two other cooperatives. During the first half of 1968, the dairy paid its principal supplier, a cooperative which supplied the plant 7 days a week, $4.73 per hundredweight for Grade A milk containing 3.5 percent butterfat. Two cooperatives which supplied the dairy 3 days per week received $4.83 per hundredweight. The average price paid based on two-thirds at $4.73 and one-third at $4.83 was $4.76. Since 95 percent of the milk received from these three cooperatives was used in the bottling operation, this handler's Class I milk price during the first half of 1968 was about $4.79.

The operator of Schwan's Dairy, which is located in Lyon County, Minn., objected to the inclusion of Brown, Cottonwood, Redwood, and Watonwan Counties in the marketing area. Mr. Schwan stated that the dairy bottles milk 5 days per week. The Grade A milk received on weekends and milk in excess of fluid needs during the week is used in the manufacture of ice cream. The dairy purchases manufacturing grade milk for the ice cream business. In 1968 through May, Schwan's Dairy paid its Grade A producers $4.65 to $4.75 and its Grade B producers $4.45. Since this handler pays a premium for his Grade B milk and we do not know how much of his Grade A milk is used in ice cream, it is not possible to estimate his cost of Class I milk on a classified price basis.

Marigold Dairies buys on a classified price basis at its unregulated plant located at Rochester. The Class I price is the North Central Iowa Class I price at the Rochester location. In June 1968, the North Central Iowa Class I price at this location was $5.18.

The cost of Class I milk purchased by these unregulated handlers thus varied in June 1968 from about $4.60 to $5.18. This wide range in handlers' costs of milk threatens to disrupt the market and force prices to farmers still lower. The handler whose Class I milk costs only $4.60 has an advantage in his cost of milk which he can use to lower his sales price and attract customers of other handlers. Producers supplying handlers who now pay Class I prices at the high end of this range are in danger of either having

their buyers lose Class I sales to handlers paying lower prices or of being forced to accept lower prices from them.

Handlers regulated under other orders selling fluid milk in the proposed marketing area have been paying more for milk used as Class I than most unregulated dairies selling in the area.

During June 1968, Marigold Food's plant at Austin, Minn., which is regulated under the North Central Iowa order, paid $5.24 per hundredweight at the Austin location for Class I milk. Handlers regulated under the Minneapolis-St. Paul order have substantial sales in this proposed marketing area. The Class I price under the Minneapolis-St. Paul order during June 1968 was $5.15.

The preceding examples of prices paid producers by unregulated dairies which have Class I sales in this marketing area indicate that a classified price system is necessary to obtain for producers the full value of their milk sold as Class I. Under an order, each handler will be required to account for milk in accordance with its classified use. The minimum prices established for each class, subject to adjustment for butterfat content, will be uniform to all handlers as a means of insuring equity among handlers relative to their raw product costs.

Certain handlers in the market with high proportions of their total utilization as Class I purchase supplemental milk supplies from other handlers who have substantially lower utilization. One handler purchasing supplemental supplies of milk from a cooperative association during June 1968 bought less than 1 percent of the milk from the 12 producers regularly assigned to deliver milk to the plant. During May this handler purchased only 6 percent of the milk from such producers. The remaining milk of these producers was disposed of for manufacturing.

The marketwide pooling of milk proposed herein assures that all producers will share equally in the higher-priced Class I uses to the extent that there is a market for Class I milk. They will also share equally in the lower-priced Class II milk.

An order which establishes a system of uniform prices, publicly announced and verified on an impartial basis will tend to effectuate the declared policy of the Act; namely by providing:

1. A regular and dependable procedure through public hearings for determining prices to producers at levels contemplated by the Act;

2. The establishment of uniform prices to handlers for milk received from producers according to a classified price plan based upon the utilization made of the milk;

3. An impartial audit of handlers' records to verify the payment of required prices;

4. A system for verifying the accuracy of the weight and butterfat content of milk purchased;

5. Uniform returns to producers supplying the market, based upon an equitable sharing among all producers of the lower returns for the sale of milk which cannot be marketed in the Class I category; and

6. Marketwide information on receipts, sales, prices, and other data relating to milk marketing conditions in the area.

(3) *Order provisions.*—(a) *Scope of regulation.* It is necessary to designate clearly what milk and which persons would be subject to the various provisions of the order. This is accomplished by providing specified definitions to describe the marketing area involved and to describe the category of persons, plants, and milk products to which the applicable provisions of the order relate.

Marketing area. The Southeastern Minnesota-Northern Iowa (Dairyland) marketing area should include all of the territory within the boundaries of Blue Earth, Brown, Cottonwood, Dodge, Faribault, Fillmore, Freeborn, Goodhue, Le Sueur, Martin, Mower, Nicollet, Olmsted, Redwood, Rice, Steele, Wabasha, Waseca, Watonwan, and Winona Counties, Minn.; and Howard, Kossuth, Mitchell (except the city of Osage), Winnebago, Winneshiek, and Worth Counties, Iowa.

The 1960 population of the recommended marketing area was approximately 672,000. This marketing area includes Rochester, Austin, Mankato, Winona, Albert Lea, and Faribault, Minn., and Decorah and Algona, Iowa.

A significant portion of the sales of fluid milk by handlers who would be regulated is in relatively rural communities. In 16 of the 26 counties of the marketing area less than 50 percent of the total population is classified as urban.

The sanitary requirements relative to the production, processing and sale of milk for fluid consumption are substantially the same throughout the area. Health regulations administered by State and local health authorities are similar and based upon the Grade A Pasteurized Milk Ordinance recommended by the U.S. Public Health Service.

Thirty cooperative associations proposed that the marketing area should include the 26-county marketing area recommended herein, plus Jackson and Houston Counties in Minnesota, and Allamakee and Emmet Counties in Iowa. Spokesmen for the association indicated that 90 percent of the sales by handlers who would be regulated would be within this 30-county area. They estimated that 15 percent of the total Class I sales in this marketing area would be from plants outside the marketing area, mostly from plants regulated by other orders.

The marketing area should include those counties comprising the major sales area of handlers who are supplied by the proponents of this Federal milk order. By defining the marketing area in this manner, dairy farmers requesting the order will have the assurance that the handlers whom they supply will be fully regulated. Full regulation of these handlers will accomplish one of the primary objectives of these dairy farmers, the establishment of uniform prices to handlers according to a classified price plan based upon the utilization made of the milk.

Dairy farmers belonging to cooperative associations supporting the establishment of a Federal milk order for the Southeastern Minnesota-Northern Iowa area supply five major distributors of milk in such area. These five distributors are Marigold Foods, Inc., Voegel Dairy, Sanitary Dairy, New Ulm Dairy, and Preston Creamery Association.

Marigold Foods, Inc., is the largest distributor of fluid milk products within the marketing area. It distributes milk in each of the 26 counties herein proposed for the marketing area. Although this corporation is not a proponent of the proposed order, it cooperated with proponents in developing data on all handlers' sales within the general sales area of Marigold's three plants.

Marigold Foods, Inc., operates three milk processing plants from which bottled milk is distributed in the marketing area. These plants are located at Austin in Mower County, Mankato in Blue Earth County, and Rochester in Olmsted County, Minn. Each of these plants of Marigold Foods has sufficient sales within the marketing area to qualify as a pool plant under the order recommended herein. At the time of the hearing Marigold's plant at Austin was qualified as a pool plant under the North Central Iowa order. If the sales pattern of the Austin plant remains unchanged from that presented at the hearing, when the plant disposed of over 60 percent of its Class I sales in the Southeastern Minnesota-Northern Iowa marketing area, it would be regulated under this order.

The Austin plant of Marigold receives over 95 percent of its supply from three of the proponent cooperative associations, Red Oak Grove Cooperative, Rice County Cooperative, and Albert Lea Cooperative Creamery Association.

The Mankato plant of Marigold receives milk from two of the cooperative associations requesting an order, New Prague Dairy Producers, Inc., and Albert Lea Cooperative Creamery Association. The plant receives milk from two other suppliers who are member creameries of Rochester Dairy Cooperative, one of the proponents of an order.

The Rochester plant of Marigold receives milk from Rochester Dairy Cooperative, Adams Cooperative Creamery Association, Utica Cooperative Creamery, Elba Cooperative Creamery, Mazeppa Cooperative Creamery, Racine Cooperative Creamery, Stewartville Cooperative Creamery, Rushford Cooperative Creamery, Wilson Cooperative Creamery, and Pratt Cooperative Creamery. These 10 cooperative associations are proponents of the Federal milk order.

Voegel Dairy, from its plant at Faribault, Minn., distributes Class I milk within the marketing area in the following Minnesota counties: Rice, Steele, Waseca, Le Sueur, Nicollet, Blue Earth, Brown, Dodge, Freeborn, Goodhue, and Mower. The dairy receives two-thirds of its milk supply from Webster Cooperative Association and the remainder from Rice County Cooperative Dairy and Southern Dairies Cooperative. These three cooperatives are proponents of a Federal milk order.

Sanitary Dairy, Sleepy Eye, Minn., and New Ulm Dairy (Dannheim's), New Ulm, Minn., are supplied by Five Star Dairy, a cooperative with a plant at New Ulm, Minn. There are 44 producers who deliver milk directly to Sanitary Dairy and New Ulm Dairy. Any milk which is not needed by these dairies for fluid use is diverted to Five Star Dairy's manufacturing plant at New Ulm. Occasionally, milk is transferred from Five Star Dairy's Grade A facility at New Ulm to the two bottling plants.

Sanitary Dairy bottles milk which is distributed in the following Minnesota counties: Blue Earth, Brown, Cottonwood, Nicollet, Redwood, and Watonwan.

New Ulm Dairy, according to its competitors, has sales in the Minnesota counties of Blue Earth, Brown, Nicollet, and Watonwan. No representative of this handler testified at the hearing.

Five Star Dairy, the supplier of Sanitary Dairy and New Ulm Dairy, is one of the petitioners of this Federal milk order. Its spokesman stated, however, that Five Star Dairy would oppose the order in the event Oak Grove Dairy was not brought under full regulation by expansion of the Minneapolis-St. Paul order or by this order. Since it is recommended in a concurrent decision that Oak Grove Dairy be regulated under the Minneapolis-St. Paul order, Five Star Dairy is considered as a proponent of this order.

Preston Cooperative Creamery operates a Grade A bottling facility which is supplied by 24 producers. In 1967 the dairy bottled 1,677,000 pounds of milk. Since the average delivery per producer in this area is over 1,000 pounds per day, the bottled sales represent about 15 percent of annual producer deliveries. Also, in April 1968 the plant's Class I utilization was 15 percent of receipts. Seventy-five percent of its Class I sales is in Fillmore County. The remainder of its Class I sales is in the counties of Olmsted, Wabasha, and Winona.

The general manager of Preston Cooperative Creamery was a member of a study committee which recommended that a Federal order be established in this marketing area. He also testified in favor of the order and the provisions proposed by the committee.

Golden Dairy of Austin, Minn., is only partially supplied by proponents of an order. The dairy receives its supply of milk from 39 independent producers and from Spring Valley Cooperative Creamery, one of the proponents. The president of Golden Dairy estimated that about 15 percent of the dairy's Grade A needs on an annual basis are procured from the cooperative association.

Golden Dairy is one of the principal distributors of milk in Southeastern Minnesota. It has Class I sales in 13 Minnesota counties and three Iowa counties of the 26-county marketing area. This dairy competes for Class I sales with three handlers who purchase milk from the proponent cooperatives. These three handlers are Marigold Foods, Voegel Dairy, and Preston Cooperative Creamery. Because Golden Dairy's sales area overlaps the sales areas of these other handlers, it is essential that Golden Dairy be fully regulated by this order.

In addition to the six handlers fully or partially supplied by proponents of this order, there are 11 other distributors of milk in the marketing area who are fully regulated under other orders. The Twin Cities Milk Producers, Superior Dairy Fresh, Fairmont Foods, Inc., Clover Leaf Dairy, and Hastings Cooperative Creamery are regulated under the Minneapolis-St. Paul order. The Dolly Madison Dairy and Borden Milk Co. have plants fully regulated by the Chicago Regional order which distribute milk in the marketing area recommended herein. Wells Blue Bunny, regulated under the Nebraska-Western Iowa order, Terrace Park Dairy, regulated under the Eastern South Dakota order, Humphrey Dairy and a plant of the Carnation Milk Co. regulated under the North Central Iowa order, also have Class I sales in the 26-county marketing area.

There are two other plants not fully regulated by any order which have a substantial volume of Class I sales in the marketing area. These plants are the Oak Grove Dairy at Norwood, Minn., and the Land O'Lakes plant at St. Michael, Minn.

Oak Grove Dairy has extensive sales in the marketing area of this order and in the Minneapolis-St. Paul marketing area as proposed to be expanded at a hearing held in Minneapolis, June 25–28, 1968. Oak Grove has sufficient sales in each of the proposed areas to be a fully regulated handler under either of the proposed orders.

Land O'Lakes Creameries, Inc., is listed as having sales in eleven southeastern Minnesota counties. The record evidence indicates that these sales are made from two of Land O'Lakes' plants. One is located at St. Michael, Minn., and the other at Whitehall, Wis. The St. Michael's plant has sales in eight counties proposed for this area: Blue Earth, Brown, Freeborn, Nicollet, Redwood, Rice, Waseca, and Watonwan.

The Whitehall plant has sales in Houston County and possibly in Winona. It is concluded elsewhere in this decision that Houston County, Minn., should not be included in the marketing area. Thus, only the St. Michael plant would have substantial sales within the marketing area.

A decision on expanding the Minneapolis-St. Paul marketing area is being issued concurrently with this decision. The findings of that decision state that Oak Grove Dairy and the Land O'Lakes' plant at St. Michael, Minn., would be fully regulated plants under the Minneapolis-St. Paul order if its marketing area is expanded as recommended in such decision.

Accordingly, for the purposes of this decision, it is presumed that Oak Grove Dairy and the St. Michael plant of Land O'Lakes will be fully regulated under the Minneapolis-St. Paul order.

In addition to the six handlers partially or fully supplied by proponents, the 11 handlers fully regulated by other orders, the two handlers to be regulated as the result of the expansion of the Minneapolis-St. Paul marketing area, there are 12 other plants which distribute bottled milk in the proposed marketing area. These 12 plants are Sheedy Brothers and Streverling Guernsey Dairy, both located in Austin, Minn.; Little Dutch Mill, Rochester, Minn.; Schwan Dairy, Marshall, Minn.; Florien Dairy, Wabasha, Minn.; Springdale Dairy, Winona, Minn.; Smith Dairy, St. Charles, Minn.; Wettergreen Dairy, St. Peter, Minn.; Land O'Lakes, Whitehall, Wis.; Lake Mills Cooperative Creamery, Lake Mills, Iowa; Forest City Cooperative Creamery, Forest City, Iowa; and Farmers Cooperative Creamery, Cresco, Iowa.

Testimony at the hearing indicated that Smith Dairy might qualify as a producer-handler under the order proposed herein.

The Land O'Lakes' plant located at Whitehall, Wis., may have Class I sales in Winona County. Since the plant is located in Wisconsin and is some distance from this marketing area, it is not likely that the plant would have sufficient Class I sales within this one county of the marketing area to be a fully regulated plant. If the plant has any sales in this marketing area, it would be a partially regulated distributing plant under this order.

Schwan's Dairy is located outside the marketing area in Lyon County which adjoins the marketing area. Since this dairy has sales in only five counties of which four are located in the marketing area of this order, it is anticipated that Schwan's Dairy would be a fully regulated plant under this order.

The remaining nine handlers operate plants which are located within the marketing area. It appears that Sheedy Brothers, Streverling Guernsey, Little Dutch Mill, Florien Dairy, Lake Mills Cooperative Creamery, and Farmers Cooperative Creamery (Cresco) each have Class I sales only in the county in which the respective plant is located. Springdale Dairy, Wettergreen Dairy, and Forest City Cooperative Creamery each also have their major sales in the county in which the respective plant is located and only minor sales in one additional county. Since most of the Class I sales of these nine plants are in the marketing area, these plants would probably be regulated as pool distributing plants.

Handlers who would be fully regulated under this order (including the Austin plant of Marigold Foods) have more than one-half of the Class I sales in the following 21 counties of the marketing area: Blue Earth, Dodge, Faribault, Fillmore, Freeborn, Goodhue, Martin, Mower, Nicollet, Olmsted, Rice, Steele, Wabasha, Waseca, and Winona, all in the State of Minnesota; and Howard, Kossuth, Mitchell, Winnebago, Winneshiek, and Worth, all in the State of Iowa.

In the Minnesota counties of Brown, Cottonwood, Le Sueur, Redwood, and Watonwan, Oak Grove Dairy claimed to have more than one-half of the Class I sales. Others with sales in these five counties estimated that handlers who would be regulated by this order have

more than one-half of the Class I sales in the counties of Brown and Le Sueur. They indicated that in Redwood and Watonwan counties, such Class I sales were 48 and 47 percent, respectively. In Cottonwood County, proponents of the order estimated that sales by handlers regulated under this order would amount to 30 percent and that all the remaining sales are made by plants regulated under other orders or by Oak Grove. Since this decision is made assuming Oak Grove Dairy will be regulated by the Minneapolis-St. Paul order, the addition of these five counties to the marketing area will not affect the regulated status of Oak Grove Dairy. Accordingly, Brown, Cottonwood, Le Sueur, Redwood, and Watonwan should be included as part of the marketing area of this order.

One city and four counties proposed for the marketing area should not be included. The city to be excluded is Osage, Iowa. The counties to be excluded are Jackson and Houston in Minnesota; and Allamakee and Emmet in Iowa.

All of the territory within the boundaries of the city of Osage in Mitchell County, Iowa, should be excluded from the marketing area. Osage, Iowa, is presently a part of the North Central Iowa marketing area. Accordingly, the city of Osage should be excluded from the Southeastern Minnesota-Northern Iowa marketing area.

The order proponents indicated that the percentage of total Class I sales made by handlers who would be fully regulated was 5 percent in Allamakee County, 22 percent in Houston County, 31 percent in Jackson County, and 35 percent in Emmet County. However, testimony by a representative of Marigold Foods indicated that such handlers may have no sales in Jackson and Emmet counties. Since handlers who would be fully regulated under the order do not have substantial Class I sales in these four counties, these counties should not be added to the marketing area.

Exceptions were filed to the failure to include these four counties in the marketing area. Exceptions pointed out that changes in marketing since the hearing and additional facts about conditions existing at the time of the hearing would support a finding that handlers who would be regulated now have the majority of sales in these counties. If this is the case, the addition of these counties may be considered as a proposed amendment at another hearing. There is no basis in this record to include them.

Territory within the boundaries of the designated marketing area which is occupied by Government (municipal, State, or Federal) reservations, installations, institutions, or other establishments should be considered as within the marketing area.

All producer milk received at regulated plants must be made subject to classified pricing under the order regardless of whether it is disposed of within or outside the marketing area. Otherwise the effect of the order would be nullified and the orderly marketing process would be jeopardized.

If only a pool handler's "in-area" sales were subject to classification, pricing, and pooling, a regulated handler with Class I sales both inside and outside the marketing area could assign any value he chose to his outside sales. He thereby could reduce the average cost of all his Class I milk below that of other regulated handlers having all, or substantially all, of their Class I sales within the marketing area.

Unless all milk of such a handler were fully regulated under the order, he would not be subject to effective price regulation. The absence of effective classification, pricing, and pooling of such milk would disrupt orderly marketing conditions within the regulated marketing area and could lead to a complete breakdown of the order. If a pool handler were free to value a portion of his milk at any price he chooses, it would be impossible to enforce uniform prices to all fully regulated handlers or a uniform basis of payment to the producers who supply the market. It is essential, therefore, that the order price all the producer milk received at a pool plant regardless of the point of disposition.

Limited quantities (as provided) of Class I milk may be sold within the regulated marketing area from plants not under any Federal order. There is, of course, no way to treat such unregulated milk uniformly with regulated milk other than to regulate it fully. Nevertheless, it has been concluded that the application of "partial" regulation to plants having less association than required for market pooling would not jeopardize marketing conditions within the regulated marketing area.

The operator of the partially regulated plant is afforded the options of (1) paying an amount equal to the difference between the Class I price and the uniform price with respect to all Class I sales made in the marketing area; (2) purchasing at the Class I price under any Federal order sufficient Class I milk to cover his limited disposition within the marketing area; or (3) paying his dairy farmers an amount not less than the value of all their milk computed on the basis of the classification and pricing provisions of the order (the latter representing an amount equal to the order obligation for milk which is imposed on fully regulated handlers).

While all fluid milk sales of the partially regulated plant are not necessarily priced on the same basis as fully regulated milk, the provisions described are, however, adequate under most circumstances to prevent sales of milk not fully regulated (pooled) from adversely affecting operation of the order and the fully regulated milk.

Milk to be priced and pooled. It is necessary to designate clearly what milk and which persons would be subject to the order. This is accomplished by providing definitions to describe the various categories of persons, plants, and milk products to which the applicable provisions of the proposed Southeastern Minnesota-Northern Iowa order relate.

The minimum class prices of the order should apply to that milk eligible for fluid disposition as Grade A milk which is received from dairy farmers at plants engaged to a substantial extent in supplying fluid milk products for sale in the marketing area on retail and wholesale routes. In view of the similarity of health regulations and the free movement of milk in the area, any dairy farmer whose milk is produced in compliance with the Grade A requirements of any duly constituted health authority should share in the marketwide pool if his milk is received at a plant sufficiently associated with the market to qualify as a pool plant.

Any plant, regardless of its location, should have equal opportunity to comply with the standards of regulation and and have its producers share in the available Class I sales. Whether the plants and producers choose to supply the Southeastern Minnesota-Northern Iowa market will depend upon the economic circumstances with which they are confronted such as prices, transportation costs, and alternative outlets.

The specific standards of performance to be used to determine which plants and what milk constitute the regular sources of supply and, therefore, should be fully subject to regulation, may be identified by definitions of route, distributing plant, supply plant, pool plant, nonpool plant, handler, producer-handler, producer, producer milk, fluid milk products, and other source milk.

Route disposition. To assist in identifying the plants whose milk receipts would be regulated, a definition of route disposition is provided.

Route disposition should be defined as a delivery (including delivery from a retail plant store) of any fluid milk product classified as Class I to a retail or wholesale outlet, except a milk plant. A delivery through a vendor or a distributing point should be considered route disposition from the plant at which the vendor took delivery or from which delivery was made to the distribution point. Such delivery, however, should be considered route disposition at the location of the wholesale or retail outlet to which the vendor makes delivery or to which delivery is made from the distribution facility in determining in-area and out-of-area sales.

Distributing plant. A distributing plant should be one approved by any duly constituted health authority from which any Grade A fluid milk product that is packaged in such plant is disposed of as Class I milk during the month in the marketing area on routes. A facility serving only as a distribution point for storing fluid milk products in transit for route disposition should not be considered a distributing plant.

Supply plant. A supply plant should be any plant approved by an appropriate health authority to supply fluid milk for distribution as Grade A milk in the marketing area and from which Grade A milk is moved to a distributing plant. A facility used only for transferring bulk milk from one tank truck to another would not be considered a plant or a part of a plant. Such truck transfers should be regarded as in transit from the farm

to the plant at which stationary handling facilities such as holding tanks are maintained.

Pool plant. It is essential to the operation of the order to distinguish between pool plants and other plants. Pool plants are those which serve the market to such a degree that they should be included in the marketwide utilization pool which is the means of paying uniform returns for milk to all producers for the market. A pool plant must either distribute milk in the market or ship milk to the market. Because of the difference in marketing practices and functions between distributing plants and supply plants, separate performance standards are provided.

In applying the pool plant provisions, the portion of a plant which does not have Grade A approval for the receiving processing, or packaging of fluid milk and which is operated separately from the Grade A portion should not be considered a part of a pool plant. A number of plants in this area receive both Grade A and ungraded milk from dairy farmers. Only the Grade A milk would be regarded as received from producers under an order.

In order to obtain Grade A approval from a health authority on a portion of a plant which has a Grade A and an ungraded milk operation, a handler must keep the ungraded milk from being commingled with Grade A milk. Such separation of operations permits a handler to account for the Grade A milk received only in the Grade A portion of the plant. Accordingly, there is no need to include the separate manufacturing operation as a part of the pool plant in such instance.

Also in applying the pool plant provisions, separate Grade A handling facilities operated by different persons on the same premises shall be considered separate plants if the receipts and utilization of skim milk and butterfat at each facility are separately identified.

There is at least one milk handling operation in this area where handling operations are carried out by two separate business units. The functions performed by each unit can be separately identified, and the transfers of milk between units is by truck and is therefore readily accountable.

On the property of the Rochester Dairy Cooperative, there is a building leased to Marigold Foods, Inc., at which Marigold processes and packages Grade A fluid milk products and cottage cheese. This facility uses power, water, electricity, and sewage facilities in common with Rochester Dairy Cooperative under the lease arrangement. However, the milk handling functions are entirely separate.

Rochester Dairy Cooperative receives milk from farmers at adjacent facilities where the cooperative operates a reload point, a supply plant, and a manufacturing plant.

All milk moved to the Marigold Foods plant is received by truck. There are no pipeline connections for moving milk between the Marigold and Rochester Dairy facilities. Hence, the milk moved from one plant to another would be accounted for as an interplant transfer.

There is a pipeline used to transfer whey from the Marigold cottage cheese operation to the Rochester Dairy manufacturing plant. Since this pipeline is used only for transferring a Class II product, its use does not affect the separate fluid milk handling functions performed in the separate plants.

Pool distributing plant. A distributing plant should be pooled if 10 percent of specified types of its Grade A receipts is disposed of as Class I milk to retail and wholesale outlets in the marketing area or is moved in the form of packaged fluid milk products to other plants from which an equivalent quantity of packaged fluid milk products is disposed of in the marketing area as route disposition. In addition, 15 percent of such Grade A receipts must be disposed of during the month (20 percent September through January) as Class I milk either as route disposition or be moved in the form of packaged fluid milk products to other plants. However, a plant which meets the above requirements but has greater sales in another Federal order area and is a pool plant under the other order should not also be a pool plant under this order.

The Grade A receipts to which these percentages should apply are the total Grade A fluid milk products received during the month at the plant, including allowable diversions to nonpool plants, but excluding (1) receipts of packaged fluid milk products from other pool distributing plants, and (2) receipts from other order plants and unregulated supply plants for which Class II utilization was requested.

A distributing plant in this area of heavy milk production may also carry on extensive manufacturing operations. Thus, the total Grade A milk at such a plant normally exceeds the quantity needed for fluid sales alone. The distributing plant of Preston Cooperative Creamery had Class I route disposition in April 1968 of slightly more than 15 percent of the plant's Grade A receipts.

Other distributing plants had much higher percentages of their receipts used in Class I. But this is because such plants customarily receive only milk required for their Class I sales. Some also receive small quantities for making cottage cheese or ice cream. The cooperative proponents handle the reserve supply for such distributing plants by diverting it to their own manufacturing facilities or by curtailing shipments from supply plants.

In order to assure that distributing plants now serving the market may qualify as pool plants, the percentages for performance cannot exceed those set forth herein.

The period in which the higher performance, 20 percent, applies should be September through January rather than July through December as proposed in the recommended decision. Exceptions pointed out that some plants might not meet the 20 percent requirement in July and August when Class I sales tend to be low. An examination of the seasonal pattern of Class I sales in relation to receipts in the Minneapolis-St. Paul markets indicates the months in which the higher performance is applicable should be September through January.

The in-area percentage requirement as proposed herein would require such disposition to be at least equal to 10 percent of the plant's Grade A receipts. Proponents recommended that the in-area disposition requirement be 15 percent of the plant's total Class I disposition. However, since such plants may qualify on the basis of as little as 15 percent of the plant's receipts being disposed of in Class I, an in-area disposition equivalent to 15 percent of such a plant's Class I disposition could be a very small association with the fluid market. The requirement that 10 percent of the plant's Grade A receipts be disposed of in the marketing area will provide assurance that a substantial part of such plant's business is in this market.

Packaged fluid milk products which are transferred between pool distributing plants should be excluded from disposition as well as from receipts at the second plant in determining pool plant status. Such packaged products are considered Class I disposition of the first pool distributing plant in qualifying for pooling status. Unless packaged fluid milk products are excluded in computing the Class I disposition at the second pool plant and succeeding pool plants, such receipts might be used to qualify an unlimited amount of milk used in manufacturing by moving the packaged fluid milk products from plant to plant.

Receipts from other order plants and unregulated supply plants for which Class II utilization is requested should also be excluded from the base receipts of a distributing plant in determining whether the plant qualifies as a pool plant. Such transfers are made for manufacturing purposes and receive a Class II classification at the distributing pool plant. These receipts are not acquired to supply the plant's fluid milk product sales. Accordingly, these receipts should be excluded from the base receipts at the pool distributing plant to accommodate the use of such milk in manufacturing uses.

Pool supply plants. A supply plant should be eligible for pooling in any month in which it ships to pool distributing plants a quantity of fluid milk products at least equal to 15 percent of its Grade A milk receipts from dairy farmers. Also, a plant which qualified as a pool supply plant during each of the months September, October, and November, should be permitted to retain pool status during the next following December–August period regardless of shipments.

The performance standards for pool supply plants recognize the dual marketing function of supply plants in this area which is to ship milk to distributing plants when it is needed and manufacture the excess when it is not needed by distributing plants. Dairy farmers in this area have been shifting from Grade B to Grade A milk production, and continue to do so. This trend provides an expanding Grade A milk supply which

supply plants try to market through distributors of Grade A fluid milk products.

Local outlets for Grade A milk have not expanded in proportion to the increased Grade A milk supply. At times the excess Grade A supply can be shipped to other markets where it is needed for fluid sales. When local and out-of-market sales do not absorb the excess, it must be manufactured.

The relatively low shipments required for pool status will make it possible for supply plants to be pooled if they engage to a significant degree in supplying this fluid market. But plants specializing in manufacturing dairy products who make only token shipments of fluid milk to distributing pool plants will be excluded from pooling.

Supply plant milk is most likely to be needed in the months September, October, and November. Hence, all supply plants should make the required shipments in such months. After qualifying for these 3 months a plant should be permitted to retain pool status through the following December–August regardless of shipments. If the plant operator does not wish to be pooled and the plant does not meet the performance standard, he may request that the plant be a nonpool plant during the automatic qualification period. However, if the plant is declared a nonpool plant in any of the months December through August, it may not again be a pool plant until it fulfills the shipping requirements.

The 3 months in which a supply plant should make shipments of at least 15 percent of its Grade A receipts from dairy farmers should be September, October, and November rather than August, September, and October as proposed in the recommended decision. It appears that November is a month in which supply plant milk is more likely to be needed than is August.

The cooperative proponents of the order proposed that a supply plant should be required to ship to distributing plants at least 20 percent of its Grade A milk receipts from dairy farmers to become a pool plant. However, up to one-half of such qualifying shipments could be met through shipments to pool plants under other orders. That part of the proposal which would permit shipments to other order plants to count toward qualifying supply plants under this order should not be adopted.

Such shipments of milk for fluid use to other order markets should not be included in determining a supply plant's qualifying shipments under this order. Essential to the operation of a market-wide pool is the establishment of minimum performance requirements to distinguish between those plants substantially engaged in serving the fluid needs of the respective order market and those plants which do not serve that market in a way, or to a degree, that warrants their sharing (by being included in the market pool) in the market average utilization of Class I milk.

However, in view of the substantial quantities of milk available in this marketing area in relation to Class I sales and the relatively low pooling requirements for distributing plants, a relatively low shipping requirement for supply plants is appropriate. The requirement that a supply plant ship 15 percent of receipts to pool distributing plants as proposed herein, rather than 10 percent to pool distributing plants and 10 percent to other order plants, appears appropriate under existing marketing conditions.

Several cooperatives in the area operate supply plants and also have member milk delivered directly to distributing plants. The direct shipment often avoids extra handling. In determining the status of a supply plant operated by a cooperative, the delivery of such cooperative's member milk to distributing pool plants directly from the farm should be regarded as a shipment from the cooperative's supply plant.

Special provisions should be adopted for qualifying a supply plant as a pool plant during the initial months of operation. From the effective date of the order through August 1969, a supply plant that ships 10 percent of its Grade A receipts during the month to a pool distributing plant should be a pool plant. Also, a supply plant which shipped 10 percent of its Grade A receipts to a plant which would have met the pool distributing plant requirements during the month of November 1968 should be eligible for automatic pool status from the effective date of the order through August 1969.

The percentage of total Grade A receipts which supply plants must ship to the market during the initial operation of the order should be somewhat less than is required for later periods. Operators of supply plants will have little advance notice of shipping percentages necessary to pool their plants. Accordingly, such persons should be given an opportunity to participate in the pool during the initial period of operation if their association with the market is demonstrated by the shipment of at least 10 percent of Grade A receipts.

Plants qualified for pooling under another order. Plants which qualify as pool distributing plants or pool supply plants under this order may qualify also as pool plants under another order. It is not necessary to apply dual regulation to such plants.

A plant which qualifies for pooling under two orders should be pooled under the order regulating the area where such plant makes the greater disposition of fluid milk products either directly on routes or through shipments to plants. This is the usual basis followed in the Federal order system.

Proponents of this Southeastern Minnesota-Northern Iowa order proposed that in the case of a plant qualified under this order and also qualified under the North Central Iowa order (where pooling is on an individual handler basis) the plant be pooled under this order even though its disposition in the North Central Iowa area exceeded its disposition in this area.

There is no such plant which, based on its sales pattern at the time of the hearing, has more sales in the North Central Iowa area than in the proposed Southeastern Minnesota-Northern Iowa area. Hence, the proposal would have no application currently.

Nonpool plant. The definition of "nonpool plant" is provided to facilitate construction of the various provisions of the order as they apply to such a plant. A nonpool plant means a plant (except a pool plant) which receives milk from dairy farmers or is a milk manufacturing or processing plant. This definition is the same as comparable definitions in presently effective orders. Specific categories of nonpool plants would be defined as follows:

"Other order plant" is a plant that is fully subject to the pricing and pooling provisions of another Federal order issued pursuant to the Act. Such plants would not be regulated under this order except for the filing of reports described elsewhere with respect to any route disposition in the Southeastern Minnesota-Northern Iowa marketing area.

"Producer-handler plant" means a plant operated by a producer-handler as defined in any order including this part issued pursuant to the Act.

"Partially regulated distributing plant" means a nonpool plant that is a distributing plant but is not an other order plant, a producer-handler plant, or an exempt governmental plant.

"Unregulated supply plant" is a nonpool plant that is a supply plant but is not an other order plant, a producer-handler plant, or an exempt governmental plant.

"Exempt governmental plant" means a distributing or supply plant operated by a governmental agency.

Producer and producer milk. Since the essential feature of a milk order is the requirement that handlers pay minimum prices for milk to producers, it is necessary to define a producer, the person to be paid, and producer milk, the milk for which payment is made. The term "producer" should include dairy farmers who regularly provide Grade A milk to pool plants which handle such milk for fluid consumption. Thus, the definition of "producer" should distinguish between those dairy farmers who produce milk in compliance with the Grade A inspection requirements of a duly constituted health authority and those dairy farmers whose milk is other than Grade A. Likewise, "producer milk" should include all milk produced by producers which is received at pool plants including milk diverted from pool plants under appropriate limitations.

The identification of a dairy farmer as a "producer" should be established primarily on the basis of receipt of his Grade A milk at a plant which is supplying milk to the market in quantities sufficient to be designated a "pool plant."

Since producer milk is handled in several different ways, it is necessary that the definition be in terms of these several methods of handling, including: (1) Milk received at a pool plant from producers or cooperatives as handlers; (2) bulk tank milk received by a cooperative association as a handler from dairy

farmers, and not delivered to pool plants but lost as shrinkage; (3) milk diverted from pool plants to nonpool plants not regulated by any order; and (4) milk diverted from a pool plant to a plant regulated by another order.

Milk of producers received at a pool plant from producers' farms would be producer milk including milk so received for which a cooperative acts as a handler. (See handler definition.) In the latter case, the cooperative association is the first receiver of the milk and is accountable to the pool for such producer milk to the extent that there is any difference between the quantity of milk picked up at farms and that delivered to the pool plant. The plant operator, as the second receiver of such producer milk, would account for the quantity received at such plant. Some of the milk picked up at the farm by the cooperative association as a bulk tank handler is lost in handling and not delivered to the plant. This loss or shrinkage is accounted for by the association as producer milk.

Producer milk diverted from a pool plant to a nonpool plant not fully regulated by any order would be producer milk subject to certain limitations. Such diversion of producer milk may be either by the plant operator, or by a cooperative association not as a plant operator, diverting the milk of its members.

Milk diverted from a pool plant under this order to a plant regulated by another order for manufacturing purposes should be considered producer milk in the diverting market unless such milk is defined as producer milk under the order regulating the handling of milk at the plant to which it is diverted.

Only milk of dairy farmers whose status as producers was established in the previous month or whose milk is received at least 1 day during the current month at pool plants should be considered as producer milk when it is diverted. This delivery to a pool plant is necessary to establish that such dairy farmer is associated with the market and thus is a qualified producer.

The cooperatives proposed that during July through February only the milk of dairy farmers who delivered 3 days per month be eligible for producer status when it was diverted. However, they proposed also that the volume of diverted milk in these months be limited to an aggregate quantity not more than the quantity of milk delivered to pool plants by such eligible producers. The volume limit on diverted milk is adequate to prevent abuse of this provision. A further requirement that each producer's milk must be received three times (6 days' production) each month at a pool plant would hamper the attainment of efficiency in hauling which might otherwise be achieved.

Diverted milk claimed as producer milk when delivered to a nonpool plant should not exceed the quantity of milk delivered to pool plants during each of the months September through January. These months correspond to the months in which distributing plants would be required to dispose of 20 percent of their Grade A receipts as Class I to attain pool status.

If producer milk status is claimed by a handler on a greater quantity than is allowable, such handler should designate which lots of milk are to be considered overdiverted and thus do not qualify as producer milk. In the event he does not designate such overdiversions, no milk diverted by such handler shall be considered producer milk for that month.

In the case of diversions by a pool plant operator such diverted milk should be included in the receipts for computing the performance requirements for pooling. Thus the plant's performance will be based on the plants' total producer milk supply regardless of whether the milk is physically received at the plant.

Diversions by a cooperative may not be identifiable as a supply for a particular plant. To be eligible for diversion cooperative members' milk must be first established as producer milk by delivery to a pool plant. During the months September through January, the quantity of milk which may be claimed as producer milk by a cooperative should not exceed the quantity of member milk delivered by such cooperative to pool distributing plants. The cooperative in diverting member milk from distributing plants performs a balancing function similar to the supply plant which ships milk to distributing plants as needed and retains the milk for manufacturing when it is not needed.

These limits on diversion should permit the orderly marketing of producer milk and, at the same time, give assurance that diverted milk will be from only those dairy farmers who have a reasonable association with the market.

Handler. A handler definition is necessary to identify those individuals who handle the milk which is subject to regulation. Such persons thereby incur certain responsibilities to submit to the market administrator reports of receipts of milk and its utilization. Also, if they receive producer milk they are responsible for payment for such milk in accordance with its classified use value.

As herein provided the definition includes the following:

(1) Any person in his capacity as the operator of one or more pool plants;

(2) Any person in his capacity as the operator of a partially regulated distributing plant;

(3) Any cooperative association with respect to producer milk which it causes to be diverted from a pool plant to a nonpool plant;

(4) Any cooperative association with respect to milk of its producers which is received at the farm for delivery to the pool plant of another handler in a tank truck owned and operated by or under contract to such cooperative association;

(5) Any person in his capacity as the operator of an other order plant that is either a distributing plant or a supply plant; and

(6) A producer-handler.

The provisions listed above are common to most Federal orders. The specified responsibility of each type of handler is described in the applicable order provisions.

The handler who receives milk from producers at a pool plant should be responsible for reporting in detail the quantities of skim milk and butterfat received from each producer and each other source. He also should be responsible for reporting the utilization of such milk. He must make payment to producers and to the producer-settlement fund in accordance with terms of the order.

Cooperative associations should be handlers under the orders with respect to milk of producers which they divert to nonpool plants. In this function the cooperative association is responsible for reporting the identity of each producer whose milk is diverted, the quantity of milk and butterfat for each producer, and the disposition of such milk.

In performing the function of diversion under the rules described in the order, the cooperative association will be balancing supplies according to individual handler's needs, and disposing of market reserves. In this capacity the cooperative association should be considered to be the handler paying into or receiving money from the producer-settlement fund so that diverted producers may receive the uniform price. The association should be responsible for the administrative expense on this milk.

Cooperative associations often take responsibility also for delivery of milk from producers' farms to regulated plants. Cooperative associations in these markets are able to, and do, provide such delivery in tank trucks. Each truckload of milk would ordinarily contain the production of several producers.

When milk is picked up by tank trucks under the control of the cooperative association and milk of several farmers is commingled in one load, the cooperative association is in control of the information as to the quantities of milk from each individual dairy farmer. The cooperative association should be required, therefore, to report to the market administrator the quantity of milk received from each dairy farmer. The association should also be responsible for obtaining samples at the farm for the purpose of butterfat testing, and for the testing of such samples.

If the association is assuming responsibility for collection of dairy farmers' milk in tank trucks and delivering such milk from the farm to pool plants, it should be defined as the handler on such milk for the purpose of reporting the farm weights and tests of milk received from dairy farmers and the quantities delivered to pool plants. In addition, the association should be accountable to the producer-settlement fund for any differences in the quantities of milk received from producers, based on farm measurements, and the quantities of milk which purchasing handlers claim as received at their plants from the association. This is necessary to assure that cooperative handlers, like other handlers, account for all milk received from producers. The association would account to the producer-settlement fund and pay the administrative expense assessment on the quantity

of milk involved in any difference between milk received from farms and that delivered to pool plants.

The pool plant handler would be responsible to the producer-settlement fund and for administrative assessment on milk he received from the cooperative. Also, the pool plant handler would pay the cooperative association handler the minimum uniform price for such milk received from the cooperative that was the handler of the bulk tank milk. Since only the cooperative association is in control of the information as to the quantities of milk received from individual dairy farmers and since it may deliver partial loads of milk to different handlers, only the cooperative is in a position to make payments to the individual producers involved. Consequently, it is necessary under such circumstances for the cooperative to settle with the individual producers according to the quantity received from each of them as determined by the weight and tests made by the cooperative.

Another category of handler is the operator of a partially regulated distributing plant. Such plants either do not distribute sufficient milk in the regulated area to qualify as fully regulated plants or are not engaged in fluid milk distribution to a substantial extent. Such plant operators must submit reports to the market administrator, however, so that he may ascertain (1) the plant's status under the order, and (2) the money obligation, if any, of such handler.

A plant which is regulated under another order may, nevertheless, dispose of some milk in the marketing area. The operator of such plant should be defined as a handler under this order, although this plant may continue to be regulated under the other order. This will authorize the market administrator to obtain reports from such plant to determine its status under the particular order.

Producer-handler should be defined as any person who:

(1) Operates a distributing plant, processes milk of his own farm production, and distributes all or a portion of such milk on routes in the marketing area; and

(2) Receives no milk from other dairy farmers, fluid milk products from nonpool plants, or nonfluid milk products from any source for use in reconstituted fluid milk products.

Producer-handlers are exempt from the pricing and pooling provisions. They should be required, however, to make reports to the market administrator in order that he may determine whether the operator continues to meet the producer-handler definition.

The exemption from pricing and pooling of a producer-handler should be limited to bona fide producer-handlers. To be a producer-handler, the maintenance, care, and management of the dairy animals and all other resources used to produce the milk as well as the resources required for the distribution of the milk should be the personal enterprise and the personal risk of the person who claims producer-handler status.

Producer-handlers normally distribute only milk of their own production. They handle their own reserve supply or dispose of it to manufacturing plants. If they dispose of reserve milk to pool plants, it should be allocated to the pool plant's Class II use.

Occasionally a producer-handler may supplement his own production with special fluid milk products or an emergency supply from pool plants. If he supplements his supply by purchases from pool plants, such fluid milk products should be classified as Class I milk at the pool plant.

Proponents of the order asked that the producer-handler exemption not apply if he purchased more than 5,000 pounds of milk per month from a pool handler. They did not demonstrate the need for this limitation. Producer-handlers are not an important factor in the area. Proponents indicate there is one person with such a business.

A producer-handler should lose his exemption if he purchases milk from unregulated sources. If a producer-handler were permitted to obtain milk, including milk products for reconstituting, from unregulated sources, this would allow him an undue advantage compared to regulated handlers. Other handlers incur obligations to the pool on unregulated milk used in Class I disposition, but producer-handlers are exempt from pooling. Further, such use of unregulated milk by producer-handlers would be inequitable to producers. It would permit use in the fluid market of unregulated milk including reconstituted milk, without such milk being subject to the order's allocation and payment provisions, which provide proper apportionment to producers of returns from Class I dispositions.

Fluid milk product. A definition of "fluid milk product" is provided in the order to implement the drafting of the classification provisions. The term is intended to include those products which, when disposed of by handlers, are included in Class I milk.

Under the proposed definition herein provided, a fluid milk product includes milk, cream, skim milk, buttermilk, unsterilized concentrated milk or skim milk, eggnog and eggnog flavored milk, and mixtures combining milk, skim milk, and/or cream including all such products sweetened, soured, cultured, or acidified and all such products reconstituted from milk products or fortified with additional milk products. The term includes the aforesaid products to which flavors, sweeteners, stabilizers, emulsifiers, vitamins, minerals, and similar ingredients have been added. The term does not include products which are sterilized and disposed of in hermetically sealed metal or glass containers.

The above definition is quite similar to the fluid milk product definitions in most Federal orders. It includes the fluid products covered by the Grade "A" pasteurized milk ordinance recommended by the U.S. Public Health Service.

The ordinances of the States of Minnesota and Iowa and the cities in the marketing area conform to this recommended ordinance except that the State of Minnesota defines eggnog and eggnog flavored milk as fluid milk products.

Producers proposed that filled milk also be a fluid milk product. This issue is reserved for a later decision.

Official notice is taken of the fact that a hearing held at Memphis, Tenn., in February, April, and May 1968 (33 F.R. 2785) dealt with the disposition or potential disposition in all Federal order markets of filled milk and certain other products containing milk or milk derivatives which are disposed of in fluid form. Evidence was received as to the need for a coordinated program of regulation of such products in all Federal order markets. No decision based on the Memphis hearing has been issued.

The treatment of filled milk under the Southeastern Minnesota-Northern Iowa order should be coordinated with the results of the Memphis hearing. Since the outcome of that hearing has not yet been determined, no action is taken herein on the filled milk issue.

Other source milk. A definition of "other source milk" is necessary to designate one of the several categories of milk receipts at a regulated plant.

Other source milk includes all skim milk and butterfat contained in or represented by: (1) All fluid milk products received by the handler during the month other than producer milk, fluid milk products from pool plants, and inventory of fluid milk products on hand at the beginning of the month; and (2) products other than fluid milk products from any source (including those produced at the plant) which are reprocessed or converted into another product during the month.

Since a regulated plant may receive milk other than producer milk and all types of receipts may be commingled in the plant, it is necessary that all receipts of milk and dairy products be reconciled with the disposition records of the plant. The total disposition is then assigned to the various categories of receipts (producer milk, other source milk, and milk from other pool plants). This is necessary to arrive at the classification of producer milk.

Miscellaneous definitions. Additional definitions such as "Act," "Secretary," "Department," "person," and "cooperative association" should be included in the order for brevity and clarity in describing the operation of various order provisions. They are self-explanatory and are similar to comparable provisions in presently effective orders.

(b) *Classification of milk.* Producer milk received by handlers should be classified in two classes, according to use. Class I milk should include those forms of disposition intended for the fluid market. The quality requirements for Grade A milk to be used for fluid consumption, as compared to milk for manufacturing use, are specified in sanitary regulations of State and local governmental authorities. The extra cost of producing such higher quality milk and delivering it to market requires that the price for milk used in Class I be considerably above the manufacturing milk

price. The definition of Class I use of milk in the manner described, therefore, provides the means of returning to producers the higher price according to the quantity of milk so used.

Class II milk, on the other hand, is that milk which is in excess of Class I needs. It must be disposed of outside the fluid market, primarily in the form of manufactured dairy products. In such uses milk from producers competes with ungraded milk from other sources and has only a manufacturing milk value. Therefore, to assure its orderly disposition outside the fluid market, such milk must be classified and priced competitively with ungraded milk used in manufacturing.

In conformance with these objectives, milk and milk products received by handlers should be classified on the basis of the form in which, or the purpose for which it is used or disposed of by the handlers. The skim milk and butterfat received in milk and milk products should be classified separately since the proportion of skim milk and butterfat in products disposed of varies.

Furthermore, milk is received by handlers from various sources, including dairy farmers, other regulated handlers, and unregulated sources. In many instances milk from all these sources is commingled in handlers' plants. It is necessary, therefore, to have a plan for allocating the uses of milk to each of the various sources of supply in order to establish the classification of producer milk and to apply the classified pricing plan.

Class I milk. The milk product dispositions included in Class I milk are those in the form of fluid milk products as previously defined, with limited exceptions which are discussed under the heading "Class II milk."

The measurement of the quantity of Class I disposition of a particular milk product is normally the actual weight of the product as it leaves the handler's plant.

Fortified fluid milk products are an instance in which the weight disposed of is not precisely the quantity of Class I disposition to be accounted for. Fortified fluid milk products are prepared by the addition of nonfat solids to milk or skim milk to yield a finished product of higher than normal nonfat solids.

To maintain proper accounting for fortified fluid milk products the nonfat milk solids added to such items should be converted to their skim milk equivalent. This is necessary to insure uniformity of application of the accounting system. It is not necessary, however, to price as Class I all the water originally associated with the added solids. The addition of the solids used in fortification cannot be considered as displacing producer milk in Class I except to the extent that the volume of product is increased. The addition of solids to make a more desirable product may, in fact, increase the sales of producer milk, and in any event would not displace producer milk in Class I beyond the minor increase in volume which results.

In the case of fortified fluid milk products the skim milk to be classified as Class I milk should be only that contained in an equal volume of unmodified product of the same nature and butterfat content, excluding the dry weight of any nonmilk additive such as flavoring, etc. For reasons set forth in the above paragraph, the skim milk equivalent of the nonfat milk solids not classified as Class I milk should be classified as Class II milk.

It is necessary that the handler submit reports sufficient to reconcile all of his receipts of milk and dairy products with the disposition from his plant(s). If receipts and disposition cannot be reconciled from such reports, it is necessary that the handler be made responsible for any unaccounted for receipts or disposition. If disposition is less than receipts, the question arises as to whether there are dispositions not disclosed on reports. In order to insure responsible reporting and recordkeeping and equity among handlers, such discrepancy where disposition is less than receipts should be classified as a Class I quantity, except for allowable shrinkage as explained in later findings.

Class II milk. Class II milk would include all skim milk and butterfat used to produce any product other than a fluid milk product. It thus would include milk used in manufactured products such as butter; butteroil, anhydrous milkfat; plain or sweetened condensed milk or skim milk, and condensed buttermilk; nonfat dry milk; dry whole milk; dried buttermilk; dried whey; and blends of dried milk products including dry ice cream mix; cheese and cheese foods; ice cream, ice milk and frozen desserts including mixes for freezing; and sterile products in hermetically sealed metal or glass containers.

Butterfat and skim milk used to produce Class II products should be considered disposed of when so used. Handlers will need to maintain production records of such products to establish use in Class II.

Besides use in manufactured dairy products, which compose the bulk of Class II use, it would also include shrinkage within certain limits, disposal in fluid form for livestock feed, disposal in bulk form to commercial food establishments for use in manufacture of food products prepared for consumption off the premises, fluid milk products dumped, and fluid milk products in bulk form in inventory at the end of the month.

Shrinkage. In the course of receiving, processing, and packaging fluid milk products, some loss of skim milk and butterfat is experienced and is referred to as "shrinkage." In order to assure complete accounting, the handler must establish the quantity of actual loss of skim milk and butterfat. Since shrinkage represents disappearance of milk for which no return is realized, it should be considered as Class II milk to the extent that the amount is reasonable and is not the result of incomplete or faulty records.

The maximum shrinkage allowance in Class II at each plant should be 2 percent of milk from producers plus 1.5 percent of milk received in bulk tank lots from other plants or from a cooperative association which is a handler on such milk. However, if the handler operating the pool plant which received the milk from the cooperative association as a handler files notice with the market administrator that he is purchasing such milk on the basis of farm weights, the applicable percentage should be 2 percent.

The lower shrinkage allowance of 1.5 percent of milk received in bulk tank lots from other plants recognizes that part of the handling in which shrinkage occurs has taken place prior to receipt at the plant of ultimate disposition. Milk collected at the farm in bulk tank trucks is measured at the farm. Some loss would normally occur during the transfer operation between the farm and the plant. If a cooperative association is the handler when such loss occurs and the plant handler is not purchasing the milk on the basis of farm weights and tests, the cooperative would be the handler responsible for paying into or receiving money from the producer-settlement fund on such lost milk.

Experience has shown that 2 percent shrinkage allowance for the entire receiving and processing operation is reasonable under normal circumstances. The division of the total allowance into 1.5 percent for processing and one-half of 1 percent for receiving is in accordance with experience and is used in other Federal orders. It is recognized that the greater share of the shrinkage occurs in the processing operation.

To provide equitable application of shrinkage provisions to all handlers who may have various types of operations and various kinds of milk receipts, the rate of 1.5 percent shrinkage allowance should apply to all receipts of bulk fluid milk products, whether from other pool plants, unregulated plants or a cooperative association acting as a bulk tank handler. The only exceptions to this would be in the case of receipts of other source milk for which Class II utilization is requested. In the latter case, since the entire receipt is for Class II use, there is no need to establish a limit of shrinkage that may be classified as Class II.

In computing a handler's total shrinkage allowance, 1.5 percent of bulk fluid milk products disposed of to other plants should be deducted. The transferee plant would be allowed, as stated previously, 1.5 percent on the milk so transferred.

To assure an equitable assignment of total shrinkage, it should be prorated to (1) those categories of receipts on which the above described limits apply, and (2) other receipts in fluid form to which specific Class II shrinkage limits do not apply.

Inventories. Handlers maintain inventory of milk and milk products which must be considered in accounting for receipts and utilization. The accounting procedure will be facilitated by providing for Class II classification on only that

portion of ending inventory of fluid milk products which is in bulk storage in the plant. All fluid milk products on hand in packaged form in the plant should be classified as Class I.

The classification as Class I of all packaged fluid milk products will result in such products which are on hand at the end of the month, either in the plant, on loaded trucks, or in distribution points, being classified uniformly as Class I regardless of whether they are considered as being in inventory or as being already disposed of.

Packaged fluid milk products on hand on the effective date of the order, however, should be classified as Class II, since these items were not classified and priced as Class I in the prior month.

To insure that all handlers pay the current month's Class I price for producer milk disposed of during the month, it is provided that if the Class I price increases, the handler will be charged the difference between the Class I price for the current month and the Class I price for the preceding month on the quantity of ending inventory assigned to Class I in the preceding month. Likewise, if the Class I price decreases, the handler will receive a corresponding credit.

The allocation section should provide that inventory of packaged fluid milk products on hand at the beginning of the month be subtracted from Class I utilization before making the other assignments therein provided.

Inventory of fluid milk products in bulk form will be subtracted under the allocation procedure, from any available Class II disposition in the following month prior to the allocation of current fluid milk receipts. The higher use value of a bulk fluid milk product in inventory, which is allocated to Class I milk in the following month, should be reflected in returns to producers. This is accomplished by a reclassification charge on such milk at the difference between the Class II price of the preceding month and the Class I price of the current month.

Inasmuch as a handler may receive milk from other order plants and unregulated supply plants as well as producer milk or milk from other pool plants, any of these sources may contribute to his inventory situation at the end of the month. The assignment provisions herein adopted insure that milk from nonpool sources assigned to the surplus class in the prior month (and thus available for reclassification under the inventory allocation procedure this month) will either have been so assigned pro rata with producer milk or is milk which by its very nature is surplus. Furthermore, any other order milk so assigned will have been priced at the comparable surplus class in the order of origin. In either case, therefore, the reclassification charge is appropriate.

Other Class II disposition. In addition to the previously described Class II milk dispositions, certain other dispositions in the form of fluid milk products would also be included in Class II milk. These are products specifically accounted for as dumped or disposed of for animal feed, and fluid milk products disposed of in bulk to commercial food processors and used in a food product prepared for consumption off the premises.

Class II classification of dumpage and animal feed recognizes that such disposition of fluid milk products represents a value considerably less than normal fluid milk disposition on routes to retail and wholesale outlets.

It would not be practicable to permit in an unlimited manner the dumping of skim milk and buttermilk by pool plant handlers. Neither would it be appropriate to classify such skim milk and butterfat, for which no better outlet is available, in other than Class II. Accordingly, Class II classification for skim milk and butterfat dumped must be specifically accounted for. Normally this would require that the market administrator be notified in advance and afforded the opportunity to verify the dumping.

Fluid milk products disposed of for animal feed would be primarily nonsalvageable route returns. In some instances, however, there may be small quantities of skim milk and butterfat in fluid milk products which during processing becomes nonsalable for human consumption. It is reasonable that these quantities also be classified as Class II if disposed of for livestock feed. A plant operator should maintain sufficient records to establish in every instance the quantities of skim milk and butterfat involved, and show a written receipt for every disposition as livestock feed.

Fluid milk products disposed of to commercial food processing establishments for use in preparation of food products which are consumed off the premises also should be Class II milk. A Class II classification of such fluid milk products will price them competitively with alternative supplies, such as nonfat dry milk and condensed milk, which are also used for the manufacture of such food products.

Proof of class use. Except for the quantities of Class II shrinkage provided for in the order, all skim milk and butterfat for which a handler cannot establish utilization must be classified as Class I milk. This provision is necessary to remove any advantage that might accrue to handlers who fail to keep complete and accurate records. The burden of proof should be on the handler to establish the utilization of any milk as being other than Class I milk.

Transfers and diversions. Milk transferred from a pool plant to another plant should be classified in accordance with specific rules.

The rules of classification herein provided would apply to transfers to other pool plants or to nonpool plants, and to milk diverted from the farm to nonpool plants.

Fluid milk products transferred from a pool plant to the pool plant of another handler should be classified by agreement of such handlers within certain limitations. If they fail to agree, such transfers should be classified as Class I milk. Also, if Class II milk is claimed by both handlers on reports submitted for the month to the market administrator, sufficient Class II utilization must be available at the transferee plant for such assignment to Class II after allocation of receipts of unregulated milk, other order milk, bulk milk in inventory, and shrinkage.

Fluid milk products transferred or diverted in bulk to a nonpool plant (not an other order plant, producer-handler plant, or an exempt governmental plant) should be classified as Class I milk unless the handler claims Class II classification and specified conditions are met.

The operator of the nonpool plant should maintain adequate books and records showing utilization of all skim milk and butterfat received at the plant. Further, if requested the operator should make these books and records available to the market administrator for purposes of verifying such receipts and utilization. This verification by the market administrator is necessary to insure proper application of the classification procedures of the order.

If the above conditions are met, classification of the transferred or diverted milk would be made in accordance with the following procedure.

Receipts of packaged fluid milk products at the nonpool plant from pool plants or other order plants would be first assigned to Class I in the nonpool plant. Also, if the nonpool plant makes any Class I disposition on routes in the marketing area, this Class I should be assigned first to fluid milk products transferred from pool plants, then pro rata to receipts from other order plants, and finally to receipts from dairy farmers who the market administrator determines constitute the regular source of Grade A milk for the nonpool plant. If the nonpool plant makes any Class I disposition on routes in the marketing area of another Federal order, this should be assigned first to fluid milk products transferred or diverted from plants fully regulated by that order, then pro rata to fluid milk products received from plants regulated by all other Federal orders including this order, and thereafter to the nonpool plant's regular Grade A dairy farmer supply as determined by the market administrator. Any Class I utilization remaining in the nonpool plant after the above assignment should be assigned first to the plant's regular Grade A dairy farmer supply and then pro rata to unassigned receipts from pool plants and other order plants.

After the preceding assignments are made at the nonpool plant, any remaining receipts of bulk fluid milk products from pool plants should be classified as Class II milk.

This method for classifying transfers and diversions of milk to nonpool plants provides equitable treatment for milk pooled under this order as well as that regulated by another order. Further, it gives priority to dairy farmers directly supplying a nonpool plant with respect to Class I sales outside regulated areas. The proposed method of classification at the same time allows orderly disposition of milk moved to such plants primarily to be used in manufactured products.

The proponents requested that all transfers to nonpool plants located outside the States of Minnesota, Iowa, and Wisconsin be classified as Class I milk. They indicated that there are sufficient manufacturing plants within these three States to process any milk not needed for Class I use. Thus, they alleged that milk need not be transported beyond these three States for manufacturing use. Proponents indicated that shipments to nonpool plants located at any greater distance could be presumed to be for Class I needs. They argued that a Class I classification on transfers beyond these three States would reduce the accounting and auditing expense of administering the order.

Since the Federal order program extends to most major milk markets in the country, there are market administrators' offices located in several cities. It is not necessary that the market administrator of this order audit transfers to nonpool plants located in the marketing area of another order. Such auditing could be accomplished by the market administrator whose auditor is located nearest to the nonpool plant receiving the transfer. Accordingly, the expense of auditing such transfers would be little different from the cost of auditing nearby plants. Thus, bulk fluid milk products transferred to nonpool plants should be classified on the basis of the receiving plant's use of such products.

Fluid milk products transferred in packaged form to a nonpool plant that is not an other order plant should be classified as Class I milk. Most movements of packaged fluid milk products represent purchases of such milk specifically for route sales. The packaged Class I products often represent specialty items not processed in the receiving plant or milk in special packages which the receiving plant is not equipped to handle for processing and, thus, are specifically for Class I utilization.

Transfers of fluid milk products either bulk or packaged to a producer-handler should be Class I. The producer-handler is not required to share the burden of the pool reserve as are other producers. But he should not be permitted to allocate his own milk to Class I and acquire pool milk for Class II uses. Also, transfers to an exempt governmental plant should be Class I whether transferred in bulk or packaged form.

The order also provides for transfers of fluid milk products to other order plants. The classification of such milk is covered in the findings with respect to allocation.

Allocation. The value of producer milk is established on the basis of its classification and the class prices. Since handlers may receive milk from several sources besides producers, the order must provide a method of assignment of receipts from all sources during the month to Class I and Class II.

The system of allocating handlers' receipts to the two classes should be similar to that adopted in the Assistant Secretary's June 19, 1964, decision for 76 milk orders for integrating into the regulatory plan of each of the orders milk which is not subject to classified pricing under any order and receipts at a pool plant from other order plants. Official notice is taken of that decision (29 F.R. 9109). That decision provides a procedure for allocating over a handler's total utilization his receipts from all nonpool sources and for making payment into the producer-settlement fund on unregulated milk allocated to Class I.

Proponents testified that the method adopted as a result of the June 19, 1964, decision is appropriate in this area and will coordinate these regulations with respect to the treatment of unregulated milk and other order milk with comparable regulations under other Federal orders. Consequently, they adopted the findings and conclusions contained in that decision as their own justification for incorporating these provisions. There was no opposition and no proposal to alter the provisions in any way.

The aforesaid decision sets forth the standards for dealing with unregulated milk under Federal orders generally and the system of allocation to be included in all orders. It describes the appropriate treatment of other order milk received at pool plants so as to coordinate the applicable regulations on all movements of milk between Federal order markets. This record indicates that the findings and conclusions of the aforesaid decision are equally applicable under current conditions in the proposed marketing area and, accordingly, are adopted in their entirety as if set forth in full herein.

(c) *Class prices.* Minimum class prices should be established in the proposed order at a level which will effectuate the purposes of the Act, assure the maintenance of an adequate supply of quality milk for the local fluid market and provide for the orderly disposition of milk not needed for fluid sales.

Class I prices. The price for Class I milk should be at the same level as the Class I price established under the Minneapolis-St. Paul order for the base zone. The Minneapolis-St. Paul Class I price formula provides for adding $0.86 to the basic formula price for the preceding month and adding an additional 20 cents.

The factor which adds 20 cents to the Class I price should apply in the Southeastern Minnesota-Northern Iowa order, as it does in the Minneapolis-St. Paul order. The differential of $0.86 should be effective for the first 18 months the order is effective. Prior to the expiration of the 18-month period, the Class I price level should be reconsidered in the light of the more complete information regarding milk supplies and sales which will be available with the operation of the order.

The basic formula price should be the average price paid for manufacturing grade milk in Minnesota and Wisconsin for the preceding month as reported by the Department. This price series is now in general use in Federal order markets and its use in the Southeastern Minnesota-Northern Iowa market will facilitate alignment of prices in this market with prices in the Minneapolis-St. Paul and other order markets.

Presently, the Minneapolis-St. Paul and other order markets which use the Minnesota-Wisconsin price series in determining the basic formula price have a floor established under the basic formula, insofar as Class I prices are concerned, of $4.33. The marketing conditions which warranted the fixing of such a minimum in provisions of other Federal orders exist similarly in the proposed Southeastern Minnesota-Northern Iowa marketing area. Hence, this proposed order should provide a floor of $4.33 under the basic formula used in computing the Class I price.

A differential over the manufacturing milk prices is necessary to cover the extra cost of meeting quality requirements in the production of milk for the fluid market. The differential thus provides a necessary incentive for dairy farmers to produce an adequate supply of pure and wholesome milk to meet consumer demands.

Since this marketing area, as well as the Minneapolis-St. Paul marketing area, is located in a region of heavy milk production in relation to population, there is considerably more milk manufactured in the area than is disposed of for Class I uses. In order to compensate producers for producing milk of Grade A quality which is needed for Class I sales, the Class I milk price must be somewhat higher than the price received by producers of manufacturing grade milk. However, if the Class I price more than compensates producers for the extra cost of Grade A milk production, dairy farmers are encouraged unnecessarily to shift from manufacturing grade milk production to the production of Grade A milk. If additional Grade A milk supplies cannot be disposed of in Class I outlets, such milk must be utilized in manufactured dairy products at a price competitive with dairy products made from manufacturing grade milk. Hence, in establishing a Class I price, particularly for this area where large quantities of Grade A milk in excess of those needed for Class I sales already exist, it is essential that the Class I price be maintained at a level which will not unduly encourage greater supplies of Grade A milk to be produced.

Handlers who would be regulated under this order compete for fluid milk sales with Minneapolis-St. Paul handlers, both within this marketing area and within the proposed expanded Minneapolis-St. Paul marketing area. The Minneapolis-St. Paul market is much the larger of the two markets. Its Class I sales are four times the Class I sales in this area. Because of its size, the Minneapolis-St. Paul market's Class I price virtually dictates the Class I price for this area.

Any higher price for this area might cause Minneapolis-St. Paul Class I milk to be substituted for local milk supplies. Even with a Class I price equal to the Minneapolis-St. Paul Class I price it is estimated that Class I use in this area will absorb only about 35 to 40 percent of the Grade A supply.

The Class I price herein proposed is the same as the Minneapolis-St. Paul Class I price in the base zone. But that order provides location differentials for plants lo-

cated outside the base zone. The plants of two handlers who distribute milk in this marketing area and whose plants are located outside the base zone will become regulated under the Minneapolis-St. Paul order if that order's marketing area is expanded as proposed in a concurrent decision. One handler, located in Norwood, Minn., distributes milk in nine counties in this proposed marketing area and the other handler located in St. Michaels, Minn., distributes in eight counties. As recommended in the Minneapolis-St. Paul decision, these plants would have a 9-cent and a 6-cent location adjustment under that order, respectively.

The Norwood plant, where the 9-cent differential applies, is the nearer of these plants to the Southeastern Minnesota-Northern Iowa marketing area. The highway mileage from Norwood to the nearest population center in the Southeastern Minnesota-Northern Iowa marketing area is the 50 miles from Norwood to New Ulm, Minn. The most common factor used in Federal milk orders to adjust prices for location is 1.5 cents per hundredweight for each 10 miles. (Official notice is taken of "Summary of Major Provisions in Federal Milk Marketing Orders, January 1, 1968" issued by Consumer and Marketing Service, USDA.) This factor represents the cost of transporting milk. Thus, the Class I price for the Norwood handler under the Minneapolis-St. Paul order plus the cost of transporting the milk to New Ulm (1.5 cents per 10 miles×50 miles=7.5 cents) yields approximately the same cost as the price under this order at the plant located in New Ulm.

One handler, who has several distributing plants that would be regulated under this order, presently has his Austin, Minn., plant regulated under the North Central Iowa order. Waterloo, the principal city in the North Central Iowa marketing area, is about 100–110 miles from Austin. The North Central Iowa Class I price at Waterloo as of July 1, 1968, was $5.58 per hundredweight. The Class I price at Austin under the Southeastern Minnesota-Northern Iowa order, as proposed herein, would have been $5.39. Using the same transportation charge of 1.5 cents per 10 miles, it would cost about 16 cents to haul the milk from Austin to Waterloo. Thus, the Austin handler's cost of his milk f.o.b. Waterloo would be about $5.55 ($5.39 plus $0.16). This cost is within 3 cents of the North Central Iowa Class I price at Waterloo.

There are some sales of milk in the proposed marketing area by handlers located in the Chicago Regional order. The Chicago order Class I price at La Crosse, Wis., which is adjacent to this area, was $5.27 in July 1968, 12 cents less than the Class I price proposed herein. Since La Crosse is about 75 miles from Rochester, milk moved to Rochester from La Crosse would incur about a 12-cent transportation cost.

The above comparisons indicate that the proposed Southeastern Minnesota-Nortern Iowa Class I price provisions will yield Class I prices which are reasonably aligned with prices in the adjacent Federal order markets of Minneapolis-St. Paul, North Central Iowa, and the Chicago Regional area.

A representative of producers who supply the Eastern South Dakota market testified to the need for maintaining Class I price alignment with that market. This witness asked that the Class I price in this proposed order be the Minneapolis-St. Paul Class I price but he also supported a higher Class I price for both the Minneapolis-St. Paul area and this area.

The Minneapolis-St. Paul and Eastern South Dakota Class I prices were both increased on July 1, 1968, but the Minneapolis-St. Paul price was raised 24 cents whereas the Eastern South Dakota price was raised 13½ cents. This narrowed the price difference by 10½ cents bringing it nearer to the cost of transporting milk from Minnesota plants to Eastern South Dakota.

There was very little milk moved from plants in this proposed area, where prices have been established in relation to the Minneapolis-St. Paul price, into the Eastern South Dakota area under the wider price difference which existed prior to July 1, 1968. Hence, with the smaller price spread existing since that time, it is not expected that substantial quantities of milk would be moved from this area into the Eastern South Dakota area.

In the recommended decision, it was noted that the Minneapolis-St. Paul and other order markets provided, through April 1969, for a minimum basic formula price of $4.33 for computing Class I prices and a 20-cent increase in the Class I price differential. It was found in the recommended decision that the marketing conditions which warranted the temporary price increases in these other markets existed similarly in the Southeastern Minnesota-Northern Iowa market. Accordingly, the temporary price provisions were incorporated in the proposed order contained in the recommended decision.

Official notice is taken of the fact that effective January 1, 1969, the April 1969 expiration date for the temporary price increase was terminated in all orders. This has the effect of continuing indefinitely the minimum basic formula price of $4.33 and the 20-cent increase in the Class I price differential. To assure the continued alignment of the Southeastern Minnesota-Northern Iowa Class I price with Class I prices in other orders after April 1969, the April 1969 expiration date is deleted from the Class I price provisions that were proposed in the recommended decision.

It is proposed herein that the Southeastern Minnesota-Northern Iowa Class I price be effective only for the first 18 months in which the order is fully effective. It is appropriate that the Class I price structure be reexamined at a public hearing after the accumulation of a year's data relative to milk supplies and sales. At that time, sufficient experience under the order would be available to determine whether the Class I pricing basis should be adjusted.

Location adjustments should not be included in the proposed Southeastern Minnesota-Northern Iowa milk order. Most Federal orders provide for location adjustments on milk received at plants located more than certain distances from a designated basing point within the marketing area.

This marketing area and contiguous areas in Minnesota and Wisconsin represent the heaviest milk producing region in the nation. Extending out from this region in all directions the price of milk increases approximately by the cost of transportation. Within this market there are no major population centers and competing handlers' plants are scattered throughout the marketing area. Furthermore, the only practical alternative sources of milk supply for this market are the farmers located within this region who presently are producing non-Grade A milk. Under these circumstances there is no basis for providing location adjustments in this order and, accordingly, such provisions are not included.

Class II price. The Class II price should be the average price per hundredweight for manufacturing grade milk f.o.b. plants in Minnesota and Wisconsin, as reported by the U.S. Department of Agriculture, adjusted to a 3.5 percent butterfat test.

The order proponents proposed that the Class II price be established 4 cents per hundredweight below the level of the Minnesota-Wisconsin manufacturing grade milk price, adjusted to a 3.5 percent butterfat test. They said a 4-cent lower Class II price is needed to offset the administrative assessment which order handlers would be required to pay on Class II producer milk.

Large quantities of milk not needed for the fluid market sales are utilized in this area in the manufacture of butter and nonfat dry milk. These operations generally are confined to plants which do not distribute milk on routes in the marketing area. Producer milk not needed for fluid uses is moved to manufacturing plants by the handler who regularly receives the milk or by the cooperative association responsible for marketing such producer milk. Also, a number of plants which would be pool plants under the order maintain manufacturing operations.

The price for manufacturing milk should be at a level which will provide the highest possible returns to producers in the market while at the same time encouraging the orderly marketing of such milk. A Class II price based on the average Minnesota-Wisconsin manufacturing milk price should adequately meet these pricing objectives. The desirability of using a competitive pay price is based on the premise that in the highly competitive dairy industry, average prices which are paid in the areas where there is substantial competition for manufacturing milk provide as good a measure of its value as can be obtained. The Minnesota-Wisconsin price series is representative of prices paid to farmers for about one-half of the manufacturing grade milk sold in the United States. There are many plants in these states which are competing for such milk supplies. This price series reflects a price level determined by competitive condi-

tions which are affected by demand in all of the major uses of manufactured dairy products. Further, it reflects the supply and demand of manufactured dairy products within a highly coordinated marketing system which is national in scale.

The Minnesota-Wisconsin price adjusted to a 3.5 percent butterfat content should not be reduced 4 cents per hundredweight in computing the Class II price. Proponents of the 4-cent lower Class II price indicated concern that payment of the 4-cent administrative assessment would make Grade A milk used in Class II cost more than the average price paid non-Grade A dairy farmers as reflected in the Minnesota-Wisconsin price series.

Handlers regulated under the Minneapolis-St. Paul order and many other nearby Federal orders are required to pay the full Minnesota-Wisconsin pay price for Class II milk plus the administrative assessment. If the Class II price in this order were lower than the Minnesota-Wisconsin price series, it would give handlers under this order a competitive advantage insofar as their Class II milk is concerned in relation to handlers under nearby orders.

Prices paid for vary'ng time periods up to three years at certain plants in this area to producers of manufacturing grade milk were introduced as an exhibit by proponents. Although prices paid at these plants have occasionally been a few cents below the Minnesota-Wisconsin series for a few months, the average prices paid for a year or more were higher than the average Minnesota-Wisconsin price for the same period. Prices for 4 plants were provided for the entire year 1967. The average prices for the year at these plants were 6 to 9 cents higher than the average Minnesota-Wisconsin price. Thus, even with the 4-cent administrative assessment the Class II price plus the assessment would not exceed the prices paid producers for manufacturing grade milk at nearby plants.

For the reasons set forth above, it would not be appropriate to reduce the Minnesota-Wisconsin price series 4 cents per hundredweight in determining the Class II price under this order and, accordingly, that proposal is denied.

Butterfat differentials. The class prices heretofore discussed are established for milk containing 3.5 percent butterfat. Combinations of skim milk and butterfat utilized in each class may contain different percentages of butterfat. Therefore the class prices should be adjusted by appropriate butterfat differentials to reflect the butterfat content.

Under this order the Class I and Class II butterfat differential adjustments for each variation of one-tenth percent of butterfat content from the basic 3.5 percent prices should be the amounts computed as follows: Class I, multiply the Chicago (92-score) butter price for the preceding month by 0.12; Class II, multiply the New York (93-score) butter price for the month by 0.115.

Proponents of this order proposed that the Class I, Class II, and producer butterfat differentials be an amount computed by multiplying the average price of 93-score butter at New York City by 0.115.

The factor of 0.115 for the Class I butterfat differential represents a proposed reduction from butterfat differentials which have been in effect in this marketing area. Such differentials have been about the same as those in the Minneapolis-St. Paul market. The Minneapolis-St. Paul Class I differential is now determined by a factor of 0.12. Proponents said the lower butterfat differential would make butterfat in Class I products more competitive with vegetable oils. By using the Chicago butter price rather than the New York Market quotation, the Class I butterfat differential is reduced slightly.

Use of the Chicago butter price as a basis for establishing butterfat differentials will permit better coordination of butterfat differentials among orders. The factor 0.12 is used in many other Federal orders in computing the Class I butterfat differential and is representative of the value of butterfat when disposed of in the fluid items included in Class I milk. In 1967 this proposed Class I differential would have yielded an average differential of $0.08. Nearly every witness testifying on behalf of handlers who maintained a high Class I utilization stated that the actual butterfat differential they paid was $0.08. Thus, the actual butterfat differential paid by these handlers and the Class I butterfat differential proposed herein are comparable.

The New York quotation was supported for use in computing the Class II butterfat differential because most of the butter made in southern Minnesota and northern Iowa is sold on the New York market.

The New York (93-score) butter price and a factor of 0.115 should be used to determine the Class II butterfat differential in order that this differential be identical to the one established under the Minneapolis-St. Paul order. Such pricing will assure competing handlers in these adjoining markets that their cost of skim milk and butterfat in Class II uses are identical. In addition, such identical pricing will facilitate any interchange of Class II milk between handlers of these two orders.

The butterfat differential used in making payments to producers should be calculated at the average of the return actually received from the sale of butterfat in producer milk. The rate to be used for this purpose would be the average of the Class I and Class II butterfat differentials weighted by the proportion of butterfat in producer milk classified in each class. Thus, producer returns for butterfat will reflect the average value of their butterfat in the two classes provided in this order. The producer butterfat differential does not affect a handler's obligation and its sole purpose is to prorate returns among producers to the extent their milk differs from the basic 3.5 percent butterfat test.

Use of equivalent prices. If for any reason a price quotation required by the order for computing class prices or for other purposes is not available in the manner described, the market administrator should use a price quotation or price factor determined by the Secretary to be equivalent to that required. Including such provision in the order will leave no uncertainty with respect to the procedure which shall be followed in the absence of any pricing factors which are customarily used and thereby will prevent any unnecessary interruption in the operation of the order.

(d) *Distribution of proceeds to producers.* The order should contain provisions which describe the means whereby payments made by handlers for milk at class prices are converted to uniform prices to be paid to producers. The provisions should specify also the terms under which such payments must be made.

The order should provide for marketwide pooling of the value of producer milk used by all handlers. Under a marketwide pool, the total money obligation of all handlers in the market is combined to compute a uniform price applicable to all producer milk.

To accomplish this purpose it is necessary that there be an exchange of money among handlers in the market such that each handler is enabled to pay the marketwide uniform price. The transfer of money would be made through a producer-settlement fund, as hereinafter discussed, established by the market administrator. Each handler would pay into the producer-settlement fund any plus difference of the value of his producer milk at class prices over its value at the market uniform price. A handler whose producer milk has a lesser value at the class prices than at the market uniform price would receive payment of the difference from the producer-settlement fund. This arrangement enables each handler to pay the uniform price to producers.

The producer cooperatives proposed marketwide pooling to insure that each producer supplying the market would receive his pro rata share of returns for the Class I and Class II utilization.

Under marketwide pooling, each producer will receive a uniform price for his milk which will reflect the average utilization of all pool plants in the market. Each handler, however, will pay for milk in accordance with his own use at the applicable class prices.

The Southeastern Minnesota-Northern Iowa marketing area is a region of heavy milk production. In several counties of this area over 11,000 pounds of Grade A and non-Grade A milk per capita are sold off farms annually. Since per capita consumption of fluid milk is only about 300 pounds per year, less than 3 percent of the milk in such counties is needed for local fluid sales. Hence, much of the milk in this area must be used for manufacturing purposes.

Because of the limited market for bulk fluid milk in this marketing area, there is intensive competition among milk plants seeking such Class I sales. The compensation received from these Class I sales has not been distributed to the mutual benefit of all producers supplying this market. Under marketwide pooling all producers supplying this market would share in any Class I sales made

by any pool plant regulated by this order.

Producers in a marketwide pool are paid the same uniform price whether they ship to a high or a low Class I utilization handler. Thus, there is less incentive for producers to shift from one handler to another. Accordingly, marketwide pooling will tend to stabilize the number of producers delivering to each plant. This will accommodate the orderly and efficient utilization of milk.

Some handlers have manufacturing facilities and others carry very little reserve milk. A large part of the milk supply for handlers in this market is furnished by cooperative associations. In arranging for delivery of member milk to handlers' plants in quantities the handlers desire, it is necessary also for a cooperative association to arrange for handling the reserve milk either in its own plants or by diverting it to nonpool plants for manufacturing. This handling of reserve milk is a necessary service to this market in insuring an orderly supply at all times. Without marketwide pooling, therefore, the burden of the Class II returns could fall primarily upon members of cooperative associations.

A marketwide pool thus will result in equitable distribution among all producers of the lower returns from reserve milk rather than placing the burden of such milk on individual groups of producers. A marketwide pool will thereby contribute to market stability.

Producer-settlement fund. Inasmuch as all producers will receive payment at the marketwide uniform price each month and because the payment due from each handler at the applicable class prices may be more or less than he is required to pay directly to his producers, a method of balancing these differences is necessary. For this purpose the market administrator shall establish and maintain a producer-settlement fund. A handler whose obligation at class prices according to his utilization is more than he is required to pay his producers, shall pay such difference into the producer-settlement fund. A handler who is required to pay less according to his utilization than he is required to pay his producers shall receive such difference from the producer-settlement fund.

For efficient functioning of the producer-settlement fund a reasonable reserve should be set aside each month to cover such contingencies as the failure of a handler to pay his current month billing promptly or to cover additional payments which may be due a handler by reason of audit adjustments. The reserve would be operated as a revolving fund and be adjusted each month by withholding from the pool computation an amount equal to not less than 4 cents nor more than 5 cents per hundredweight of producer milk. One-half of the reserve so accumulated would be added each month to the pool in computing the uniform price.

If the balance in the producer-settlement fund is insufficient to cover the payments due handlers, the market administrator should uniformly reduce payments per hundredweight to such handlers. The remaining amounts due such handlers should be paid as soon as the balance in the fund is sufficient to meet such payments. Producers in turn should receive full payment from handlers. In order to assure that the balance in the producer-settlement fund is sufficient to cover the payment due handlers, milk received by any handler who has failed to make the required payments for the preceding month would not be included in the computation of the uniform price.

Any payments on partially regulated milk received by the market administrator from any handler would be deposited in the producer-settlement fund. Money thus deposited would be included in the uniform price computation and thereby distributed to all producers on the market.

Payments to producers and cooperative associations. Each handler should pay each producer for milk received from him and for which payment is not made to a cooperative association not less than the uniform price computed under the order adjusted by the butterfat differential. Provision also should be made for a partial payment for milk received during the first half of the month.

Producers in the Southeastern Minnesota-Northern Iowa area historically have received two payments per month. The proposed partial payment adopted herein was supported by producers and handlers voiced no opposition. Payment for producer receipts during the first 15 days of the month would be made on or before the fifth day of the following month at not less than the Class II price for the month preceding the month in which the milk was received.

The date specified in an order on which producers receive final payment is dependent upon four other specified dates. These are: (1) The date on which handlers are required to file their monthly reports; (2) the date on which the uniform price is announced; (3) the date payments are made into the producer-settlement fund; and (4) the date payments are made from the fund. It is found elsewhere in this decision that handlers should file their monthly reports of receipts and utilization by the eighth day of the following month.

Experience has shown that a minimum of 4 days is needed after the filing date for receipt of such reports and for the market administrator to compute the uniform price. Then, 4 additional days are necessary to make payments into and out of the producer-settlement fund. Handlers receiving payments from the producer-settlement fund thus would receive such payments about the 17th or 18th day of the month.

Therefore, the date for handlers to make final payment to cooperatives and producers should be not later than the 18th in the case of cooperatives and the 20th in the case of individual producers. Payments to a cooperative association should be made at least 2 days prior to the date individual producers are paid in order that the cooperative may be able to pay its producer members on the same day other producers are paid. Such payment should be at the uniform price for the month of delivery, less the partial payment and authorized deductions.

Provisions should be made for a cooperative association, if it so desires, to receive payment for member producer milk which is received by a pool plant. Providing for a cooperative to collect for its individual producer members will permit the cooperative association to reblend the proceeds from the sale of such milk, will facilitate the transfer of milk among handlers and aid in the orderly movement of reserve milk to other plants either by transfer or diversion for manufacturing use. Thus, a cooperative association will be assisted in discharging its responsibilities to its members and the market.

The Act provides for the payment by handlers to cooperative associations for milk delivered by their members and permits the reblending of all proceeds from the sale of member milk. Cooperative associations serving this market have contracts with their members which allow the associations to collect payment for member milk. Therefore, each handler, if so requested, should pay cooperative associations the full amount due for producers' milk in lieu of payments to individual producers. The associations, however, should provide for reimbursement of any loss incurred because of an improper claim.

Where a cooperative is the handler for producer member milk delivered from the farm to another handler's plant, such payment should be made at not less than the uniform price adjusted by the butterfat differential. The cooperative in this case is the handler with responsibility only until the milk reaches a pool plant. For other milk which a cooperative may deliver from its pool plant to another handler's plant, payment should be at the class prices according to the classification of milk transferred.

At the time final settlement is made for milk received from producers the handlers should be required to furnish to each producer (or his cooperative association) a supporting statement. This statement should show the pounds and butterfat tests of milk received from such producers, the rate of payment for such milk, and the description of any deduction claimed by the handler.

Interest payments on overdue accounts. Provision is made for the payment of interest at a monthly rate of four-tenths of 1 percent on amounts due to the producer-settlement fund for each month or portion thereof that such obligation is overdue.

Prompt payment of amounts due to the producer-settlement fund is essential to the operation of order provisions. Interest charges should encourage payment of amounts due the producer-settlement fund on or before the specified date. The rate provided herein is reasonable and is the same as that contained in the Minneapolis-St. Paul order.

(e) *Administrative provisions.* Certain other provisions should be included to describe the administrative steps neces-

sary to carry out the proposed regulation.

In addition to the definitions discussed earlier in this decision which define the scope of regulation, certain other terms and definitions are desirable for the purpose of brevity and to assure that each usage of the term implies the same meaning. Such terms as defined in the attached order are common to many other Federal orders.

Market administrator. Provision should be made for the appointment by the Secretary of a market administrator to administer the order and should set forth powers and duties of the market administrator. The powers and duties essential to the proper functioning of the market administrator's office should also be defined.

Records and reports. Provisions should be included in the order requiring handlers to maintain adequate records of their operations and to make the reports necessary to establish the proper classification and pricing of milk and payments due producers for milk. Time limits must be prescribed for filing such reports and for making payments to producers. Dates must be established for the announcement of prices by the market administrator.

In describing payments to producers and cooperative associations it was set forth that the date on which producers are paid is dependent upon four other specified dates. Included among these was the date on which handlers are required to file their monthly reports. In order to make producer payments according to the proposed schedule, handlers' reports should be submitted to the market administrator not later than the eighth day of each month.

The market administrator should announce the uniform price for the previous month's milk on or before the 12th day of each month. The market administrator should also notify handlers of the amount due on milk handled during the month on or before the 12th day after the end of the month to permit sufficient time for handlers to submit payments due to the producer-settlement fund on or before the 14th day of the month. The payroll report of each handler should be submitted to the market administrator on or before the 25th day of the immediately succeeding month. It should include such information as weights, butterfat tests, payments for milk, and authorized deductions.

Handlers should maintain and make available to the market administrator all records and accounts of their operations which are necessary to determine the accuracy of the information reported to the market administrator or any other information upon which the classification of producer milk depends. The market administrator must likewise be permitted to check the accuracy of weights and tests of milk and milk products received and handled and to verify all payments required under the order.

It is necessary that handlers retain records to prove the utilization of the milk received and that proper payments were made therefor. Since the books of all handlers cannot be audited immediately, it is necessary that such records be kept for a reasonable period of time.

The order should provide limitations on the period of time handlers shall be required to retain books and records and on the period of time in which obligations under the order should terminate. The obligations of any handler under the order shall terminate 2 years after the last day of the calendar month during which the market administrator receives the handler's utilization report on the milk involved in such obligation, unless the handler fails or refuses to make available all required books and records or a handler's obligation involves fraud or willful concealment of a fact. The provisions made in this order are identical in principle to those adopted for all milk orders in operation on July 30, 1947, following the Secretary's decision of January 26, 1949 (14 F.R. 444). Official notice of such decision was taken on the record. The reasons for such provisions as are set forth in that decision are similarly applicable to the situation in this market and the provisions should be adopted in this order.

Expense of administration. The Act requires handlers to pay the cost of operating an order through an assessment on milk handled. Each handler operating a pool plant should be required to pay to the market administrator, as his proportionate share of the cost of administering the order, 4 cents, or such lesser amount as the Secretary may prescribe, on all receipts within the month of milk from producers including milk of such handler's own production, any other source milk allocated to Class I (except milk so assessed under another Federal order), and producer milk received from a cooperative association in its capacity as a handler on farm bulk tank milk. Each cooperative association handler pursuant to § 1061.13 (b) and (c) should pay the administrative assessment on producer milk described in § 1061.16 (c) and (d) for which it is the handler.

The 4-cent rate is necessary to assure that the market administrator will have sufficient funds to enable him to administer the order. Any lesser rate at this time might not give this assurance. Provision is made, however, so that the Secretary may reduce the amount of the administrative assessment without the necessity of amending the order. The rate can thus be reduced if experience indicates a lower rate will be sufficient to provide adequate funds for the administration of the order.

The order specifies minimum performance standards which must be met to obtain regulated status. With certain specified exceptions, operators of plants not meeting such standards would, under the provisions proposed in this decision, be required to either make specified payments into the producer-settlement fund on route distribution in the marketing area in excess of offsetting purchases of Federal order Class I milk, or otherwise pay into such fund and/or dairy farmers, an amount not less than the full classified use value of receipts (computed as though such plant were a fully regulated plant).

The market administrator, in administering an order as it applies to the nonpool route distributor, must incur expenses in essentially the same manner as in applying the order to pool handlers. Partial regulation (as prescribed) of such distributor does not, however, provide the same benefits to such handler as accrue to the fully regulated handler; i.e., the privilege of participation in the market pool and assurance of uniform price payments to his dairy farmers. If the nonpool route distributor elects to make a payment on his in-area sales at the difference between the Class I price and the uniform price for the market, the expenses incurred by the market administrator in administering the terms of the order on such handler are nominal and payment of the administrative assessment on his in-area sales reasonably would constitute his pro rata share of administrative expense.

In the situation where such a distributor for any reason actually pays his dairy farmers the full use value for their milk (computed at order prices), such a distributor's operations are more comparable to those of a fully regulated handler. There is reason to believe, however, that in some instances such an assessment might make possible a financial obligation under the order in excess of his total obligation through the alternative of electing to make a payment into the producer-settlement fund. From the financial standpoint such a situation provides little practical alternative to such handler but to pay the required pool payment. In order to give more meaningful effect to the choice of an alternative, the pro rata share of the administrative expense of each order should be the regular assessment rate applied to such milk as is actually disposed of as Class I in the regulated area that exceeds Class I milk received from other regulated plants or other order plants, irrespective of whether the option to pay into the producer-settlement fund is elected by the unregulated distributor.

In the case of unregulated milk which enters the market through a fully regulated plant for Class I use, it is the regulated handler who utilizes the unregulated milk and who must report to the market administrator the receipt and use of such milk as well as on all other milk received and utilized. Also, the receipts and utilization of all milk at his plant are subject to verification by the market administrator. It is concluded, therefore, that the regulated handler should be responsible for payment of the administrative assessment with respect to such unregulated milk.

The order is designed to share the cost of administration equitably among all handlers distributing milk in the proposed marketing area. However, to prevent duplication an assessment should not be made on other source milk on which an assessment was made under another Federal order.

(5) *Marketing service.* Provision should be made in the order for providing mar-

keting services to producers, such as the verification of tests and weights of producer milk and furnishing them with market information. The services should be provided by the market administrator and the cost should be borne by producers for whom the services are rendered. A qualified cooperative association, approved for such activity by the Secretary, may perform such services for its member producers in lieu of such services by the market administrator.

There is need for a marketing service program in connection with the administration of the order in this area. Orderly marketing will be promoted by assuring individual producers that they have obtained accurate weights and tests of their milk. Complete verification requires that butterfat tests and weights of individual producers' deliveries as reported by the handler are proved to be accurate.

An additional phase of this market service program is to furnish producers with current market information. Efficiency in the production, utilization, and marketing of milk will be promoted by providing for the dissemination of current market information on a market-wide basis to all producers.

To enable the market administrator to furnish these marketing services, provision should be made for a maximum deduction of 6 cents per hundredweight with respect to receipts of milk from producers for whom he renders marketing services. This is the same rate as was proposed at the hearing by producers. Such 6 cents per hundredweight deduction should provide the market administrator with sufficient funds to enable him to operate his marketing service program. If later experience indicates that marketing services can be performed at a lesser rate, provision is made in the order whereby the Secretary may adjust the rate downward without the necessity of a hearing. In the event a qualified cooperative association has been determined to be performing such marketing services for its members, handlers would be required to pay to the cooperative associations such deductions as are authorized by its producer members.

Rulings on proposed findings and conclusions. Briefs and proposed findings and conclusions were filed on behalf of certain interested parties. These briefs, proposed findings and conclusions, and the evidence in the record were considered in making the findings and conclusions set forth above. To the extent that the suggested findings and conclusions filed by interested parties are inconsistent with the findings and conclusions set forth herein, the requests to make such findings or to reach such conclusions are denied for the reasons previously stated in this decision.

General findings. (a) The proposed marketing agreement and order 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 agreement and the order 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 proposed marketing agreement and order will regulate the handling of milk in the same manner as, and will be applicable to persons in the respective classes of industrial and commercial activity specified in, a marketing agreement upon which a hearing has been held.

Rulings on Exceptions

In arriving at the findings and conclusions, and the regulatory provisions of this decision, each of the exceptions received was carefully and fully considered in conjunction with the record evidence pertaining thereto. To the extent that the findings and conclusions, and the regulatory provisions of this decision are at variance with any of the exceptions, such exceptions are hereby overruled for the reasons previously stated in this decision.

Oak Grove Dairy requested the opportunity to have oral argument of their exceptions filed. All interested parties, including this petitioner, were provided full opportunity to be heard on any and all matters relating to the issues before the hearing. Following the issuance of the decision of the Deputy Administrator, Regulatory Programs, on December 3, 1968 (33 F.R. 18158) on the matters before the hearing, interested persons were allowed a period until December 26, 1968, to file exceptions. This date for filing was extended to January 20, 1969, at the request of the Oak Grove Dairy. Thus, reasonable opportunity has been afforded this and other interested persons to make known their views with respect to these proceedings. The request for oral argument is, therefore, denied.

Marketing Agreement and Order

Annexed hereto and made a part hereof are two documents entitled, respectively, "Marketing Agreement Regulating the Handling of Milk in the Southeastern Minnesota-Northern Iowa (Dairyland) Marketing Area", and "Order Regulating the Handling of Milk in the Southeastern Minnesota-Northern Iowa (Dairyland) 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 agreement, be published in the Federal Register. The regulatory provisions of said marketing agreement are identical with those contained in the attached order which will be published with this decision.

Referendum Order; Determination of Representative Period; and Designation of Referendum Agent

It is hereby directed that a referendum be conducted among producers to determine whether the issuance of the attached order regulating the handling of milk in the Southeastern Minnesota-Northern Iowa (Dairyland) marketing area, is approved or favored by the producers, as defined under the terms of the proposed order, and who, during the representative period, were engaged in the production of milk for sale within the aforesaid marketing area.

The month of November 1968 is hereby determined to be the representative period for the conduct of such referendum.

Edward T. Coughlin is hereby designated agent of the Secretary to conduct such referendum in accordance with the procedure for the conduct of referenda to determine producer approval of milk marketing orders (30 F.R. 15412).

Such referendum is to be completed on or before the 20th day after the results have been announced of the referendum to determine whether the order, as proposed to be amended, to regulate the handling of milk in the Minneapolis-St. Paul marketing area has been approved by the producers who were engaged in the production of milk for sale within the aforesaid marketing area. This will permit dairy farmers who deliver to a plant that would be regulated under the terms and provisions of the expanded Minneapolis-St. Paul order to vote in the referendum on that order. Should dairy farmers fail to approve the Minneapolis-St. Paul order in the referendum, the plant referred to above would meet the pooling requirements of this order and would be regulated under this order if it is approved by dairy farmers. In such circumstances, the dairy farmers delivering to this plant should be afforded an opportunity to vote in this referendum.

Signed at Washington, D.C., on February 27, 1969.

J. Phil Campbell,
Under Secretary.

Order[1] Regulating the Handling of Milk in the Southeastern Minnesota-Northern Iowa (Dairyland) Marketing Area

Definitions

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1061.2	Secretary.
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1061.4	Person.
1061.5	Cooperative association.
1061.6	Southeastern Minnesota-Northern Iowa (Dairyland) marketing area.
1061.7	Fluid milk product.
1061.8	Route disposition.
1061.9	Distributing plant.
1061.10	Supply plant.
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1061.12	Nonpool plant.
1061.13	Handler.
1061.14	Producer-handler.
1061.15	Producer.
1061.16	Producer milk.
1061.17	Diverted milk.
1061.18	Other source milk.

[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.

MARKET ADMINISTRATOR

Sec.
1061.20 Designation.
1061.21 Powers.
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REPORTS, RECORDS AND FACILITIES

1061.30 Monthly reports of receipts and utilization.
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1061.40 Skim milk and butterfat to be classified.
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MISCELLANEOUS

1061.90 Expense of administration.
1061.91 Marketing services.
1061.92 Adjustment of overdue accounts.
1061.93 Termination of obligations.
1061.94 Agents.
1061.95 Separability of provisions.

EFFECTIVE TIME, SUSPENSION OR TERMINATION

1061.100 Effective time.
1061.101 Suspension or termination.
1061.102 Continuing power and duty of the market administrator.
1061.103 Liquidation after suspension or termination.

AUTHORITY: The provisions of this Part 1061 issued under secs. 1–19, 48 Stat. 31, as amended; 7 U.S.C. 601–674.

FINDINGS AND DETERMINATIONS

(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 a proposed marketing agreement and a proposed order regulating the handling of milk in the Southeastern Minnesota-Northern Iowa (Dairyland) marketing area. Upon the basis of the evidence introduced at such hearing and the record thereof, it is found that:

(1) The said order, 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 are such prices as will reflect the aforesaid factors, insure a sufficient quantity of pure and wholesome milk and be in the public interest;

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

(4) All milk and milk products handled by handlers, as defined in this order, are in the current of interstate commerce or directly burden, obstruct, or affect interstate commerce in milk or its products; and

(5) It is hereby found that the necessary expense of the market administrator for the maintenance and functioning of such agency will require the payment by each handler, as his pro rata share of such expense, 4 cents per hundredweight or such amount not to exceed 4 cents per hundredweight as the Secretary may prescribe, with respect to (a) producer milk (including such handler's own production), (b) other source milk allocated to Class I pursuant to § 1061.46 (a) (4) and (8) and the corresponding steps of § 1061.46 (b), and (c) Class I milk disposed of in the marketing area from partially regulated distributing plants that exceeds the hundredweight of Class I milk received during the month at such plant from pool plants and other order plants.

Order relative to handling. It is therefore ordered, that on and after the effective date hereof, the handling of milk in the Southeastern Minnesota-Northern Iowa (Dairyland) marketing area shall be in conformity to, and in compliance with, the following terms and conditions:

The provisions of §§ 1061.1 to 1061.103, both inclusive, of the proposed order contained in the recommended decision issued by the Deputy Administrator on December 3, 1968 (33 F.R. 18158; F.R. Doc. 68-14609) shall be and are the terms and conditions of this order and are set forth in full herein subject to the following revisions:

Changes are made in §§ 1061.6, 1061.11, 1061.17, 1061.50, and 1061.51.

DEFINITIONS

§ 1061.1 Act.

"Act" means Public Act No. 10, 73d Congress, as amended and as reenacted and amended by the Agricultural Marketing Agreement Act of 1937, as amended.

§ 1061.2 Secretary.

"Secretary" means the Secretary of Agriculture or any officer or employee of the United States who is authorized to exercise the powers and to perform the duties of the Secretary of Agriculture.

§ 1061.3 Department.

"Department" means the U.S. Department of Agriculture or such other Federal agency as may be authorized to perform the price reporting functions of the U.S. Department of Agriculture.

§ 1061.4 Person.

"Person" means any individual, partnership, corporation, association, or other business unit.

§ 1061.5 Cooperative association.

"Cooperative association" means any cooperative marketing association of producers which the Secretary determines, after application by the association:

(a) Is qualified under the provisions of the Act of Congress of February 18, 1922, as amended, known as the "Capper-Volstead Act"; and

(b) Has full authority in the sale of milk of its members and is engaged in making collective sales of or marketing milk or its products for its members.

§ 1061.6 Southeastern Minnesota-Northern Iowa (Dairyland) marketing area.

"Southeastern Minnesota-Northern Iowa (Dairyland) marketing area", hereinafter called the "marketing area" means all the territory within the boundaries of the counties listed below, including all territory within such boundaries occupied by Government (municipal, State, or Federal) reservations, installations, institutions or other similar establishments:

MINNESOTA COUNTIES

Blue Earth.	Mower.
Brown.	Nicollet.
Cottonwood.	Olmsted.
Dodge.	Redwood.
Faribault.	Rice.
Fillmore.	Steele.
Freeborn.	Wabasha.
Goodhue.	Waseca.
Le Sueur.	Watonwan.
Martin.	Winona.

IOWA COUNTIES

Howard.	Winnebago.
Kossuth.	Winneshiek.
Mitchell (except city of Osage).	Worth.

§ 1061.7 Fluid milk product.

"Fluid milk product" means milk, cream, skim milk, buttermilk, unsterilized concentrated milk or skim milk, eggnog and eggnog flavored milk, and mixtures combining milk, skim milk, and/or cream, including the aforesaid products sweet, sour, cultured, or acidified and such products reconstituted from or fortified with milk products. The term includes the aforesaid products to which flavors, sweeteners, stabilizers, emulsifiers, vitamins, minerals, and sim-

ilar ingredients have been added. The term does not include products which are sterilized and disposed of in hermetically sealed metal or glass containers.

§ 1061.8 Route disposition.

"Route disposition" means a delivery from a plant (including delivery from a retail store at such plant and delivery through vendors or distribution points) of any fluid milk product classified as Class I under § 1061.41(a) to a retail or wholesale outlet other than a milk plant. A delivery through a vendor or through a distribution point shall be considered a route disposition of the plant at the location of the wholesale or retail outlet to which delivery is made.

§ 1061.9 Distributing plant.

"Distributing plant" means a plant from which a Grade A fluid milk product that is packaged in such plant is disposed of during the month in the marketing area on routes, either directly or through another plant.

§ 1061.10 Supply plant.

"Supply plant" means a plant from which a Grade A fluid milk product is shipped during the month to another plant.

§ 1061.11 Pool plant.

"Pool plant" means any plant meeting the conditions of paragraph (a) or (b) of this section, except an exempt distributing plant, the plant of a handler exempted pursuant to § 1061.60 or the plant of a producer-handler: *Provided*, That if a portion of a plant is operated separately from the Grade A portion of such plant and is not approved by any health authority for the receiving, processing, or packaging of any fluid milk product for Grade A disposition, it shall not be considered as part of a pool plant pursuant to this section: *And provided further*, That facilities used only as a reload point for transferring bulk milk from one tank truck to another shall not be part of a pool plant pursuant to this section.

(a) A distributing plant from which there is disposed of during the month not less than the percentages set forth in subparagraphs (1) and (2) of this paragraph of the total Grade A fluid milk products received during the month at such plant, including producer milk diverted under § 1061.17(b), but excluding receipts of packaged fluid milk products from other pool distributing plants and receipts from unregulated supply plants and other order plants which are assigned pursuant to § 1061.46(a)(5)(i)(a) and (ii) and the corresponding step of § 1061.46(b):

(1) Not less than 10 percent of such receipts is disposed of from such plant as Class I milk in the marketing area either on routes or moved as packaged fluid milk products to other plants from which it is disposed of in the marketing area on routes. Such disposition is to be exclusive of receipts of packaged fluid milk products from other pool distributing plants; and

(2) Not less than 15 percent during the months February–August and 20 percent during the months September–January such receipts is disposed of as Class I milk either on routes or moved in the form of packaged fluid milk products to other plants. Such disposition is to be exclusive of receipts of packaged fluid milk products from other pool distributing plants.

(b) A supply plant from which not less than 15 percent of its total Grade A milk receipts from dairy farmers during the month is delivered as fluid milk products to pool plants pursuant to paragraph (a) of this section subject to subparagraphs (1), (2) and (3) of this paragraph:

(1) Any plant which qualified pursuant to this paragraph in each of the immediately preceding months of September through November shall be a pool plant for the months of December through August unless written application is filed by the plant operator with the market administrator on or before the first day of any such month requesting the plant be designated a nonpool plant for such month and each subsequent month through August during which it would not otherwise qualify as a pool plant;

(2) In determining the pool plant qualifications of a cooperative association's plant, member producer milk of such association which is delivered directly to plants described in paragraph (a) of this section may be considered for purposes of this paragraph as having been first received at the cooperative's plant; and

(3) During the period from the effective date of this part through August 1969, the monthly percentage shall be not less than 10 percent, except that a plant which would have qualified on the basis of 10 percent shipments to a plant which would have qualified under paragraph (a) of this section during the month of November 1968 shall be a pool plant unless nonpool status is requested in accordance with subparagraph (1) of this paragraph.

§ 1061.12 Nonpool plant.

"Nonpool plant" means any milk receiving, manufacturing, or processing plant other than a pool plant. The following categories of nonpool plants are further defined as follows:

(a) "Other order plant" means a plant that is fully subject to the pricing and pooling provisions of another order issued pursuant to the Act.

(b) "Producer-handler plant" means a plant operated by a producer-handler as defined in any order (including this part) issued pursuant to the Act.

(c) "Partially regulated distributing plant" means a nonpool plant that is not an other order plant, a producer-handler plant or an exempt governmental plant and from which fluid milk products eligible for sale as Grade A in consumer-type packages or dispenser units are distributed on routes in the marketing area during the month.

(d) "Unregulated supply plant" means a nonpool plant that is not an other order plant, a producer-handler plant or an exempt governmental plant and from which a Grade A fluid milk product is shipped during the month to a pool plant.

(e) "Exempt governmental plant" means a distributing or supply plant operated by a governmental agency.

§ 1061.13 Handler.

"Handler" means:

(a) Any person in his capacity as the operator of a pool plant(s);

(b) Any cooperative association with respect to producer milk which it causes to be diverted for its account from a pool plant of another handler to a nonpool plant;

(c) Any cooperative association with respect to milk of its producers which is received from the farm for delivery to the pool plant of another handler in a tank truck owned and operated by or under contract to such cooperative association;

(d) Any person in his capacity as the operator of a partially regulated distributing plant;

(e) Any person in his capacity as the operator of an other order plant from which during the month fluid milk products are either distributed on routes in the marketing area or shipped to a pool plant; or

(f) A producer-handler.

§ 1061.14 Producer-handler.

"Producer-handler" means any person who operates a dairy farm and a distributing plant from which Class I milk of his own production is distributed on routes in the marketing area, and who receives no milk or fluid milk products from the farms of other dairy farmers nor from any other source, except receipts by plant transfer from pool plants and who receives no nonfluid milk products from any source for use in reconstituted fluid milk products: *Provided*, That such person provides proof satisfactory to the market administrator that the care and management of all dairy animals and other resources necessary to produce the entire volume of fluid milk and milk products handled (excluding receipts from pool plants) and the operation of the processing and packaging business are wholly the personal enterprise and risk of such person.

§ 1061.15 Producer.

"Producer" means any person, other than a producer-handler as defined in any order (including this part) issued pursuant to the Act, who produces milk in compliance with the Grade A inspection requirements of a duly constituted health authority which milk is received as producer milk at a pool plant, or diverted pursuant to § 1061.17 from a pool plant to a nonpool plant.

§ 1061.16 Producer milk.

"Producer milk" means the skim milk and butterfat in Grade A milk:

(a) Received at a pool plant directly from a dairy farmer, except that milk received by diversion from other order plants which is assigned pursuant to § 1061.46(a)(5)(ii) and the corresponding step of § 1061.46(b);

(b) Received at a pool plant from a cooperative association handler pursuant to § 1061.13(c);

(c) Received by a cooperative association handler pursuant to § 1061.13(c) from producers in excess of the quantity delivered to pool plants; and

(d) Subject to the provisions of § 1061.17, diverted from a pool plant to a nonpool plant that is not an other order plant, or to a nonpool plant that is an other order plant if diverted as Class II milk and such milk is not producer milk under such other order.

§ 1061.17 Diverted milk.

"Diverted milk" means, for any month, milk produced by a dairy farmer which a pool plant handler or a handler pursuant to §1061.13(b) caused to be moved from the farm to a nonpool plant (subject to the conditions set forth in § 1061.16(d)) if such milk is claimed as producer milk and the conditions of paragraphs (a) or (b) and (c) of this section have been met.

(a) During the months of February through August a cooperative association handler pursuant to § 1061.13(b) may divert for its account, without limit on the remaining days, the milk of any member who was a producer during the previous month or whose milk is delivered to a pool plant on at least 1 day during the current month. During the months of September through January such handler may divert as producer milk the milk of any member producer whose milk is delivered to a pool plant described in § 1061.11(a) on at least 1 day during the month except that the aggregate quantity of producer milk diverted by such handler shall not exceed the quantity of milk delivered during that month by all its member producers to pool plants described in § 1061.11(a).

(b) During February through August a handler in his capacity as the operator of a pool plant may divert for his account without limit on the remaining days the milk of any dairy farmer who was a producer during the previous month or whose milk is received at his pool plant on at least 1 day during the current month. During the months of September through January such handler may divert as producer milk the milk of any producer whose milk is received at his pool plant on at least 1 day during the month except that the aggregate quantity of producer milk diverted by such handler shall not exceed the quantity of milk received during the month at his pool plant from all producers except the member producers of a cooperative which diverted milk during the month pursuant to paragraph (a) of this section.

(c) If milk receipts from dairy farmers are diverted in excess of the quantities allowed pursuant to paragraphs (a) and (b) of this section the diverting handler shall specify the dairy farmers whose milk was overdiverted. If the diverting handler does not specify the dairy farmers whose milk was overdiverted, only the milk of dairy farmers which is received at a pool plant during the month shall be producer milk for such month.

§ 1061.18 Other source milk.

"Other source milk" means all skim milk and butterfat in:

(a) Fluid milk products from any source other than:

(1) Producer milk;

(2) Fluid milk products received from pool plants; or

(3) Fluid milk products in inventory on hand at the beginning of the month; and

(b) Products other than fluid milk products from any source (including those produced at the plant) which are reprocessed, converted into, or combined with another product in the plant during the month.

MARKET ADMINISTRATOR

§ 1061.20 Designation.

The agency for the administration of this part shall be a market administrator who shall be a person selected by the Secretary. Such person shall be entitled to such compensation as may be determined by, and shall be subject to removal at the discretion of the Secretary.

§ 1061.21 Powers.

The market administrator shall:

(a) Administer the terms and provisions of this part;

(b) Receive, investigate, and report to the Secretary complaints of violations of the terms and provisions of this part;

(c) Recommend to the Secretary amendments to this part; and

(d) Make rules and regulations to effectuate the terms and provisions of this part.

§ 1061.22 Duties.

The market administrator shall perform all duties necessary to administer the terms and provisions of this part, including but not limited to, the following:

(a) Within 45 days following the date upon which he enters upon his duties, execute and deliver to the Secretary a bond conditioned upon the faithful performance of his duties, in an amount and with surety thereon satisfactory to the Secretary;

(b) Pay, out of the funds provided by § 1061.90, the cost of his bond, his own compensation, and all other expenses necessarily incurred in the maintenance and functioning of his office, except as provided by § 1061.91;

(c) Keep such books and records as will clearly reflect the transactions provided for in this part and surrender the same to his successor or to such other person as the Secretary may designate;

(d) Submit his books and records to examination by the Secretary and furnish such information and reports as may be requested by the Secretary;

(e) Publicly disclose to handlers and producers, unless otherwise directed by the Secretary, the name of any person who, within 10 days after the date upon which he is required to perform such acts, has not made reports pursuant to §§ 1061.30 and 1061.31 or has not made payments pursuant to §§ 1061.80, 1061.83, and 1061.85;

(f) Verify each handler's reports and payments by inspection of such handler's records and the records of any person upon whose utilization the classification of skim milk or butterfat for such handler depends;

(g) Prepare and disseminate to the public such statistics and information concerning the operations under this order as he deems advisable and as do not reveal confidential information;

(h) On or before the fifth day of each month, mail to all handlers and make public announcement of the Class I price computed pursuant to § 1061.51(a), and the butterfat differential computed pursuant to § 1061.52(a) for the current month, and the Class II price computed pursuant to § 1061.51(b) and the butterfat differential computed pursuant to § 1061.52(b) for the preceding month;

(i) On or before the 12th day after the end of each month, announce the uniform price computed pursuant to § 1061.71 and notify each handler of his obligations to the producer-settlement fund;

(j) Whenever required for the purpose of allocating receipts from other order plants pursuant to § 1061.46(a)(9) and the corresponding step of § 1061.46(b), the market administrator shall estimate and publicly announce the utilization (to the nearest percentage) in each class during the month of skim milk and butterfat, respectively, in producer milk of all handlers. Such estimate shall be based upon the most current available data and shall be final for such purpose;

(k) Report to the market administrator of the other order, as soon as possible after the report of receipts and utilization for the month is received from a handler who has received fluid milk products from an other order plant, the classification to which such receipts are allocated pursuant to § 1061.46 pursuant to such report and thereafter any change in such allocation required to correct errors disclosed in verification of such report; and

(l) Furnish to each handler operating a pool plant who has shipped fluid milk products to an other order plant, the classification to which the skim milk and butterfat in such fluid milk products were allocated by the market administrator of the other order on the basis of the report of the receiving handler and as necessary, any changes in such classification arising in the verification of such report.

REPORTS, RECORDS, AND FACILITIES

§ 1061.30 Monthly reports of receipts and utilization.

On or before the eighth day after the end of each month each handler who operates a pool plant shall report to the market administrator in the detail and on forms prescribed by the market administrator for each of his pool plants as follows:

(a) The quantities of skim milk and butterfat contained in or represented by:

(1) Milk received from producers including milk received from farms and diverted pursuant to § 1061.17 for such handler's account;

(2) Producer milk received from handlers pursuant to § 1061.13(c);

(3) Fluid milk products received from other pool plants;

(4) Other source milk; and

(5) Inventories of fluid milk products at the beginning and end of the month, showing separately the quantities in bulk and in packages;

(b) The utilization of all skim milk and butterfat required to be reported pursuant to this section, including a separate statement showing the respective amounts of skim milk and butterfat disposed of as Class I milk inside and outside the marketing area on routes; and

(c) Such other information with respect to the receipts and utilization of skim milk and butterfat as the market administrator may prescribe.

§ 1061.31 Other reports.

(a) Each producer-handler and each handler who operates an other order plant shall report the receipts and disposition of skim milk and butterfat at such plant at such time and in such manner as the market administrator may require.

(b) Each handler pursuant to § 1061.13 (b) and (c) shall report to the market administrator on or before the eighth day after the end of the month in detail and on forms prescribed by the market administrator, the total quantity of skim milk and butterfat in milk received by such handler from all producer member farms for which it is the handler pursuant to § 1061.13 (b) and (c); and

(1) For milk for which it is the handler pursuant to § 1061.13(b), report the quantities of skim milk and butterfat in milk diverted for its account during the month from each pool plant and the utilization of such skim milk and butterfat; and

(2) For milk for which it is the handler pursuant to § 1061.13 (c), report the quantities of skim milk and butterfat in milk delivered to each pool plant during the month.

(c) Each handler operating a partially regulated distributing plant shall report for each such plant the information required of pool plant operators pursuant to § 1061.30 substituting receipts from dairy farmers for producer milk.

(d) Each handler receiving milk from producers' farms shall report to the market administrator in detail and on forms prescribed by the market administrator on or before the 25th day after the end of the month his producer payroll for such month which shall show for each producer:

(1) His identity;

(2) The quantity of milk received from such producer and the number of days on which milk was received from such producer;

(3) The average butterfat content of such milk; and

(4) The net amount of such handler's payment together with the price paid and the amount and nature of any deductions.

§ 1061.32 Records and facilities.

Each handler shall maintain and make available to the market administrator, or his representative, during the usual hours of business, such accounts and records of his operations, together with such facilities as are necessary to enable the market administrator to verify or establish the correct data with respect to:

(a) The receipts and utilization of all skim milk and butterfat handled in any form during the month;

(b) The weights and tests for butterfat and other content of all milk and milk products handled during the month;

(c) The pounds of skim milk and butterfat contained in or represented by all milk products in inventory at the beginning and end of each month;

(d) Payments to dairy farmers and cooperative associations, including the nature of any deductions and the disbursement of money so deducted; and

(e) Whether or not a person claiming producer-handler status meets the criteria set forth in § 1061.14.

§ 1061.33 Retention of records.

All books and records required under this part to be made available to the market administrator shall be retained by the handler for a period of 3 years to begin at the end of the month to which such books and records pertain: *Provided*, That if within such 3-year period the market administrator notifies the handler in writing that the retention of such books and records, or of specified books and records, is necessary in connection with a proceeding under section 8(c)(15)(A) of the Act or a court action specified in such notice, the handler shall retain such books and records or specified books and records until further written notification from the market administrator. In either case the market administrator shall give further written notification to the handler promptly upon the termination of the litigation or when the records are no longer necessary in connection therewith.

CLASSIFICATION OF MILK

§ 1061.40 Skim milk and butterfat to be classified.

(a) The skim milk and butterfat which are required to be reported pursuant to §§ 1061.30 and 1061.31 shall be classified each month by the market administrator pursuant to the provisions of §§ 1061.41 through 1061.46; and

(b) If any water contained in the milk from which a product is made is removed before the product is utilized or disposed of by the handler, the pounds of skim milk utilized or disposed of in such product shall be considered to be a quantity equivalent to the nonfat milk solids contained in such product plus all the water originally associated with such solids.

§ 1061.41 Classes of utilization.

Subject to the conditions set forth in §§ 1061.42 through 1061.46, inclusive, the classes of utilization shall be as follows:

(a) *Class I milk.* Class I milk shall be all skim milk and butterfat:

(1) Disposed of as a fluid milk product except as provided in subparagraphs (2), (3), and (4) of paragraph (b);

(2) In inventory of fluid milk products in packaged form on hand at the end of the month; and

(3) Not accounted for as Class II milk;

(b) *Class II milk.* Class II milk shall be all skim milk and butterfat:

(1) Used to produce butter, butteroil, anhydrous milkfat, plain or sweetened condensed milk or skim milk, and condensed buttermilk; nonfat dry milk, dry whole milk, dried buttermilk, dried whey, and blends of dried milk products including dry ice cream mix; cheese and cheese foods; ice cream, ice milk and frozen desserts including mixes for freezing; sterile products in hermetically sealed metal or glass containers;

(2) Represented by the nonfat milk solids added to a fluid milk product which is in excess of the weight of an equivalent volume of the fluid milk product prior to such addition;

(3) Disposed of in bulk in the form of a fluid milk product to any commercial food processing establishment where food products are prepared only for consumption off the premises;

(4) Dumped or disposed of for animal feed;

(5) In inventory of bulk fluid milk products on hand at the end of the month;

(6) In shrinkage of the skim milk and butterfat, respectively, assigned pursuant to § 1061.42(a) but not in excess of:

(i) Two percent of producer milk described in § 1061.16(a) and producer milk diverted pursuant to § 1061.17(b) by a pool plant operator;

(ii) Plus 1.5 percent of milk received in bulk tank lots from other pool plants;

(iii) Plus 1.5 percent of producer milk described in § 1061.16(b) except that if the handler operating the pool plant files notice with the market administrator that he is purchasing such milk on the basis of farm weights, the applicable percentage shall be 2 percent;

(iv) Plus 1.5 percent of milk received in bulk tank lots from other order plants exclusive of the quantity for which Class II use was requested by the operators of both plants;

(v) Plus 1.5 percent of milk in bulk tank lots from unregulated supply plants exclusive of the quantity for which Class II utilization was requested by the handler;

(vi) Less 1.5 percent of milk in bulk tank lots transferred from pool plants to other plants; and

(vii) Less 1.5 percent of producer milk diverted pursuant to § 1061.17(b) except that if the operator of the plant to which the milk is diverted accounts for such milk on the basis of farm weights, the

applicable percentage shall be 2 percent;

(7) In shrinkage of skim milk and butterfat allocated pursuant to § 1061.42 (b); and

(8) In shrinkage of skim milk and butterfat, respectively, resulting from milk for which the cooperative association is the handler pursuant to § 1061.13 (b) and (c) not being delivered to nonpool plants and pool plants, but not in excess of one-half percent of the quantity received by the cooperative association from producers as determined by farm weights exclusive of the quantity for which farm weights are used as the basis of receipt at the plant to which delivered.

§ 1061.42 Shrinkage.

The market administrator shall prorate shrinkage of skim milk and butterfat, respectively, in producer milk and in other source milk at each pool plant between the following:

(a) The net quantity of producer milk and other fluid products specified in § 1061.41(b)(6); and

(b) Other source milk exclusive of that specified in § 1061.41(b)(6).

§ 1061.43 Responsibility of handlers and reclassification of milk.

(a) All skim milk and butterfat shall be classified as Class I unless the handler who first receives such skim milk and butterfat proves to the market administrator that such skim milk or butterfat should be classified otherwise, however as to milk delivered to a pool plant by a cooperative association handler pursuant to § 1061.13(c), said pool plant operator shall have the burden of proving the classification of such skim milk and butterfat defined in § 1061.16 (b) and the cooperative association handler shall have the burden of proving the classification of the skim milk and butterfat defined in § 1061.16(c).

(b) Milk received by a handler operating a pool plant from a cooperative association handler pursuant to § 1061.13 (c), shall be classified according to use or disposition at the receiving plant and the value thereof at class prices shall be included in the receiving handler's net pool obligation pursuant to § 1061.70; and

(c) Any skim milk or butterfat shall be reclassified if verification by the market administrator discloses that the original classification was incorrect.

§ 1061.44 Transfers.

Skim milk or butterfat transferred in the form of a fluid milk product from a pool plant to another plant or diverted in such form to a nonpool plant shall be classified:

(a) At the utilization indicated by the operators of both plants, otherwise as Class I milk, if transferred from a pool plant to the pool plant of another handler, subject in either event to the following conditions:

(1) The skim milk or butterfat so assigned to either class shall be limited to the amount thereof remaining in such class in the transferee plant after computations pursuant to § 1061.46(a)(9) and the corresponding step of (b);

(2) If the transferor plant received during the month other source milk to be allocated pursuant to § 1061.46(a)(4) and the corresponding step of (b), the skim milk and butterfat so transferred shall be classified so as to allocate the least possible Class I utilization to such other source milk; and

(3) If the transferor handler received during the month other source milk to be allocated pursuant to § 1061.46(a) (8) or (9) and the corresponding steps of § 1061.46(b), the skim milk and butterfat so transferred up to the total of such receipts shall not be classified as Class I milk to a greater extent than would be applicable to a like quantity of such other source milk received at the transferee plant;

(b) As Class I milk, if transferred from a pool plant to a producer-handler;

(c) As Class I milk if transferred from a pool plant in packaged form to a nonpool plant that is not an other order plant;

(d) As Class I milk if transferred or diverted in bulk to a nonpool plant that is not an other order plant, a producer-handler plant or an exempt governmental plant unless the requirements of subparagraphs (1) and (2) of this paragraph are met, in which case the skim milk and butterfat so transferred or diverted shall be classified in accordance with the assignment resulting from subparagraph (3) of this paragraph:

(1) The transferring or diverting handler claims classification in Class II in his report submitted pursuant to § 1061.30 or § 1061.31;

(2) The operator of such nonpool plant maintains books and records showing the utilization of all skim milk and butterfat received at such plant which are made available if requested by the market administrator for the purpose of verification;

(3) The skim milk and butterfat so transferred or diverted shall be classified on the basis of the following assignment of utilization at such nonpool plant in excess of receipts of packaged fluid milk products from all pool plants and other order plants:

(i) Any Class I utilization disposed of on routes in the marketing area shall be first assigned to the skim milk and butterfat in the fluid products received from pool plants, next pro rata to receipts from other order plants and thereafter to receipts from dairy farmers who the market administrator determines constitute regular sources of supply of Grade A milk for such nonpool plant;

(ii) Any Class I utilization disposed of on routes in the marketing area of an other order issued pursuant to the Act shall be first assigned to receipts from plants fully regulated by such order, next pro rata to receipts from pool plants and other order plants not regulated by such order, and thereafter to receipts from dairy farmers who the market administrator determines constitute regular sources of supply for such nonpool plant;

(iii) Class I utilization in excess of that assigned pursuant to subdivision (i) and (ii) of this subparagraph shall be assigned first to remaining receipts from dairy farmers who the market administrator determines constitute the regular source of supply for such nonpool plant and Class I utilization in excess of such receipts shall be assigned pro rata to unassigned receipts at such nonpool plant from all pool and other order plants; and

(iv) To the extent that Class I utilization is not so assigned to it, the skim milk and butterfat so transferred or diverted shall be classified as Class II milk;

(e) As follows, if transferred or diverted to an other order plant in excess of receipts from such plant in the same category as described in subparagraph (1), (2), or (3) of this paragraph:

(1) If transferred in packaged form, classification shall be in the classes to which allocated under the other order;

(2) If transferred or diverted in bulk form, classification shall be in the classes to which allocated under the other order (including allocation under the conditions set forth in subparagraph (3) of this paragraph);

(3) If both the transferor and transferee handlers so request in the reports of receipts and utilization filed with their respective market administrators, transfers or diversions in bulk form shall be classified as Class II to the extent of the Class II utilization (or comparable utilization under such other order) available for such assignment pursuant to the allocation provisions of the transferee order;

(4) If information concerning the classification to which allocated under the other order is not available to the market administrator for purposes of establishing classification pursuant to this paragraph, classification shall be as Class I, subject to adjustment when such information is available;

(5) For purposes of this paragraph, if the transferee order provides for more than two classes of utilization, milk allocated to a class consisting primarily of fluid products shall be classified as Class I, and milk allocated to other classes shall be classified as Class II; and

(6) If the form in which any fluid milk product is transferred to an other order plant is not defined as a fluid milk product under such other order, classification shall be in accordance with the provisions of § 1061.41; and

(f) As Class I milk, if transferred or diverted to an exempt governmental plant.

§ 1061.45 Computation of skim milk and butterfat in each class.

For each month the market administrator shall correct mathematical and other obvious errors in the reports submitted pursuant to §§ 1061.30 and 1061.31 by each handler and compute the total pounds of skim milk and butterfat in each class for each handler as follows:

(a) The market administrator shall combine the receipts and utilization in each of the respective classes at all pool plants of a handler including diversions from such pool plants by the handler and shall allocate such combined utilization pursuant to § 1061.46 and shall compute the obligation of such handler pursuant to § 1061.70 based on the combined utilization; and

(b) The market administrator shall allocate pursuant to § 1061.46 and compute the obligation pursuant to § 1061.70 of a cooperative association on producer milk pursuant to § 1061.16 (c) and (d) for which it is the handler pursuant to § 1061.13 (b) and (c) separately from the operations of any pool plant operated by such cooperative association.

§ 1061.46 Allocation of skim milk and butterfat classified.

After making the computations pursuant to § 1061.45, the market administrator shall determine the classification of producer milk for each handler as follows:

(a) Skim milk shall be allocated in the following manner:

(1) Subtract from the total pounds of skim milk in Class II the pounds of skim milk classified as Class II pursuant to § 1061.41(b)(6);

(2) Subtract from the pounds of skim milk in each class the pounds of skim milk in fluid milk products received in packaged form from other order plants as follows:

(i) From Class II milk, the lesser of the pounds remaining or 2 percent of such receipts; and

(ii) From Class I milk, the remainder of such receipts;

(3) Except for the first month this order is effective, subtract from the remaining pounds of skim milk in Class I, the pounds of skim milk in inventory of packaged fluid milk products on hand at the beginning of the month;

(4) Subtract in the order specified below from the pounds of skim milk remaining in each class, in series beginning with Class II, the pounds of skim milk in each of the following:

(i) Other source milk in a form other than that of a fluid milk product;

(ii) Receipts of fluid milk products for which Grade A certification is not established, or which are from unidentified sources;

(iii) Receipts of fluid milk products from a producer-handler, as defined under this or any other Federal order; and

(iv) Receipts of fluid milk products from an exempt governmental plant;

(5) Subtract, in the order specified below, from the pounds of skim milk remaining in Class II, but not in excess of such quantity:

(i) The pounds of skim milk in receipts of fluid milk products from an unregulated supply plant;

(*a*) For which the handler requests Class II utilization; or

(*b*) The pounds of skim milk in receipts which are in excess of the pounds of skim milk determined by subtracting from 125 percent of the pounds of skim milk remaining in Class I milk the sum of the pounds of skim milk in producer milk, receipts of fluid milk products from pool plants of other handlers, and receipts of fluid milk products in bulk from other order plants; and

(ii) The pounds of skim milk in receipts of fluid milk products in bulk from an other order plant in excess of similar transfers to such plant, if Class II utilization was requested by the operator of such plant and the transferee handler;

(6) Subtract from the pounds of skim milk remaining in each class, in series beginning with Class II, the pounds of skim milk in inventory of bulk fluid milk products (and for the first month this order is effective, in packaged fluid milk products) on hand at the beginning of the month;

(7) Add to the remaining pounds of skim milk in Class II milk the pounds subtracted pursuant to subparagraph (1) of this paragraph;

(8) Subtract from the pounds of skim milk remaining in each class, pro rata to such quantities, the pounds of skim milk in receipts of fluid milk products from unregulated supply plants which were not subtracted pursuant to subparagraph (5)(i) of this paragraph;

(9) Subtract from the pounds of skim milk remaining in each class, in the following order, the pounds of skim milk in receipts of fluid milk products in bulk from other order plant(s), in excess in each case of similar transfers to the same plant, which were not subtracted pursuant to subparagraph (5)(ii) of this paragraph;

(i) In series beginning with Class II, the pounds determined by multiplying the pounds of such receipts by the larger of the percentage of estimated Class II utilization of skim milk announced for the month by the market administrator pursuant to § 1061.22(i) or the percentage that Class II utilization remaining is of the total remaining utilization of skim milk of the handler; and

(ii) From Class I milk, the remaining pounds of such receipts;

(10) Subtract from the pounds of skim milk remaining in each class the pounds of skim milk received in fluid milk products from pool plants of other handlers according to the classification assigned pursuant to § 1061.44(a); and

(11) If the pounds of skim milk remaining in both classes exceed the pounds of skim milk in producer milk, subtract such excess from the pounds of skim milk remaining in each class in series beginning with Class II. Any amount so subtracted shall be known as "overage";

(b) Butterfat shall be allocated in accordance with the procedure outlined for skim milk in paragraph (a) of this section;

(c) Combine the amounts of skim milk and butterfat determined pursuant to paragraphs (a) and (b) of this section into one total for each class and determine the weighted average butterfat content of producer milk in each class.

MINIMUM PRICES

§ 1061.50 Basic formula price.

The basic formula price shall be the average price per hundredweight for manufacturing grade milk, f.o.b. plants in Wisconsin and Minnesota, as reported by the U.S. Department of Agriculture for the month. Such price shall be adjusted to a 3.5 percent butterfat basis by a butterfat differential (rounded to the nearest one-tenth cent) computed at 0.12 times the simple average of the daily wholesale selling prices (using the midpoint of any price range as one price) of Grade A (92-score) bulk creamery butter per pound at Chicago, as reported by the U.S. Department of Agriculture for the month. The basic formula price shall be rounded to the nearest full cent. For the purpose of computing Class I prices, the basic formula price shall be not less than $4.33.

§ 1061.51 Class prices.

Subject to the provisions of § 1061.52, the class prices per hundredweight for the month shall be as follows:

(a) *Class I milk price.* The Class I milk price shall be the basic formula price for the preceding month plus $0.86 for the first 18 months from the effective date of this order, and plus an additional 20 cents.

(b) *Class II milk price.* The Class II milk price shall be the basic formula price for the month.

§ 1061.52 Butterfat differentials to handlers.

For milk containing more or less than 3.5 percent butterfat, the class prices for the month pursuant to § 1061.51 shall be increased or decreased, respectively, for each one-tenth percent butterfat at a rate, rounded to the nearest one-tenth cent, determined as follows:

(a) *Class I price.* Multiply the simple average of the daily wholesale selling prices (using the midpoint of any price range as one price) of Grade A (92-score) bulk creamery butter per pound at Chicago, as reported by the U.S. Department of Agriculture for the preceding month by 0.12.

(b) *Class II price.* Multiply the simple average of the daily wholesale selling prices per pound (using the midpoint of any price range as one price) of Grade AA (93-score) butter at New York, as reported by the U.S. Department of Agriculture for the month by 0.115.

§ 1061.53 Equivalent prices.

If for any reason a price quotation or other pricing factor required by this order for computing class prices or for other purposes is not available in the manner described, the market administrator shall use a price quotation or price factor determined by the Secretary to be equivalent to that required.

APPLICATION OF PROVISIONS

§ 1061.60 Plants subject to other Federal orders.

The provisions of this order shall not apply with respect to the plant of a han-

dler that is fully subject to the pricing and pooling provisions of another order issued pursuant to the Act, unless such plant is qualified as a pool plant pursuant to § 1061.11 and a greater volume of fluid milk products is disposed of from such plant in this marketing area on routes and to pool plants qualified on the basis of route distribution in this marketing area than is so disposed of in the marketing area regulated pursuant to such other order.

§ 1061.61 Obligations of handler operating a partially regulated distributing plant.

Each handler who operates a partially regulated distributing plant shall pay to the market administrator for the producer-settlement fund on or before the 25th day after the end of the month either of the amounts (at the handler's election) calculated pursuant to paragraph (a) or (b) of this section. If the handler fails to report pursuant to § 1061.31(c) the information necessary to compute the amount specified in paragraph (a) of this section, he shall pay the amount computed pursuant to paragraph (b) of this section:

(a) An amount computed as follows:

(1) (i) The obligation that would have been computed pursuant to § 1061.70 at such plant shall be determined as though such plant were a pool plant. For purposes of such computation, receipts at such nonpool plant from a pool plant or an other order plant shall be assigned to the utilization at which classified at the pool plant or other order plant and transfers from such nonpool plant to a pool plant or an other order plant shall be classified as Class II milk if allocated to such class at the pool plant or other order plant and be valued at the uniform price of the respective order if so allocated to Class I milk. There shall be included in the obligation so computed a charge in the amount specified in § 1061.70(f) and a credit in the amount specified in § 1061.83(b)(2) with respect to receipts from an unregulated supply plant, unless an obligation with respect to such plant is computed as specified below in this subparagraph.

(ii) If the operator of the partially regulated distributing plant so requests, and provides with his report pursuant to § 1061.31(c) a similar report with respect to the operations of any other nonpool plant which serves as a supply plant for such partially regulated distributing plant by shipments to such plant during the month equivalent to the requirements of § 1061.11(b), with agreement of the operator of such plant that the market administrator may examine the books and records of such plant for purposes of verification of such reports, there will be added the amount of the obligation computed at such nonpool supply plant in the same manner and subject to the same conditions as for the partially regulated distributing plant;

(2) From this obligation there will be deducted the sum of:

(i) The gross payments made by such handler for Grade A milk received during the month from dairy farmers at such plant and like payments made by the operator of a supply plant(s) included in the computations pursuant to subparagraph (1) of this paragraph; and

(ii) Any payments to the producer-settlement fund of another order under which such plant is also a partially regulated distributing plant.

(b) An amount computed as follows:

(1) Determine the respective amounts of skim milk and butterfat disposed of as Class I milk on routes (other than to pool plants) in the marketing area;

(2) Deduct (except that deducted under a similar provision of another order issued pursuant to the Act) the respective amounts of skim milk and butterfat received as Class I milk at the partially regulated distributing plant from pool plants and other order plants;

(3) Combine the amounts of skim milk and butterfat remaining into one total and determine the weighted average butterfat content; and,

(4) From the value of such milk at the Class I price, subtract its value at the uniform price pursuant to § 1061.71.

DETERMINATION OF UNIFORM PRICES TO PRODUCERS

§ 1061.70 Computation of the net pool obligation of each handler.

The net pool obligation of each handler pursuant to § 1061.13(a) and of each cooperative association handler with respect to its producer milk pursuant to § 1061.16 (c) and (d), shall be a sum of money computed for each month by the market administrator as follows:

(a) Multiply the quantity of producer milk in each class as computed pursuant to § 1061.46(c) by the respective class prices;

(b) Add the amount obtained from multiplying the pounds of overage deducted from each class pursuant to § 1061.46(a)(11) and the corresponding step of § 1061.46(b) by the respective class prices;

(c) Add an amount equal to the difference between the value at the Class II price for the preceding month and the value at the Class I price for the current month with respect to skim milk and butterfat subtracted from Class I pursuant to § 1061.46(a)(6) and the corresponding step of § 1061.46(b);

(d) Add (or subtract, pursuant to the proviso of this paragraph) an amount equal to the difference between the value at the Class I price of the preceding month and the value at the Class I price of the current month with respect to skim milk and butterfat subtracted from Class I pursuant to § 1061.46(a)(3) and the corresponding step of § 1061.46(b): *Provided*, That if the value at the Class I price for the current month is less than the value at the Class I price for the preceding month, the result shall be a minus amount;

(e) Add an amount equal to the difference between the value at the Class I price and the value at the Class II price, with respect to skim milk and butterfat from other source milk subtracted from Class I pursuant to § 1061.46(a)(4) and the corresponding step of § 1061.46(b); and

(f) Add an amount equal to the value at the Class I price with respect to skim milk and butterfat subtracted from Class I pursuant to § 1061.46(a)(8) and the corresponding step of § 1061.46(b).

§ 1061.71 Computation of uniform price.

For each month the market administrator shall compute a uniform price as follows:

(a) Combine into one total the values computed pursuant to § 1061.70 for all handlers who filed reports pursuant to §§ 1061.30 and 1061.31(b) for the month and who made the payments pursuant to §§ 1061.80 and 1061.83 for the preceding month;

(b) Subtract, if the average butterfat content of the milk specified in paragraph (d) of this section is more than 3.5 percent or add, if such butterfat content is less than 3.5 percent, an amount computed by multiplying the amount by which the average butterfat content of such milk varies from 3.5 percent by the butterfat differential computed pursuant to § 1061.81 and multiplying the result by the total hundredweight of such milk;

(c) Add an amount equal to not less than one-half of the unobligated balance in the producer-settlement fund;

(d) Divide the resulting amount by the sum of the following for all handlers included in these computations;

(1) The total hundredweight of producer milk; and

(2) The total hundredweight for which a value is computed pursuant to § 1061.70(f); and

(e) Subtract not less than four cents nor more than five cents per hundredweight. The result shall be the "uniform price" for milk received from producers.

PAYMENTS FOR MILK

§ 1061.80 Time and method of payment.

Each handler shall make payment for milk received from producers or cooperative associations as follows:

(a) To each producer for whom payment is not made pursuant to paragraph (b) and (c) of this section:

(1) On or before the 20th day of the following month not less than the uniform price, adjusted by the butterfat differential computed pursuant to § 1061.81 and less the following amounts:

(i) The payments made pursuant to subparagraph (2) of this paragraph;

(ii) Marketing service deductions pursuant to § 1061.91; and

(iii) Any proper deductions authorized by the producer: *Provided*, That if by such date such handler has not received full payment from the market administrator pursuant to § 1061.84 for such month, he may reduce pro rata his payments to producers by not more than the amount of such underpayment. Payments to producers shall be completed thereafter not later than the date for making payments pursuant to this paragraph next following after the receipt of

the balance due from the market administrator;

(2) A partial payment on or before the fifth day of the following month to each producer who had not discontinued shipping milk to such handler at not less than the Class II price for the preceding month for producer milk received during the first 15 days of the month (without deduction for hauling);

(b) Payments required in paragraph (a) of this section shall be made on or before the second day prior to the dates set forth in paragraph (a) of this section to a cooperative association (except as specified in paragraph (c) of this section) qualified under § 1061.5, or its duly authorized agent, if the cooperative association so requests and the market administrator determines it is authorized by its members to collect payments for their milk. Payments to the cooperative association under this paragraph shall be made subject to the condition that the association has provided the handler with a promise to reimburse the handler the amount of any actual loss incurred by such handler because of any improper claim on the part of the cooperative association; and

(c) On or before the 11th day after the end of the month, each handler shall pay a cooperative association which is a handler with respect to all skim milk and butterfat received by him from a pool plant operated by such cooperative association not less than the applicable class prices.

§ 1061.81 Butterfat differential to producers.

The uniform price pursuant to § 1061.71 shall be increased or decreased for each one-tenth of 1 percent that the butterfat content of such milk is above or below 3.5 percent, respectively, at the rate determined by multiplying the pounds of butterfat in producer milk allocated to Class I milk and Class II milk pursuant to § 1061.46 by the respective butterfat differential for each class, dividing the sum of such values by the total pounds of such butterfat, and rounding the resultant figure to the nearest one-tenth cent.

§ 1061.82 Producer-settlement fund.

The market administrator shall establish and maintain a separate fund known as the "producer-settlement fund" into which he shall deposit all payments made by handlers pursuant to §§ 1061.61, 1061.83, and 1061.85 and out of which he shall make all payments due handlers pursuant to §§ 1061.84 and 1061.85: *Provided*, That the market administrator shall offset any payments due any handler against payments due from such handler.

§ 1061.83 Payments to the producer-settlement fund.

On or before the 14th day after the end of the month each handler shall pay to the market administrator the amount, if any, by which the total amounts specified in paragraph (a) of this section exceed the amounts specified in paragraph (b) of this section:

(a) The net pool obligation computed pursuant to § 1061.70 for such handler; and

(b) The sum of:

(1) The value of such handler's producer milk at the applicable uniform price specified in § 1061.80; and

(2) The value of such handler's receipts of other source milk for which a value is computed pursuant to § 1061.70 (f) at the uniform price.

§ 1061.84 Payments out of the producer-settlement fund.

On or before the 16th day after the end of each month, the market administrator shall pay, subject to the proviso of § 1061.82, to each handler the amount, if any, by which the amount computed pursuant to § 1061.83(b) exceeds the amount computed pursuant to § 1061.83 (a).

§ 1061.85 Adjustment of accounts.

When verification by the market administrator of reports or payment of any handler discloses errors resulting in money due (a) the market administrator from such handler, (b) such handler from the market administrator, or (c) any producer or cooperative association from such handler, the market administrator shall promptly notify such handler of any amount so due and payment thereof shall be made not later than the date for making payment next following such disclosure.

§ 1061.86 Statement to producer.

In making payment to individual producers as required by § 1061.80, each handler shall furnish each producer from whom he received milk a supporting statement, in such form that it may be retained by the producer, which shall show:

(a) The month involved, and the identity of the handler and of the producer;

(b) The total pounds and the average butterfat content of the milk received from the producer;

(c) The minimum rate at which payment to the producer is required pursuant to § 1061.80;

(d) The rate used in making the payment if such rate is other than the applicable minimum;

(e) The amount (or rate) per hundredweight of each deduction claimed by the handler, including any deduction claimed under § 1061.91, together with a description of the respective deductions;

(f) The net amount of the payment to the producer.

MISCELLANEOUS

§ 1061.90 Expense of administration.

As his pro rata share of the expense of administration of the order, each handler shall pay to the market administrator on or before the 14th day after the end of the month 4 cents per hundredweight or such lesser amount as the Secretary may prescribe, with respect to (a) producer milk (including such handler's own production), (b), other source milk allocated to Class I pursuant to § 1061.46(a) (4) and (8) and the corresponding steps of § 1061.46(b), and (c) Class I milk disposed of in the marketing area from partially regulated distributing plants that exceeds the hundredweight of Class I milk received during the month at such plant from pool plants and other order plants.

§ 1061.91 Marketing services.

(a) Except as set forth in paragraph (b) of this section, each handler in making payments to each producer pursuant to § 1061.80 shall deduct 6 cents per hundredweight or such lesser amount as the Secretary may prescribe with respect to producer milk received by such handler (except such handler's own farm production) during the month, and shall pay such deductions to the market administrator not later than the 18th day after the end of the month. Such monies shall be used by the market administrator to verify or establish weights, samples, and tests of producer milk and to provide producers with market information. Such services shall be performed by the market administrator or by an agent engaged by and responsible to him.

(b) In the case of member producers for whom a cooperative association is performing, as determined by the Secretary, the services set forth in paragraph (a) of this section, each handler shall make, in lieu of the deductions specified in paragraph (a) of this section such deductions as are authorized by such producers and, on or before the 18th day after the end of each month, pay over such deductions to the association rendering such services.

§ 1061.92 Adjustment of overdue accounts.

Any unpaid obligation of a handler pursuant to § 1061.83 shall be increased four-tenths of 1 percent for each month or portion thereof that such payment is overdue.

§ 1061.93 Termination of obligations.

The provisions of this section shall apply to any obligation under this part for the payment of money.

(a) The obligation of any handler to pay money required to be paid under the terms of this part shall, except as provided in paragraphs (b) and (c) of this section, terminate 2 years after the last day of the calendar month during which the market administrator receives the handler's utilization report on the milk involved in such obligation unless within such 2-year period the market administrator notifies the handler in writing that such money is due and payable. Service of such notice shall be complete upon mailing to the handler's last known address and it shall contain, but need not be limited to, the following information:

(1) The amount of the obligation;

(2) The months during which the milk, with respect to which the obligation exists, was received or handled; and

(3) If the obligation is payable to one or more producers or to an association of producers, the name of such producers or association of producers, or if the obligation is payable to the market administrator, the account for which it is to be paid.

(b) If a handler fails or refuses, with respect to any obligation under this part, to make available to the market administrator or his representatives all books and records required by this part to be made available, the market administrator may, within the 2-year period provided for in paragraph (a) of this section, notify the handler in writing of such failure or refusal. If the market administrator so notified a handler, the said 2-year period, with respect to such obligation, shall not begin to run until the first day of the calendar month following the month during which all such books and records pertaining to such obligations are made available to the market administrator or his representatives.

(c) Notwithstanding the provisions of paragraphs (a) and (b) of this section, a handler's obligation under this part to pay money shall not be terminated with respect to any transaction involving fraud or willful concealment of a fact, material to the obligation, on the part of the handler against whom the obligation is sought to be imposed.

(d) Any obligation on the part of the market administrator to pay a handler any money which such handler claims to be due him under the terms of this part shall terminate 2 years after the end of the calendar month during which the milk involved in the claim was received if an underpayment is claimed, or 2 years after the end of the calendar month during which the payment (including deduction or setoff by the market administrator) was made by the handler if a refund on such payment is claimed, unless such handler, within the applicable period of time files pursuant to section 8c(15)(A) of the Act, a petition claiming such money.

§ 1061.94 Agents.

The Secretary may, by designation in writing, name any officer or employee of the United States to act as his agent or representative in connection with any of the provisions of this part.

§ 1061.95 Separability of provisions.

If any provision of this part, or its application to any person or circumstances, is held invalid the application of such provision, and of the remaining provisions of this part, to other persons or circumstances shall not be affected thereby.

EFFECTIVE TIME, SUSPENSION, OR TERMINATION

§ 1061.100 Effective time.

The provisions of this part or any amendment to this part shall become effective at such time as the Secretary may declare and shall continue in force until suspended or terminated pursuant to § 1061.101.

§ 1061.101 Suspension or termination.

The Secretary shall suspend or terminate any or all of the provisions of this part, whenever he finds that it obstructs or does not tend to effectuate the declared policy of the Act. This part shall, in any event, terminate whenever the provisions of the Act authorizing it cease to be in effect.

§ 1061.102 Continuing power and duty of the market administrator.

(a) If, upon the suspension or termination of any or all of the provisions of this part, there are any obligations arising under this part, the final accrual or ascertainment of which requires acts by any handler, by the market administrator, or by any other person, the power and duty to perform such further acts shall continue notwithstanding such suspension or termination: *Provided*, That any such acts required to be performed by the market administrator shall, if the Secretary so directs, be performed by such other person, persons, or agency as the Secretary may designate.

(b) The market administrator, or such other person as the Secretary may designate, shall:

(1) Continue in such capacity until discharged by the Secretary;

(2) From time to time account for all receipts and disbursements and deliver all funds or property on hand, together with the books and records of the market administrator, or such persons, to such person as the Secretary shall direct; and

(3) If so directed by the Secretary, execute such assignments or other instruments necessary or appropriate to vest in such person full title to all funds, property, and claims vested in the market administrator or such person pursuant thereto.

§ 1061.103 Liquidation after suspension or termination.

Upon the suspension or termination of any or all provisions of this part, the market administrator, or such person as the Secretary may designate shall, if so directed by the Secretary, liquidate the business of the market administrator's office, and dispose of all funds and property then in his possession or under his control together with claims for any funds which are unpaid at the time of such suspension or termination. Any funds collected pursuant to the provisions of this part, over and above the amounts necessary to meet outstanding obligations and the expenses necessarily incurred by the market administrator or such person in liquidating and distributing such funds, shall be distributed to the contributing handlers and producers in an equitable manner.

[F.R. Doc. 69-2629; Filed, Mar. 4, 1969; 8:45 a.m.]

[7 CFR Part 1068]

[Docket No. AO-178-A23]

MILK IN MINNEAPOLIS-ST. PAUL, MINN., MARKETING AREA

Decision on Proposed Amendments to Tentative Marketing Agreement and to Order

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 Minneapolis, Minn., on June 25-28, 1968, pursuant to notice thereof issued on June 5, 1968 (33 F.R. 8462).

Upon the basis of the evidence introduced at the hearing and the record thereof, the Deputy Administrator, Regulatory Programs, on December 3, 1968 (33 F.R. 18181; F.R. Doc. 68-14608) filed with the Hearing Clerk, U.S. Department of Agriculture, his recommended decision containing notice of the opportunity to file written exceptions thereto.

The material issues, findings and conclusions, rulings, and general findings of the recommended decision (33 F.R. 18181; F.R. Doc. 68-14608) are hereby approved and adopted and are set forth in full herein subject to the following modifications:

Index of changes:

1. Under issue 1 Marketing area extension (a) need for expansion, the list of counties and townships thereunder is modified with respect to Wisconsin counties.

2. Following the list of counties and townships, the seventh paragraph thereafter is revised; the text of the 37th, 38th, and 39th paragraphs is revised, reorganized, and together with additional text, are incorporated into 11 paragraphs, thereat.

3. Under issue 2 Class I prices (b) Level of Class I price differential, a phrase is revised in the second paragraph and deleted in the fourth paragraph. The sixth paragraph under this subheading is revised, and the footnote 2 referred to in this paragraph is revised. Immediately preceding the subheading 3 Location differentials, a new paragraph is added.

4. Under issue 3 Location differentials, four new paragraphs are added immediately following the 12th paragraph thereunder.

5. Under item 8 Miscellaneous changes, five new paragraphs are added immediately following the last paragraph.

The material issues on the record of the hearing relate to:

1. Marketing area extension:
(a) The need for expansion; and
(b) The territory to be incorporated.
2. Class I prices:
(a) Elimination of supply-demand adjustor; and
(b) Level of Class I price differential.
3. Location differentials;
4. Class I butterfat differential;
5. Pool plant requirements for a cooperative association supply plant;
6. "Classification" provisions with respect to the assignment of shrinkage between receiving and processing plants;
7. Producer-handler definition; and
8. Miscellaneous changes.

Separate consideration was given in an earlier decision issued on July 24, 1968, by the Under Secretary, to Issue No. 2a "Elimination of the supply-demand adjustor". This issue was considered at a joint hearing held for 11 midwestern markets (including Order 68) in Minneapolis, Minn., on June 25, 1968. On the

basis of the joint hearing and the July 24, 1968, decision, the Class I price provisions of Order 68 were amended (effective Aug. 1, 1968) to eliminate the supply-demand adjustor mechanism.

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

1. *Marketing area extension.*—(a) *The need for expansion.* Expansion of the marketing area as proposed is necessary to insure orderly marketing of milk in the area proposed to be regulated.

During recent years, there has been a very substantial increase in the population of formerly rural areas extending outward from the cities of Minneapolis and St. Paul. Regulated handlers have expanded their sales into the outlying areas to follow this population shift. During the period 1960–67, total sales of packaged fluid milk items by regulated handlers increased 13.6 percent. During the same period, the sales of packaged fluid milk products outside the boundaries of the presently defined marketing area increased by 29.2 percent. At the present time, well in excess of 20 percent of the Class I disposition of regulated handlers is made outside the marketing area. As the urbanization of these once rural areas surrounding the Twin Cities continues, the proportion of handlers' Class I sales outside the boundaries of the present marketing area will continue to increase.

The territory proposed to be added to the present marketing area is a region of extremely heavy milk production relative to population. It encompasses much of the milkshed of the present marketing area. Less than half of the Grade A milk produced in the milkshed is used for Class I on an annual average. Thus, in an area still largely rural in nature, the outlets available to producers for the sale of their milk are limited. This situation has resulted in disorderly marketing conditions as producers have sought to obtain a greater share of the higher priced Class I market.

As a result, in their sales in the area adjacent to the present marketing area, regulated handlers are in competition with unregulated handlers whose cost of Class I milk is substantially below that of regulated handlers. The milk with which they are in competition in the proposed expanded area is not under a classified price plan which insures uniform pricing for persons similarly situated. Prices paid to dairy farmers for unregulated Grade A milk in most cases reflects the particular bargaining position of the individual producers or groups of producers and the persons to whom they sell. The unregulated handlers distributing milk therein generally pay their farmers prices which are slightly higher than the uniform prices computed under the Minneapolis-St. Paul order. These prices are not related to the uses of the milk by these handlers since a high proportion of the milk of these unregulated handlers is utilized in Class I. Thus, the actual cost of Class I milk of these handlers is substantially below the Class I price paid by regulated handlers with whom they compete.

Of the two largest unregulated handlers who distribute milk generally throughout the proposed area, one stated that for May 1968 he paid his producers $4.69 per hundredweight. A producer supplying the other handler in the market stated that he paid $4.70 per hundredweight for his May milk and $4.60 for his April milk.

The uniform price computed under the order was $4.66 for May and $4.54 for April. The order Class I price was $5.15 for May and $4.87 for April. In May, 39 percent of the producer milk priced under the order was utilized in Class I. In April, it was 40 percent. Both of the largest unregulated handlers use most of their milk in Class I. One stated that he found it necessary to purchase substantial quantities of supplemental milk in 4 months of the year and smaller amounts in other months. The other testified that he found it necessary to purchase supplemental milk at times during the fall.

One of the smaller unregulated handlers testified that he had paid his producers $4.56 for their milk. He likewise stated that he used most of his milk in Class I and at certain times purchased supplemental milk to meet his fluid requirements.

When these unregulated handlers purchase supplemental milk during the months of low production, they obtain these supplies from other handlers who use a substantially lower proportion of their milk for Class I bottling purposes. In some cases the prices paid producers at the higher uses are only slightly above those paid at the plants where supplemental supplies are obtained. The burden of carrying the market reserve supplies for these unregulated handlers, therefore, is borne by the suppliers of supplemental milk and the dairy farmers from whom they receive the milk.

The uniform price plan applicable to all handlers buying milk for sale in the expanded area will stabilize and improve marketing conditions in the area. Such a price plan can be made effective in this area by bringing it within the boundaries of the marketing area regulated by Order 68 regulating the handling of milk in the Minneapolis-St. Paul marketing area.

The order establishes a system of uniform pricing publicly announced and verified on an impartial basis and this will eliminate the uncertainties about pricing which have contributed to disorderly marketing conditions in the area. The order will contribute substantially to many of the conditions complained of and tend to effectuate the declared policy of the Act by providing:

(1) The establishment of uniform prices to handlers for milk received from producers according to a classified price plan based upon the utilization made of the milk;

(2) An impartial audit of handlers' records to verify the payments of required prices;

(3) A system for verifying the accuracy of weights and butterfat content of the milk purchased; and

(4) Uniform returns to producers supplying the market based upon an equitable sharing among all producers supplying the expanded market of the lower returns for the sale of reserve milk which cannot be marketed as Class I milk.

The handling of milk throughout this entire area is in the current of interstate commerce and directly burdens, obstructs, or affects interstate commerce in milk and milk products.

Milk moves freely between the Minnesota and Wisconsin portions of this expanded area, both from the farm and in processed form.

The milk supply area for the Minneapolis-St. Paul milk order has been expanding over the years. In 1950, the market supplies were assembled from only 17 counties, including three in Wisconsin. As of December 1967, the supply area for this market included 41 counties, 25 in Minnesota and 16 in Wisconsin. Of the 4,255 producers supplying the market, 1,486 were located in Minnesota and the remaining 2,768 were located in Wisconsin.

Milk of these Wisconsin producers is regularly received at bottling plants in the Twin Cities metropolitan area where it is intermingled with the milk of Minnesota producers and distributed throughout the entire marketing area.

(b) *The territory to be incorporated.* The marketing area for the Minneapolis-St. Paul, Minn., milk order should be expanded to include all territory geographically within the 21 Minnesota counties and those portions of the two Wisconsin counties listed below:

MINNESOTA COUNTIES

Anoka.	Mille Lacs.
Benton.	Pine.
Carver.	Ramsey.
Chisago.	Renville.
Dakota.	Scott.
Hennepin.	Sherburne.
Isanti.	Sibley.
Kanabec.	Stearns.
Kandiyohi.	Washington.
McLeod.	Wright.
Meeker.	

WISCONSIN COUNTIES

In Pierce County, the townships of:

Clifton.	River Falls.

In St. Croix County, the townships of:

Hudson.	Stanton.
Kinnickinnic.	Star Prairie.
Richmond.	Troy.
St. Joseph.	Warren.
Somerset.	

The enlarged marketing area should include all territory that is occupied by a Government (municipal, State, or Federal) reservation, installation, institution, or other establishment.

The principal cities in the expanded marketing area are the cities of Minneapolis and St. Paul, Minn. The only other population center of any substantial size is the St. Cloud, Minn., metropolitan complex.

The present Minneapolis-St. Paul marketing area consists of cities of Minneapolis and St. Paul and contiguous suburban communities, villages and townships located in Hennepin, Anoka,

Ramsey, Dakota, and Washington Counties; all in the State of Minnesota.

The area adopted herein encompasses the distribution areas of handlers regulated under the present Minneapolis-St. Paul order and major unregulated distributors who are in substantial competition with them.

The marketing area defined herein together with certain other adjacent counties which are located generally to the south and east of such area now constitute the production area of the 4,255 Grade A milk producers who were supplying the market as of December 1967. The Grade A milk supplies for the market are received from the farm at regulated supply plants and receiving stations scattered throughout this general area and moved to the more centrally located regulated distributing plants which serve the fluid milk market.

Both Minnesota and Wisconsin have adopted State standards patterned after the USPHS recommended standards and furnish State inspection of plants and farms. The sanitary codes of these two States are substantially the same, and the codes of the various municipalities conform to the State codes. Thus, milk may move freely throughout the entire area.

The principal dairy farmer cooperatives and milk dealers on the market proposed amending the marketing area definition to include in their entirety the 23 counties wholly or partially encompassed by the marketing area defined herein plus the five Wisconsin counties of Barron, Chippewa, Dunn, Polk, and Eau Claire.

As noted above, there has been, during the past decade, a progressive urbanization of the formerly rural area extending outward from the present perimeters of the marketing area.

The character of this change has been officially recognized by the Minnesota State Legislature in the definition of the Twin Cities metropolitan area subject to the jurisdiction of the Metropolitan Planning Commission. The "metropolitan area" is defined by statute to include the seven Minnesota counties of Anoka, Carver, Dakota, Hennepin, Ramsey, Scott, and Washington. This statutory definition recognizes that the area is a single homogeneous urban complex with the cities of Minneapolis and St. Paul serving as its nexus.

The Twin Cities metropolitan area contains 83 percent of the estimated population for the entire marketing area proposed herewith for adoption. Well over one-half (on the average) of the total disposition of fluid milk products in such area originates at plants of handlers who are fully regulated under the order.

Estimates (on the average) of the proportion of total fluid milk sold by Order 68 handlers in the counties of Ramsey, Hennepin, Washington, Anoka, and Dakota are 100, 96, 88, 57, and 57, respectively. In the remaining two counties of the metropolitan area such estimates ranged from 43 to 68 percent for Carver County and from 26 to 48 percent for Scott County.

On the record, the proponent cooperative handlers generally supported the inclusion of the entire 28-county area as noticed.

The 11-proponent proprietary milk dealers also named in the notice of hearing as proponents of the 28-county area (hereinafter referred to as the "proponent proprietary handlers"), actively supported the inclusion in the amended marketing area of only the seven-county Twin Cities Metropolitan Area (discussed in more detail later in these findings) of Anoka, Carver, Dakota, Hennepin, Ramsey, Scott, and Washington, and the adjacent counties of Chisago, Isanti, McLeod, Meeker, Renville, Sherburne, Stearns, and Wright, all in Minnesota, and the western portions of St. Croix, Polk, and Pierce counties in Wisconsin.

They did not actively support the inclusion of the Minnesota counties of Benton, Kanabec, Kandiyohi, Mille Lacs, Pine, and Sibley, and the Wisconsin counties of Barron, Chippewa, Dunn, Eau Claire, and the eastern portions of Pierce, Polk, and St. Croix counties.

Principal opposition to the annexation of certain of the Minnesota counties came from representatives of two unregulated distributing plants doing a substantial business therein.

One of these, the Purity Milk Co., operates an unregulated bottling plant located at St. Cloud (which lies astride the eastern part of Stearns and the western part of Sherburne and Benton Counties), Minn., and a distribution (nonprocessing) facility at East St. Cloud in Benton County.

St. Cloud is the eighth largest city in the State with a population in the Greater St. Cloud metropolitan area of over 50,000 encompassing parts of Stearns, Benton, and Sherburne counties. It is a secondary market for the area's supply of Grade A fluid milk.

The Purity Milk Co. receives its Grade A milk from about 50 producers and distributes fluid milk and milk products from its two distribution centers outward into the surrounding Minnesota counties; including the area proposed for annexation.

This company is in competition for fluid milk sales with distributors presently regulated under Order 68 and with a number of unregulated distributors, including the proponent Land O'Lakes' plant at St. Michael. It also has some route distribution in the Douglas County area of the Order 60 market (Minnesota-North Dakota) and is partially regulated thereunder.

The other principal objector to regulation of certain Minnesota counties was the operator of the Oak Grove Dairy, an unregulated bottling plant located at Norwood, Minn., in Carver County. This distributor purchases milk from 136 producers and competes substantially with regulated handlers for Class I business in a number of the Minnesota counties proposed to be annexed. This distributor also sells Class I milk in certain other counties in western, southwestern, and central Minnesota. This handler also is currently partially regulated under the Minnesota-North Dakota marketing order because of its route distribution in parts of that marketing area.

The proponent Land O'Lakes Creameries, Inc., a principal supplier of Grade A milk for the market, testified in support of regulating the 21-county Minnesota segment as noticed. This association of producers operates an unregulated Grade A bottling plant and a supply pool plant which is fully regulated under the Minneapolis-St. Paul milk order. Both plants are located at St. Michael, Wright County, Minn.

The St. Michael bottling plant receives its Grade A supply of milk from a member association plant located at Litchfield (Meeker County), Minn. The latter plant, in addition to supplying the Grade A needs of the St. Michael plant, also bottles milk which is distributed locally.

From the Land O'Lakes bottling plant at St. Michael, fluid milk products are distributed in 10 of the 20 Minnesota counties (or portions thereof) proposed to be annexed. A substantial proportion of this distribution is made in the unregulated portion of Hennepin County and in Anoka, Sherburne, and Wright Counties which are immediately adjacent to Hennepin County. It is virtually certain, therefore, that any expansion of the present marketing area to include these counties would bring the St. Michael plant under full regulation.

The Class I distribution from the proponent's St. Michael plant together with that of currently regulated plants under Order 68 amounts to over half of the total volume of fluid milk sold in the counties of Sherburne, Wright, Meeker, Mille Lacs, and Chisago. These distributors, in turn, compete with a number of unregulated plants throughout this area. Two of these unregulated plants, the one located at St. Cloud and the other at Norwood, as has already been noted, compete among themselves for sales in a number of these counties and both have substantial route sales in 15 of the 20 Minnesota counties (or portions thereof) proposed for annexation.

In addition to the St. Michael pool supply plant, there is a distribution plant located at Delano in Wright County presently fully regulated under Order 68.

The southeastern boundary of Wright County is contiguous with Carver and Hennepin Counties. The communities of Delano and St. Michael in Wright County both are located about 30 miles from Minneapolis and are an integral part of the Twin Cities fluid milk market. Regulated distributors together with the St. Michael bottling handler are estimated to share in about 60 percent of the total fluid milk sales in Wright County.

The predominance of Class I sales by Order 68 distributors in the Twin Cities Metropolitan Area and in contiguous Minnesota counties, as discussed in these findings, together with the intertwining of route distribution of these handlers and unregulated distributors located at St. Cloud, St. Michael (Wright County), and Norwood (Carver County), Minn., evidences the primary association these unregulated distributors have with the

Twin Cities fluid milk market. It is necessary, therefore, that in defining the limits of the marketing area to be regulated, that certain counties where these unregulated distributors are shown to have substantial business, also be regulated.

The operators of the distributing plants at Norwood and St. Cloud both objected to the annexation of Benton, Kandiyohi, Meeker, McLeod, Sherburne, Stearns, and Wright Counties. The Norwood distributor also opposed the inclusion of Carver, Renville, Scott, and Sibley Counties.

The gist of their argument was that they do not sell milk in the present marketing area and that the fact that regulated handlers now have extensive sales in the areas surrounding the present marketing area is not sufficient basis for bringing their plants under regulation.

The Norwood plant has substantial distribution in Carver, Scott, Sherburne, Wright, McLeod, and Sibley Counties. Regulated handlers compete extensively with the Norwood plant in the first four counties mentioned and to a lesser degree in McLeod and Sibley Counties. The Norwood plant also competes with regulated handlers in Kandiyohi, Mille Lacs, Meeker, Stearns, and Renville Counties.

The St. Cloud plant has substantial distribution in Stearns, Wright, Sherburne, Meeker, Benton, and Kandiyohi Counties. Regulated handlers and the St. Michael plant of Land O'Lakes also have very substantial sales in the first four counties listed, and a lesser percentage in Benton and Kandiyohi Counties. The St. Cloud plant also competes with regulated handlers in Isanti Kanabec, Mille Lacs, and Pine Counties.

In Chisago County, presently regulated handlers distribute approximately half of the milk sold therein. An additional 8 to 10 percent of the milk sold there is distributed from the St. Michael plant of Land O'Lakes.

A representative of a bottling plant operation located at Willmar in Kandiyohi County objected to the annexation of Kandiyohi and Meeker Counties to the defined marketing area. Another bottling distributor whose plant is located in Lindstrom (Chisago County), in a brief objected to the inclusion of Chisago County in the expanded marketing area. This objector did not testify at the hearing. The Class I distribution from both of these plants is primarily local in character.

It is concluded that the marketing area should be expanded to include all of the 21 counties in Minnesota proposed for inclusion therein.

From the record evidence it is clear that there is substantial overlapping of the distribution routes of regulated and unregulated handlers throughout the area generally. In those counties closest to the present marketing area, regulated handlers have a very substantial portion of the Class I business. The distribution of the two largest unregulated handlers in these nearby counties is such that they would in all likelihood become subject to full regulation if the order were expanded to include such area.

To encompass the major distribution areas of these presently unregulated handlers, the order should be expanded as proposed. Otherwise, these handlers would find themselves subject to full regulation, but with a major portion of their sales area outside the marketing area.

Annexation of the proposed seven-county area in Wisconsin (i.e., Barron, Chippewa, Dunn, Eau Claire, Pierce, Polk, and St. Croix) was opposed by a group of eight fluid milk distributors doing a substantial volume of business therein.

These distributors, whose operations are located in the eastern segment of the seven-county area, contended that there was little or no homogeneity in the market structure of the seven-county area with that of the Twin Cities market except perhaps for a group of communities located in the extreme western portions of Pierce, Polk, and St. Croix Counties. None of the eight handlers is regulated under Order 68.

A witness testifying on behalf of the 11 proponent proprietary milk dealers (all presently regulated under Order 68) testified to the need for regulation of only that portion of St. Croix and Polk Counties contiguous to the Twin Cities Metropolitan Area within which the sales of milk by Order 68 regulated handlers are significant. Sales of regulated handlers are generally confined to a group of communities in the western portion of Polk and St. Croix Counties and the city of River Falls in Pierce County. Sales of regulated handlers in the remainder of these counties and in Barron, Chippewa, Dunn, and Eau Claire Counties are negligible.

In Barron County, the estimates of regulated sales ranged from 2 to 8 percent; in Chippewa County from 2 to 3 percent; in Dunn County from 3 to 6 percent; and in Eau Claire County from 3 to 15 percent. Except for one or two small bottling plants with local distribution, very little unregulated milk is distributed in the western portions of Polk and St. Croix Counties or in River Falls in Pierce County.

To include the area where regulated handlers have a substantial portion of the sales, the marketing area should include the following townships in the two Wisconsin counties: In Pierce County—Clifton and River Falls; and in St. Croix County—Hudson, Kinnickinnic, Richmond, St. Joseph, Somerset, Stanton, Star Prairie, Troy, and Warren.

In the decision issued December 3, 1968 (33 F.R. 18181) it was proposed to include in the marketing area also 12 townships comprising generally the western portion of Polk County, Wis. This proposal was excepted to by the Land O'Lakes Creameries, Inc., one of the cooperative association proponents for expansion of the Twin Cities marketing area. They were supported on this exception by the Twin City Milk Producers Association, the largest supplier of milk to the market.

Approximately 30 percent of the total Class I disposition of Land O'Lakes' Whitehall plant is made in Polk County. In view of the testimony of other handlers both regulated and unregulated that sales of unregulated handlers were confined to the eastern portion of the county, the boundaries of the marketing area, as drawn in Polk County, were intended to exclude from regulation the Whitehall plant as well as the other unregulated plants whose primary area of competition was outside the proposed marketing area.

Polk County is the only portion of the proposed marketing area where the Whitehall plant competes to any degree with handlers who are now regulated under the order or who would become subject to regulation because of the expansion of the area. Well in excess of 70 percent of the distribution of this plant is in other areas where its competition is entirely with unregulated plants. Polk County is predominantly rural, Amery the largest town in the county having a population of less than 2,000 persons. The distribution of regulated handlers in the county is insignificant when compared to their total Class I disposition.

Therefore, it is concluded that all of Polk County, Wis., should be excluded from the marketing area.

Adoption of the market area recommended herein will encompass the major sales areas of all regulated handlers and of the handlers with whom they are in substantial competition outside the present marketing area. It will not bring under regulation any handlers whose principal sales areas are outside the territory adopted herein.

Although some of the route disposition of handlers to be regulated will extend beyond the area here adopted for regulation, it is neither practical nor reasonable to include in the regulated area all areas where a handler has or might develop some route disposition. Nor is it necessary to do so to accomplish effective regulation under the order. The marketing area herein adopted is a practical one in that it will encompass the great bulk of the fluid milk sales of handlers to be regulated.

All producer milk received at regulated plants must be made subject to classified pricing under the order, however, regardless of whether it is disposed of within or outside the marketing area. Otherwise the effect of the order would be nullified and the orderly marketing process would be jeopardized.

If only a pool handler's "in-area" sales were subject to classification, pricing, and pooling, a regulated handler with Class I sales both inside and outside the marketing area could assign any value he chose to his outside sales. He thereby could reduce the average cost of all his Class I milk below that of other regulated handlers having all, or substantially all, of their Class I sales within the marketing area.

Unless all milk of such a handler were fully regulated under the order, he in effect would not be subject to effective

price regulation. The absence of effective classification, pricing, and pooling of such milk would disrupt orderly marketing conditions within the regulated marketing area and could lead to a complete breakdown of the order. If a pool handler were free to value a portion of his milk at any price he chooses, it would be impossible to enforce uniform prices to all fully regulated handlers or a uniform basis of payment to the producers who supply the market. It is essential, therefore, that the order price all the producer milk received at a pool plant regardless of the point of disposition.

So that there will be no doubt as to the meaning or the intent of the application of the marketing area definition in the proposed order, it should be clear that the marketing area encompasses all territory within the boundaries of the designated marketing area which is occupied by a Government (municipal, State or Federal) reservation, installation, institution, or other establishment. If any part of such a Government establishment is within the designated geographical limits of the marketing area, the entire area encompassed by such establishment, as it presently exists and as it may be modified in the future, shall be a part of the marketing area.

2. *Class I price.* The seven cooperative proponents of an expanded order proposed the elimination of the supply-demand adjustor from the Class I pricing provisions. Further, they proposed that the stated Class I differential be increased to $1.20.

(a) *Supply-demand adjustor.* Effective August 1, 1968, and based upon a July 24, 1968, decision of the Under Secretary (official notice of which is taken herewith), the supply-demand provisions of 11 midwestern milk orders (including Order 68) were deleted.[1] The findings and conclusions of the July 24 decision were made upon the basis of evidence introduced at a joint hearing held for the 11 markets in Minneapolis, Minn., on June 25, 1968 (Hearing Docket No. AO-178-A24). The record evidence of the June 25 hearing as it relates to the Order 68 Class I price supply-demand adjustor was incorporated into the record of the hearing held to consider area expansion of the Order 68 market (Docket No. AO-178-A23).

It is equally applicable to the expanded marketing area.

(b) *Level of Class I price differential.* There remains the question on Class I pricing as to whether revision of the stated Class I differential also is appropriate at this time.

The monthly Class I price under the Minneapolis-St. Paul order is computed by adding $0.86 to a basic formula price and, for an indefinite period, plus an additional 20 cents.

The cooperatives pointed out that the production area for the Chicago Regional market and the Order 68 market overlap and that there are some plants which have in the past been pooled on the Chicago market, which are currently pooled under Order 68. It is the contention of the cooperative associations that a stated Class I price differential of $1.20 per hundredweight for the Order 68 market is essential to remove inducements to shift milk between the two markets.

The 11 proprietary pool plant handler proponents of area expansion opposed any increase in the Class I differential above the current $0.86 per hundredweight, plus the 20-cent addition.

They pointed out that the proposed increase in Class I differential from $1.06 to $1.20 together with the elimination of the supply-demand adjustor would have the combined effect of increasing the Class I price by 38 cents per hundredweight. This increase, they contend, is not warranted in view of the supply of Grade A milk which is currently available to the market.

The stated Class I price differential should be retained at the present $0.86 level plus the increase of 20 cents per hundredweight which has been made effective for an indefinite period. With the exception of Chicago Regional, which has a stated Class I differential 20 cents higher than that provided for under the prior Chicago order, the increase of 20 cents applies under all other Federal orders. It, therefore, does not have an influence on intermarket price relationships.[2]

The basic formula prices in all Federal orders in this region are identical. Because of this and in view of the elimination of the supply-demand adjustors in the aforementioned market orders, Class I price differences among such markets are limited to differences caused by variations in stated Class I price differentials. Such differentials for orders in this region are generally reflective of the respective transportation costs for moving supplies to these markets from the major alternative milk production areas in Minnesota and Wisconsin.

The Class I price structure (including Class I location differentials) under the now effective Chicago Regional order, as it was noted earlier, was designed to bring about a closer alignment of such prices with surrounding markets.

That this was accomplished with respect to the Twin Cities market may be illustrated by a comparison of the two markets' stated Class I price differentials adjusted by the respective markets' location differentials for a plant located at Eau Claire (Eau Claire County), Wis. The city of Eau Claire is located in the middle of the geographic area where Grade A milk supplies may move readily to either of the two markets. Under the old Chicago milk order (terminated May 1966) the Chicago Class I stated differential at Eau Claire was about 16 cents less than the Twin City Class I differential at the same location. The Class I pricing terms of the new Chicago Regional order, however, result in a Class I price at Eau Claire which is virtually identical to that now provided under the Minneapolis-St. Paul order at that location.

This adjustment in the alignment of Class I prices between the two markets substantially reduced the price incentive for Grade A milk to shift between the two markets.

The retention of the present Class I differentials now provided for under Order 68, the elimination of the supply-demand adjustor, together with the slight modifications made to the Class I location differential as adopted herein, will continue this close alignment of Class I prices between this market and the Chicago Regional market.

The cooperatives, in a joint exception to the decision issued December 3, 1968, reasserted the need for a differential of $1.20 over the basic formula price if a proper Class I price relationship is to be maintained with the Chicago Regional market. Also, a handler regulated under the Eastern South Dakota order (Order 76) excepted to the proposed differential. This handler contended that a differential less than $1.20 would tend to promote disorderly marketing conditions in the Western Minnesota and Eastern South Dakota area. This handler did not testify or offer evidence in support of his views at the hearings. These exceptions are overruled for the reasons already discussed under this subheading and elsewhere in this decision.

3. *Location differentials.* The location differential rates applicable to the Class I and the uniform prices at plants located 15 miles or more from the Minnesota transfer viaduct over University Avenue in St. Paul, Minn. (the present basing point) should be revised.

Under the present terms of the order, an 8-cent adjustment applies at a handler's plant located 15 but less than 20 miles from the market center. For each additional 10 miles the adjustment is increased at the rate of 1.5 cents, up to 50 miles, and at the rate of 1 cent thereafter.

The notice of hearing contained a proposal by Twin City Milk Producers Association to eliminate location differentials at plants located within 40 miles of the basing point, and to reduce the present rate at plants beyond 40 miles. The proponent cooperative, however, abandoned its proposal at the hearing and offered no testimony with respect to it.

A witness for some of the regulated proprietary handlers, however, urged adoption of the proposal to eliminate the location differential at plants within 40 miles of the basing point. He pointed out the availability of milk within a 40-

[1] Prior to this, the Order 68 adjustor was suspended for the month of July 1968 (suspension order issued June 28, 1968, 33 F.R. 9648).

[2] It should be noted that at the time of the issuance of the recommended decision on the issues set forth herein (issued Dec. 3, 1968, 33 F.R. 18181), the 20-cent increase which applies to this and the other Federal orders was then effective only through April 1969. Likewise, a temporary "floor" to the basic formula price (Minnesota-Wisconsin price) of $4.33 under this and other orders was effective for the same period through April 1969. A termination order issued by the Under Secretary of Agriculture on Dec. 26, 1968 (33 F.R. 20008) continues for an indefinite period these Class I pricing provisions which otherwise were due to expire Apr. 30, 1969.

mile radius of the center of the marketing area and the extent of direct-shipped milk moving to bottling plants located therein. Further, handlers' bottling plants so located have extensive overlapping distribution. These considerations, he indicated, would tend to result in comparable costs among these bottling handlers in the procurement and sale of fluid milk. It was his contention, therefore, that the area encompassed within the seven-county "Twin Cities Metropolitan Area" constitutes, essentially, a single base zone of the proposed expanded marketing area where no location adjustment for plant location should apply.

Land O'Lakes Creameries vigorously opposed the elimination of location adjustments inside the 40-mile zone. They did suggest a modification of the present rates which would result in slightly lower rates, particularly at plants within the 40-mile zone. Specifically, they proposed rates of 3, 6, 9, and 12 cents, respectively in the present 15–20-, 20–30-, 30–40-, and 40–50-mile zones.

Basically, the purpose of location adjustments is to encourage the movement of milk to the central market from distant pool plants when it is needed for Class I use. The Minneapolis-St. Paul market is almost unique in having supply plants located at a relatively short distance from the major population center.

Very substantial quantities of milk are produced within 40 miles of the Minnesota viaduct. There are still several supply plants located between 15 and 40 miles from this basing point which continue to receive a substantial volume of this milk for shipment to city plants. Some of these supply plants are operated in conjunction with manufacturing facilities for the handling of supplies in excess of the fluid needs of the market.

It was the position of Land O'Lakes that location differentials are necessary if these supply plants which perform a necessary service for the market are to continue to operate. Elimination of location differentials at the nearby plants would result in substantial operating losses which would outweigh the increase in returns to member producers that might result from higher uniform prices due to the elimination of the location differential.

While maintaining that the present schedule of location differentials approximates very closely the actual costs of transporting milk from country points, Land O'Lakes, nevertheless, proposed and supported a reduction in the present rates to the levels set forth above. Hastings Cooperative Creamery supported this proposal of Land O'Lakes.

Although Twin City Milk Producers Association abandoned its proposal with respect to location differentials and presented no testimony on the record with respect to location differentials, in its posthearing brief it indicated it had no objections to adoption of Land O'Lakes proposal if it would result in better alignment of prices with those in the proposed order for southern Minnesota.

In view of the general opinion expressed by the major parties that location differentials should be reduced (and the testimony of some of them that they should be eliminated within the 40-mile zone) it is concluded that the revised schedule of rates proposed by Land O'Lakes should be adopted. No one opposed these rates or advanced alternatives. Accordingly, the location differential should be 3 cents at plants 15–20 miles from the Minnesota viaduct, 6 cents at plants in the 20–30-mile zone, 9 cents at plants in the 30–40-mile zone, and 12 cents at plants in the 40–50-mile zone; at plants beyond the 50-mile radius 12 cents plus an additional 1 cent for each 10 miles or fraction thereof that such plant is more than 50 miles from the Minnesota viaduct.

This will result in a reduction in the present rate of 5 cents at plants in the 15–20-mile zone, 3.5 cents in the 20–30-mile zone, 2 cents in the 30–40-mile zone and 0.5 cents at all other plants.

The aforementioned regulated proprietary handlers who, on the record, favored the elimination of adjustments for plants located within 40 miles of the market basing point reiterated their position of this matter in exceptions filed jointly to the December 3, 1968, decision.

An exception to the location adjustment schedule adopted with the December 3 decision also was filed on behalf of 31 milk handlers whose Class I business is principally associated with another nearby market. These 31 handlers were proponents of a Federal milk order tentatively designated as the Southeastern Minnesota-Northern Iowa marketing area pursuant to a decision issued by the Deputy Administrator, Regulatory Programs, December 3, 1968 (Docket No. AO–367), (33 F.R. 18158) of which official notice is taken herewith.

They opposed the application of any location adjustment with respect to plants located in Carver County, Minn., or located within the area tentatively designated as the Southeastern Minnesota-Northern Iowa marketing area.

These exceptions relating to location adjustments are overruled for reasons set forth herein.

Changes in the rate of the location differentials have been discussed above generally in terms of supply plants. As under the present order, however, it is necessary that they be equally applicable to distributing plants located in the newly described zones. Otherwise, the objectives of the location differentials would be defeated and dislocations of supply would occur.

The location differentials should continue to be based upon the distance in airline (statute) miles that the plant where milk is received from producers is from the Minnesota transfer viaduct over University Avenue in St. Paul, Minn.

The following schedule illustrates the adopted revisions to the location adjustment rates under discussion:

Location of plant (miles)	Amount of deduction (cents)	
	Presently	Revised
Less than 15	0	0
15 but less than 20	8	3
20 but less than 30	9.5	6
30 but less than 40	11	9
40 but less than 50	12.5	12
Distances 50 miles and beyond, an additional 1 cent for each 10 miles or fraction thereof.		

Uniform prices to be paid producers supplying plants at which handler location differentials are applicable should be adjusted on the same basis to reflect the value of the milk at the plant where received from the farm.

4. *Butterfat differentials.* The butterfat differential adjustment for each variation of one-tenth percent of butterfat content of milk from the basic 3.5 percent Class I price should be the amount computed as follows: Multiply the Chicago butter price for the preceding month by 0.12. The Chicago butter price used in this computation shall be the simple average of the daily wholesale selling price (using the midpoint of any price range as one price) of Grade A (92-score) bulk creamery butter per pound at Chicago as reported by the U.S. Department of Agriculture.

The Order 68 Class I butterfat differential currently is the product of multiplying the New York Grade AA (93-score) butter price for the preceding month by 0.12.

Although the Class II butterfat differential is not at issue, it is computed by multiplying the New York (93-score) butter price for the month by 0.115.

The butterfat differential to producers is calculated at the average of the Class I and Class II differentials weighted by the proportion of butterfat in producer milk classified in each class during the month.

A witness testifying on behalf of eight cooperative associations on the market proposed that the Class I butterfat differential be an amount computed by multiplying the New York (93-score) butter price for the preceding month by 0.115. The effect of this change would be to reduce the Class I butterfat differential to the same level as the butterfat differential for Class II milk. This would place less value on the butterfat portion of milk and more value on the skim portion.

The witness for the proponent cooperative associations pointed out that the average butterfat test of Class I products in the market in recent years has been on the decline; much of this trend being due to the increase in the market consumption of skim milk and low-fat milk and in the decrease in the consumption of cream. It was his contention that lowering the butterfat differential for Class I milk would reduce the trend in the consumption of low-fat products and would have the effect of moving more butterfat into Class I products. Further, it was the position of proponents that under conditions of increased sales of low-fat fluid milk products, a

higher value should be allocated to the skim component in fluid milk products in Class I.

The proprietary handler proponents of order expansion opposed any reduction in the Class I butterfat differentials. A witness testifying on their behalf contended that a decrease in the butterfat value of Class I milk to the value of butterfat in the Class II (manufacturing milk class) would be contrary to the historical pattern that has been followed and maintained in order markets generally, and particularly in the surrounding orders throughout the Midwest. The 0.12 factor currently used in computing the Order 68 Class I butterfat differential is identical to that used in surrounding order markets; moreover they pointed out that the 92-score Chicago butter pricing factor is used as the basis of such differential computations in most other Federal milk orders.

It is concluded that the Class I butterfat differential should be revised only to the extent of substituting the Chicago butter price in lieu of the New York butter price now employed. While the demand for low-fat fluid milk products is increasing relative to other fluid milk products in this market, there is some question that reduction in the butterfat differential as proposed would result in increased use of butterfat in fluid milk products.

There is economic justification in pricing butterfat used in fluid milk products at a somewhat higher level than butterfat used in manufacturing dairy products. Prices for milk used in Grade A fluid milk products are customarily higher than prices for manufacturing grade milk in recognition of the additional cost of producing milk of higher quality standards. If the Class I butterfat differential were placed at the same level as the butterfat differential in Class II, the skim component of fluid milk would bear the entire added value attached to Class I milk above the manufacturing grade milk value. The value of butterfat used in Class I would be the same as the value of butterfat used in manufactured products.

The Chicago 92-score butter price together with the factor 0.12 is used in many other Federal orders in computing the Class I butterfat differential and is representative of the value of butterfat when disposed of in fluid items included in Class I milk. Identical Class I butterfat differential formulas are used in such nearby markets as the Chicago Regional, Minnesota-North Dakota, North Central Iowa, and Eastern South Dakota markets.

In 1967, the present Class I butterfat differential yielded an average differential of $0.081. Basing the calculation on the Chicago 92-score butter price, as adopted herein, the 1967 differential would have averaged $0.08. Substitution of the Chicago butter price in lieu of the New York butter price, while retaining the 0.12 factor, will thus result in some reapportionment of the Class I milk price between the butterfat and skim milk values as suggested by the proponent cooperatives. Moreover, this action will bring about better alignment of Class I butterfat values among all markets in the region. As noted above, the differential adopted herein is identical to that used in most surrounding markets.

The increase in the value of skim milk in Class I, resulting from this action, will have little effect on returns to producers at this time.

The Class II butterfat differential (not an issue before the hearing) will continue to be based on the New York butter quotation. This is appropriate since the New York quotation bears a direct relationship to the Minneapolis-St. Paul Class II (surplus Grade A) market by virtue of the substantial volume of butter made in southern Minnesota and sold on the New York market.

5. *Pool plant requirements for a cooperative association supply plant.* The standards required to qualify a cooperative association supply plant for pool status should be revised so as to permit all the milk of producer members of a cooperative association which is shipped directly from the farm to pool distributing plants to be assigned to supply plants operated by such association to facilitate such plants meeting the shipping requirements of pool supply plants during the months of August, September, and October.

The order presently provides that, in determining the pool plant qualifications of supply plants operated by a cooperative association, the milk of member producers which is shipped directly from the farms of producers to pool distributing plants may be assigned to supply plants for the purpose of qualifying such plants in the months of August, September, and October. This provision is limited, however, to the extent that such assignment may be made only if at least 30 percent of the milk of member producers is shipped to pool distributing plants which are located within the city limits of Minneapolis and St. Paul.[2]

The Twin City Milk Producers Association is the only supply cooperative on the market presently affected by the "30 percent" direct-ship factor of the cooperative supply plant pooling provisions.

A witness, testifying on behalf of this and seven other cooperatives on the market, pointed out that marketing conditions have changed significantly since the 30 percent direct-ship provision relating to the pooling of cooperative country supply plants was established in the order 7 years ago. A continuing shift of sales during recent years from home delivery to stores has caused a change in the day-to-day demand for milk supplies by distributing plants. High volume purchases are now made by milk dealers on only about 3 days of the week, making it necessary for the association plants to carry additional reserves to meet peak demands. Further, the move of a receiver of association direct-shipped milk to a location outside the city of St. Paul has eliminated one outlet for such milk.

Such market changes have made it increasingly more difficult for the Twin City Milk Producers Association to qualify their country pool supply plants without their having to resort to uneconomic back-hauling to country plants for reloading of a portion of their milk ordinarily delivered to city plants of other distributors. Such extra handling results in substantial additional cost to their producers.

The Twin City Milk Producers Association is the major supplier of milk to the market; handling about 70 percent of the market total. Provision should be made for their continued ability to supply the needs of the bottling plants in the most efficient and economical manner possible.

It is concluded therefore that the 30 percent direct-delivery factor be eliminated and that all of the milk of association members which is shipped directly from the farm to pool distributing plants to be assigned to country plants operated by such association for the purpose of qualifying such plants as pool plants during the months of August, September, and October. This provision for the handling of reserve milk not needed by plants located at the market center serves a purpose similar to that of diversion. There was no opposition to this proposed change by producers or handlers.

The cooperative supply plant pooling standards as amended and adopted herein will provide additional flexibility in the marketing by a cooperative of Grade A milk of its producers who are associated with the Grade A fluid milk market. It will have the immediate effect of permitting continued pooling under the order of the Twin City Milk Producers Association's country supply plants without jeopardizing the efficient handling and marketing of milk thereby.

In view of the expansion of the marketing area, the order should be amended to permit the milk of cooperative association members direct-shipped to any pool distributing plant, whether inside or outside the city limits of Minneapolis and St. Paul, to be applicable towards meeting the pooling requirements of the country supply plants of the cooperative associations.

6. *Assignment of shrinkage.* The classification provisions of the order should be revised so as to permit a maximum of 2 percent of loss in shrinkage be priced as Class II. Further, such maximum shrinkage allowance should be apportioned between the plant of first receipt and the plant where such milk is processed.

In the course of normal receipt, processing and packaging of fluid milk products, some loss of skim milk and butter-

[2] The 30 percent factor was suspended temporarily by a suspension order issued by the Under Secretary on July 15, 1968, and published in the July 18, 1968, issue of the FEDERAL REGISTER (33 F.R. 10278). It was found in such order that good cause existed for the suspension action until an amended order could be issued based upon the record of the June 1968 hearing. This suspension action continued the effect of a prior suspension order issued for the same period of 1967. The same conditions that prompted the previous suspension order continue to prevail in the market warranting the action taken therewith.

fat is experienced and is referred to as "shrinkage". In order to assure complete accounting, the handler must establish the quantity of actual loss of skim milk and butterfat.

Since shrinkage represents disappearance of milk for which no return is realized, it should be considered as Class II milk to the extent that the amount is reasonable and is not the result of incomplete or faulty records.

A proposal to adopt shrinkage provisions as set forth above was submitted and supported on the record by the proprietary handler proponents of an expanded marketing area.

Under the present order, shrinkage in producer milk and in milk received from certain regulated or unregulated sources is assigned to Class I. An exception to this is in the case of receipts for which Class II utilization was requested by the handler.

There was no opposition to a Class II allowance for shrinkage or to the division of the maximum shrinkage allowance between receiving and processing operations as here adopted.

It was the position of the cooperative proponents of an expanded market, however, that a 2 percent maximum shrinkage allowance in Class II is excessive. Witness for these associations suggested a 1 percent maximum shrinkage allowance and pointed out that the average product pound shrinkage in all plants on the market in 1965, 1966, and 1967 was less than 1 percent.

The 2 percent maximum shrinkage allowance should be adopted, in lieu of a lower percentage factor as suggested by the producer associations.

Shrinkage of butterfat runs substantially higher than shrinkage on the volume of product received and in recent years, has averaged about 1.5 percent in the Twin Cities market. Some allowance, above the market average, also should be made for handlers who will become fully regulated under the order by virtue of the order amendments adopted herewith. Such handlers may experience a somewhat higher loss by shrinkage than the market average, as evidenced on the record. Also, the percent of shrinkage shown to be the average for this market, both in product pounds and in butterfat necessarily reflects some variation above and below the market norms by the individual plants involved.

The provision of 2 percent shrinkage allowance for the entire receiving and processing operation is considered reasonable under normal circumstances.

The 2 percent maximum Class II shrinkage allowance on producer milk, other order milk and bulk milk from unregulated supply plants should be apportioned between the plant of first receipt and the plant where such milk is processed. This division of the total allowance into 1.5 percent for processing and one-half of 1 percent for receiving is in accordance with experience and is used in other Federal orders. It is recognized that the greater share of the shrinkage occurs in the processing operation. One-half of 1 percent has been found adequate in normal experience in the transfer of milk from farms to plants in tank trucks.

The maximum shrinkage allowance in Class II at each plant should be 2 percent of milk from producers (except that moved to a nonpool plant pursuant to the conditions of § 1068.44(c) of the order), plus 1.5 percent of milk received in bulk tank lots from other plants or from a cooperative association which is a handler for such milk. However, if the handler operating the pool plant which receives the milk from the cooperative association as a handler files notice with the market administrator that he is purchasing such milk on the basis of farm weights, the applicable percentage should be 2 percent.

The rate of 1.5 percent shrinkage allowance should apply to all milk received in bulk tank lots, whether from other pool plants, unregulated plants, other order plants or a cooperative association acting as a bulk tank handler. The only exception to this would be in the case of receipts of other source milk for which Class II utilization is requested. In the latter case, since the entire receipt is for Class II use, there is no need to establish a limit of shrinkage that may be classified as Class II.

In computing the handler's total shrinkage allowance, 1.5 percent of whole milk disposed of in bulk tank lots to plants of other handlers by transfer should be deducted. This is necessary to carry out the principal of allowing one-half of 1 percent for the receiving operation. The second plant should be allowed, as stated previously, 1.5 percent on the transfer of milk. Such deduction at the transferor plant would not apply to a processed product such as skim milk.

The order requires reporting by handlers on an individual plant basis, showing the receipts and utilization at each plant. Shrinkage should be accounted for in each plant separately so that handlers having more than one plant cannot offset shrinkage in one plant with overage in another plant. If such handler transfers fluid milk products between his two plants, the amount of shrinkage or percentage would be affected by the accuracy in accounting for the quantity of skim milk and butterfat transferred. The same care should be exercised as to the accuracy of accounting of milk transferred between the plants of the same handler, as in the case of transfers between plants of different handlers.

The procedures, as set forth herewith, will provide equitable application of shrinkage provisions to all handlers who may have various types of operations and various kinds of milk receipts.

Plants which are operated in a reasonably efficient manner and for which accurate records of receipts and utilization are maintained should not have plant losses in excess of the maximums provided. Any shrinkage in excess of the maximums should be classified as Class I milk. This is necessary to encourage maintenance of adequate records and efficient handling of milk.

It is appropriate to limit the volume of unregulated supply plant milk and other order milk that may be classified in Class II as shrinkage since these types of receipts are allocated pro rata to class uses along with the quantities received from pool plants and producers. Under the allocation system provided, such other source milk will share with producer milk in any shrinkage allocated to Class I when the specified Class II shrinkage limitations are exceeded.

No specific shrinkage limit is necessary on unregulated or other order milk that does not share a pro rata assignment and thus is allocated first to Class II uses, since the allocation procedures insures assignment of such milk to Class II in an amount at least equal to the shrinkage that may be associated therewith.

To assure an equitable assignment of total shrinkage, it should be prorated to (1) those categories of receipts on which the above prescribed rates apply, and (2) to the receipts in fluid form to which specific shrinkage rates do not apply.

7. *Producer-handler.* The producer-handler definition should be revised: (1) to permit a producer-handler to purchase supplementary Grade A milk from pool plants, within the volume limit now prescribed in the order for purchases through cooperative handlers; and (2) to disallow producer-handler status to a person otherwise qualified but who receives nonfluid milk products from any source for use in reconstituted fluid milk products.

Currently a producer-handler is permitted to supplement his own farm production of Grade A milk each month, if necessary, with purchases from cooperative association handlers of a limited quantity of milk (50,000 pounds of the milk equivalent of 3.5 percent butterfat).

This allowance of 50,000 pounds is intended to provide a producer-handler flexibility in his operations by recognizing the possibility of unforeseen occurrences beyond his control which might cause an interruption to his production facilities and thus not meet his Class I needs during the month.

The 50,000-pound factor has been a part of the producer-handler terms of this order for many years. Since there was no evidence on the record to warrant its reconsideration, it is continued in the provisions for the expanded market.

Under the present order, cooperative association handlers provided a readily accessible and efficient means whereby a producer-handler could supplement his Grade A fluid milk supply, if necessary.

With the expansion of the defined marketing area as here adopted, however, a producer-distributor may be so located that the nearest and most efficient supply source of supplementary Grade A milk may be a proprietary pool plant. Provision is made in the attached order, therefore, whereby a producer-handler may supplement his Grade A milk supplies, within the established 50,000-pound maximum, from any pool plant.

Currently, any fluid milk products transferred to a producer-handler by a cooperative association acting in its ca-

pacity as a handler of a pool plant would be classified as Class I. This classification of transfers will continue under the expanded order and will be applicable to transfers from pool plants of proprietary or cooperative association handlers. Thus, the cost to a producer-handler for supplemental supplies so obtained approximates regulated handlers' cost for Class I milk. He would not, therefore, have a significant competitive advantage over regulated handlers in obtaining his supplementary fluid milk needs, if any.

On the other hand, nonfluid milk products are ordinarily derived from unpriced milk or milk which has been priced as surplus milk under a Federal order. An economic incentive exists, therefore, for any milk dealer including a producer-distributor, to substitute, where possible, reconstituted fluid milk products for fluid milk products processed from current receipts of farm Grade A milk, thereby displacing an equivalent amount of producer milk in Class I.

Under the present terms of the order, a fully regulated handler would gain no advantage in the sale of reconstituted fluid milk products. The order should provide similar safeguards to prevent such an advantage accruing to a producer-handler.

Thus, it should be provided in the definition that a producer-handler will lose his exemption if he receives nonfluid milk for use in reconstituting fluid milk products. This will remove the inequity inherent in the current producer-handler provisions. Such change was not opposed on the record.

These changes are made to continue under the expanded order provisions which provide a producer-handler flexibility in the balancing of his milk supply to meet his Class I demand and at the same time to eliminate the incentive inherent in the present provisions for a producer-handler to supplement his bottled milk sales with fluid milk reconstituted from nonfluid milk products. The producer-handler provisions adopted herein will continue to provide the necessary assurance that a producer-handler is primarily dependent upon his own capacity to produce milk to fulfill his fluid milk requirements and necessary reserves, if he is to earn, through his status as a producer-handler, an exemption from pricing and pooling.

Producer-handlers are not at this time an important factor in this market. It is not expected that this change will have any immediate effect on the status of any producer-handler operation under the expanded milk order.

8. *Miscellaneous.* Except for the amendments to provisions of the order discussed in these findings, and updating of language for clarity and consistency, the terms of the order as here adopted otherwise are generally the same as have applied for many years under the Minneapolis-St. Paul order. The term "Chicago butter price", presently described in the pricing provisions, has been separately defined. The "cooperative association" definition has been revised somewhat to conform it to that being used in other Federal orders.

There are no unregulated supply plants (as described in § 1068.10(d)) associated with the Minneapolis-St. Paul market. With the expansion of the area as here adopted, however, there may be such a plant(s) so qualifying, in which case reports to the market administrator for verification of such status should be required of the plant operator(s). The handler definition and reporting requirements of the expanded order are modified accordingly.

In a brief filed on behalf of certain proprietary handlers, it was suggested that non-Grade A milk be subject to accountability and regulation under the order. Further consideration of this matter is not warranted at this time, however, since there was no basis on the record for doing so.

The Minneapolis-St. Paul order now provides (in § 1068.62) that any pool distributing plant which is fully subject to the pricing and payment provisions of another order and from which the quantity of milk in fluid form disposed of on routes or through plants regulated under the other order exceeds such disposition in the marketing area shall be exempt from all but the reporting provisions of this order.

A suspension action, effective for the month of August 1968 and for an indefinite period thereafter, extended to supply plants these provisions of Order 68, providing a determination as to which order a plant shall be fully regulated under when it meets the pooling standards of more than one order.

The suspension action, issued by the Acting Secretary on September 6, 1968 (33 F.R. 12820), and officially noticed herewith, was requested by Land O'Lakes Creameries, Inc., which represents a substantial number of producers on the Minneapolis-St. Paul and the Minnesota-North Dakota markets. The volumes of disposition of fluid milk into both markets from two of the Land O'Lakes supply plants (normally associated and qualified under Order 68) were such that it was entirely possible to meet the qualifications of a fully regulated supply plant under both orders during a particular month.

The conditions which warranted the suspension action are equally applicable at this time. It is concluded, therefore, that the provisions for determining which market a plant has a greater association should apply to both distributing plants and supply plants under the expanded Minneapolis-St. Paul order.

A representative of the Purity Milk Co., St. Cloud, Minn., and a Grade A dairy farmer patron of this plant jointly excepted to any expansion of the Order 68 marketing area. Similarly, the operator of the Willmar, Minn., fluid milk plant, in an exception filed, expressed his opposition to any extension of the present marketing area. Discussions concerning the St. Cloud and Willmar operations are set forth elsewhere in these findings.

An exception filed by a handler located at Mora (Kanabec County), Minn., on the other hand, registered approval of the proposed amended order which was included with the December 3 decision. This handler stated that any reduction of the marketing area as adopted in such decision, particularly with respect to Stearns County, Minn., together with the city of St. Cloud (which encompasses parts of Stearns, Benton, and Sherburne Counties) would severely disadvantage him in his operations.

The Oak Grove Dairy of Norwood, Minn., filed exceptions to the December 3 decision. It is the position of this firm that the defined Order 68 marketing area should not be extended beyond the Minnesota counties of Hennepin, Anoka, Ramsey, Washington, and Dakota and the adjacent Wisconsin townships as specified in the December 3 decision and that the proposed location differentials should be modified accordingly.

This firm requested the opportunity to have oral argument of their exceptions filed. All interested parties, including this petitioner, were provided full opportunity to be heard on any and all matters relating to the issues before the hearing. Following the issuance of the decision of the Deputy Administrator, Regulatory Programs, on December 3, 1968 (33 F.R. 18181) on the matters before the hearing, interested persons were allowed a period until December 21, 1968, to file exceptions. This date for filing was extended to January 20, 1969, at the request of the Oak Grove Dairy. Thus, reasonable opportunity has been afforded this and other interested persons to make known their views with respect to these proceedings. The request for oral argument is, therefore, denied.

The foregoing exceptions relating to marketing area and location differentials also are overruled for reasons set forth herein.

Rulings on Proposed Findings and Conclusions

Briefs and proposed findings and conclusions were filed on behalf of certain interested parties. These briefs, proposed findings and conclusions and the evidence in the record were considered in making the findings and conclusions set forth above. To the extent that the suggested findings and conclusions filed by interested parties are inconsistent with the findings and conclusions set forth herein, the requests to make such findings or reach such conclusions are denied for the reasons previously stated in this decision.

General Findings

The findings and determinations hereafter set forth are supplmentary 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) The tentative marketing agreement and the order, 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 agreement and the order, 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 agreement and the order, 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, a marketing agreement upon which a hearing has been held.

RULINGS ON EXCEPTIONS

In arriving at the findings and conclusions, and the regulatory provisions of this decision, each of the exceptions received was carefully and fully considered in conjunction with the record evidence pertaining thereto. To the extent that the findings and conclusions, and the regulatory provisions of this decision are at variance with any of the exceptions, such exceptions are hereby overruled for the reasons previously stated in this decision.

MARKETING AGREEMENT AND ORDER

Annexed hereto and made a part hereof are two documents entitled respectively, "Marketing Agreement Regulating the Handling of Milk in the Minneapolis-St. Paul, Minn., Marketing Area", and "Order Amending the Order Regulating the Handling of Milk in the Minneapolis-St. Paul, Minn., 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 agreement, be published in the FEDERAL REGISTER. The regulatory provisions of said marketing agreement 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.

REFERENDUM ORDER; DETERMINATION OF REPRESENTATIVE PERIOD; AND DESIGNATION OF REFERENDUM AGENT

It is hereby directed that a referendum be conducted to determine whether the issuance of the attached order, as amended and as hereby proposed to be amended, regulating the handling of milk in the Minneapolis-St. Paul, Minn., marketing area, is approved or favored by the producers, as defined under the terms of the order, as amended and as hereby proposed to be amended, and who, during the representative period, were engaged in the production of milk for sale within the aforesaid marketing area.

The month of November 1968 is hereby determined to be the representative period for the conduct of such referendum. Sanford A. Balgaard is hereby designated agent of the Secretary to conduct such referendum in accordance with the procedure for the conduct of referenda to determine producer approval of milk marketing orders (7 CFR 900.300 et seq.), such referendum to be completed on or before the 30th day from the date this decision is issued.

Signed at Washington, D.C., on February 27, 1969.

J. PHIL CAMPBELL,
Under Secretary.

Order[1] Amending the Order Regulating the Handling of Milk in the Minneapolis-St. Paul, Minn., Marketing Area

PART 1068—MILK IN MINNEAPOLIS-ST. PAUL, MINN., MARKETING AREA

Subpart—Order Regulating Handling

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[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.

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AUTHORITY: The provisions of this Part 1068 issued under secs. 1–19, 48 Stat. 31, as amended; 7 U.S.C. 601–674.

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 Minneapolis-St. Paul, Minn., 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;

(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;

(4) All milk and milk products handled by handlers, as defined in the order as hereby amended, are in the current of interstate commerce or directly burden, obstruct, or affect interstate commerce in milk or its products; and

(5) It is hereby found that the necessary expense of the market administrator for the maintenance and functioning of such agency will require the payment by each handler, as his pro rata share of such expense, 3 cents per hundredweight or such amount not to exceed 3 cents per hundredweight as the Secretary may prescribe, with respect to (i) producer milk (including such handler's own production), (ii) other source milk allocated to Class I pursuant to § 1068.46(a) (3) and (6) and the corresponding steps of § 1068.46(b) and (iii) Class I milk disposed of in the marketing area from partially regulated distributing plants that exceeds the hundredweight of Class I milk received during the month at such plant from pool plants and other order plants.

Order relative to handling. It is therefore ordered that on and after the effective date hereof, the handling of milk in the Minneapolis-St. Paul, Minn., 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:

The provisions of the proposed marketing agreement and order amending the order contained in the recommended decision issued by the Deputy Administrator, Regulatory Programs, on December 3, 1968, and published in the FEDERAL REGISTER on December 6, 1968 (33 F.R. 18181; F.R. Doc. 68-14608), shall be and are the terms and provisions of this order, and are set forth in full herein subject to certain modifications in §§ 1068.4, 1068.51, and 1068.53.

DEFINITIONS

§ 1068.1 Act.

"Act" means Public Act No. 10, 73d Congress, as amended and as reenacted and amended by the Agricultural Marketing Agreement Act of 1937, as amended.

§ 1068.2 Secretary.

"Secretary" means the Secretary of Agriculture or any officer or employee of the United States who is authorized to exercise the powers and to perform the duties of the Secretary of Agriculture.

§ 1068.3 Department.

"Department" means the U.S. Department of Agriculture or such other Federal agency as is authorized to perform the price reporting functions specified in this part.

§ 1068.4 Minneapolis-St. Paul, Minn., marketing area.

"Minneapolis-St. Paul, Minn., marketing area" (referred to in this part as the "marketing area") means all the territory within the boundaries of the townships and counties listed below. The marketing area shall include all territory that is now, or in the future, occupied by Government (municipal, State, or Federal) reservations, installations, institutions, or other similar establishment if any part of such territory is within the designated geographical limits of the marketing area.

MINNESOTA COUNTIES

Anoka.	Mille Lacs.
Benton.	Pine.
Carver.	Ramsey.
Chisago.	Renville.
Dakota.	Scott.
Hennepin.	Sherburne.
Isanti.	Sibley.
Kanabec.	Stearns.
Kandiyohi.	Washington.
McLeod.	Wright.
Meeker.	

WISCONSIN COUNTIES

In Pierce County, the townships of:

Clifton.	River Falls.

In St. Croix County, the townships of:

Hudson.	Stanton.
Kinnickinnic.	Star Prairie.
Richmond.	Troy.
St. Joseph.	Warren.
Somerset.	

§ 1068.5 Market administrator.

"Market administrator" means the person designated pursuant to § 1068.20 as the agency for the administration of this part.

§ 1068.6 Person.

"Person" means any individual, partnership, corporation, association, or other business unit.

§ 1068.7 Route.

"Route" means any delivery either inside or outside the marketing area (including disposition by a vendor or from a plant store or from vending machines) of any item of Class I milk to a wholesale or retail stop, including any governmentally operated institution, but excluding any disposition of skim milk or butterfat not eligible for sale in fluid form as Grade A milk or cream in the marketing area from a nonpool plant to any other plant or to a commercial processor of foods.

§ 1068.8 Plant.

"Plant" means the entire land, buildings, surroundings, facilities and equipment, whether owned or operated by one or more persons, maintained and operated at the same location primarily for the receiving, processing or other handling of milk or milk products. Under this definition any separate portion of a premises or facilities qualified under § 1068.9(b) used to receive, process, or otherwise handle milk shall be deemed to be a separate plant. This definition shall not include any building, premises, facilities, or equipment used primarily (a) to hold or store bottled milk or milk products in finished form in transit for wholesale or retail distribution on a route(s), or (b) to transfer milk from one conveyance to another in transit from farm to plant of first receipt.

§ 1068.9 Pool plant.

"Pool plant" means any plant meeting the conditions of paragraphs (a) or (b) of this section, but not any plant withdrawn pursuant to paragraph (c) of this section, any plant exempt pursuant to § 1068.62, or the plant of a producer-handler.

(a) A plant in which milk is processed or packaged and from which not less than 15 percent of its total disposition of Class I milk during the month either by the operator of such plant or by another person is made within the marketing area on a route(s): *Provided,* That the total quantity of Class I milk disposed of from such plant during the month either inside or outside the marketing area, is equal to 30 percent or more of such plant's total receipts of skim milk and butterfat eligible for sale in fluid form as Grade A milk within the marketing area in any of the months of January through June, or to 50 percent or more of such total receipts in any of the months of July through December; or

(b) Any plant from which during any month 40 percent or more of such plant's total receipts for such month from farms of skim milk or butterfat eligible for sale in fluid form as Grade A milk within the marketing area is delivered to (1) a plant(s) which has qualified pursuant to paragraph (a) of this section, (2) any other plant(s) located within the marketing area from which Class I milk is disposed of within the marketing area on a route(s), or (3) a governmentally owned and operated institution which disposes of Class I milk solely for use on its own premises or to its own facilities: *Provided,* That if during each of the months of August, September, and October 40 percent or more of such plant's receipts of skim milk or butterfat for such month as described above is delivered as provided in this paragraph, it shall be a pool plant through the follow-

ing July: *And provided further,* That any deliveries of milk by a cooperative association during the months of August, September, and October directly from a farm(s) of its producer member(s) to a plant(s) described in paragraph (a) of this section may be considered, for purposes of this paragraph, as having been received first at a plant of such cooperative association.

(c) Upon notice by the handler in writing received by the market administrator, or postmarked, on or before the last day of any month, any plant qualified as a pool plant pursuant to paragraph (b) of this section may be withdrawn from pool plant status beginning with the next month: *Provided however,* That any such plant withdrawn from pool plant status may not regain status prior to the next August 1 and then only by meeting the requirements set forth prior to the first proviso in paragraph (b) of this section in the manner of a plant qualifying for pool plant status for the first time.

§ 1068.10 Nonpool plant.

"Nonpool plant" means any milk receiving, manufacturing or processing plant other than a pool plant. The following categories of nonpool plants are further defined as follows:

(a) "Other order plant" means a plant that is fully subject to the pricing and pooling provisions of another order issued pursuant to the Act.

(b) "Producer-handler plant" means a plant operated by a producer-handler as defined in any order (including this part) issued pursuant to the Act.

(c) "Partially regulated distributing plant" means a nonpool plant that is neither an other order plant nor a producer-handler plant and from which fluid milk products eligible for sale as Grade A in consumer-type packages or dispenser units are distributed on routes in the marketing area during the month.

(d) "Unregulated supply plant" means a nonpool plant that is neither an other order plant nor a producer-handler plant and from which a Grade A fluid milk product is shipped during the month to a pool plant.

§ 1068.11 Producer.

"Producer" means any person, other than a producer-handler as defined in any order (including this part) issued pursuant to the Act, who produces milk in compliance with the Grade A inspection requirements of a duly constituted health authority, and whose milk is:

(a) Received from the farm at a pool plant; or

(b) Moved in accordance with the conditions of § 1068.44(c) but allotted to a pool plant by listing on the payroll report of such plant pursuant to § 1068.32, which milk shall be deemed to be received at such pool plant.

§ 1068.12 Producer milk.

"Producer milk" or "milk received from producers" means milk produced by one or more producers (as defined in § 1068.11).

§ 1068.13 Handler.

"Handler" means:

(a) Any person in his capacity as the operator of a pool plant(s): *Provided,* That any cooperative association qualifying as a handler pursuant to this paragraph shall be, for the purposes of making payments pursuant to § 1068.84, the handler also with respect to producer milk caused to be delivered for the account of such association from the farms of producers to the pool plant(s) of another handler(s);

(b) Any person in his capacity as the operator of a partially regulated distributing plant. This definition shall not apply to a governmentally owned and operated institution which disposes of Class I milk solely for use on its own premises or to its own facilities;

(c) Any person in his capacity as the operator of an other order plant from which during the month fluid milk products are either distributed on routes in the marketing area or shipped to a pool plant; or

(d) A producer-handler.

(e) Any person in his capacity as the operator of an unregulated supply plant.

§ 1068.14 Cooperative association.

"Cooperative association" means any cooperative marketing association of producers which the Secretary determines, after application by the association:

(a) Is qualified under the provisions of the Act of Congress of February 18, 1922, as amended, known as the "Capper-Volstead Act;"

(b) Has full authority in the sale of milk of its members and is engaged in making collective sales of or marketing milk or its products for its members; and

(c) Has its entire activities under the control of its members.

§ 1068.15 Producer-handler.

Producer-handler means any person who meets all of the following conditions:

(a) Operates a dairy farm and a distribution plant at which Grade A milk of his own production is processed and packaged, and disposed of as Class I milk on routes in the marketing area;

(b) Receives no milk or fluid milk products from the farms of other dairy farmers nor from any other source, except receipts of not more than 50,000 pounds of milk (3.5 percent milk equivalent of butterfat) during the month by transfer from pool plants of other handlers;

(c) Receives no nonfluid milk products from any source for use in reconstituting fluid milk products;

(d) Has route disposition consisting only of skim milk and butterfat obtained from his own farm production except that received pursuant the exception set forth in paragraph (b) of this section; and

(e) The maintenance, care and management of the dairy animals and other resources necessary to produce such milk and the processing, packaging, or distribution of such milk are the personal enterprise, and the personal risk, of such person.

§ 1068.16 Other source milk.

"Other source milk" means all skim milk and butterfat:

(a) Other than that contained in producer milk or received from a pool plant(s); and

(b) Contained in products other than fluid milk products from any source (including those produced at the plant) which are reprocessed, converted into, or combined with another product in the plant during the month.

§ 1068.18 Chicago butter price.

"Chicago butter price" means the simple average as computed by the market administrator of the daily wholesale selling prices (using the midpoint of any price range as one price) per pound of Grade A (92-score) bulk creamery butter at Chicago as reported during the month by the Department.

§ 1068.19 Fluid milk product.

"Fluid milk product" means milk, skim milk (including reconstituted skim milk), concentrated milk, buttermilk, flavored milk, flavored milk drinks (except any such item disposed of as animal feed and sterilized milk, cream or milk drinks in metal containers hermetically sealed), cream (sweet or sour, including "Smetana" and similar sour cream products and mixtures of cream and milk or skim milk containing less butterfat than the legal standard for cream): *Provided,* That when nonfat milk solids are added for "fortification" the amount of skim milk to be included within this definition shall be only that amount equal to the weight of skim milk in an equal volume of an unmodified product of the same nature and butterfat content.

MARKET ADMINISTRATOR

§ 1068.20 Designation.

The agency for the administration of this part shall be a market administrator, selected by the Secretary, who shall be entitled to such compensation as may be determined by, and shall be subject to removal at the discretion of the Secretary.

§ 1068.21 Powers.

The market administrator shall:

(a) Administer the terms and provisions of this part;

(b) Receive, investigate, and report to the Secretary complaints of violations of the terms and provisions of this part;

(c) Recommend to the Secretary amendments to this part; and

(d) Make rules and regulations to effectuate the terms and provisions of this part.

§ 1068.22 Duties.

The market administrator shall perform all duties necessary to administer the terms and provisions of this part, including but not limited to, the following:

(a) Within 45 days following the date upon which he enters upon his duties, execute and deliver to the Secretary a bond conditioned upon the faithful performance of his duties, in an amount and

with surety thereon satisfactory to the Secretary;

(b) Pay, out of the funds provided by § 1068.90, the cost of his bond, his own compensation, and all other expenses necessarily incurred in the maintenance and functioning of his office, except as provided by § 1068.91;

(c) Keep such books and records as will clearly reflect the transactions provided for in this part and surrender the same to his successor or to such other person as the Secretary may designate;

(d) Unless otherwise directed by the Secretary publicly disclose within 30 days after such nonperformance becomes known to the market administrator, the name of any person who, within 20 days after the date on which he is required to perform such acts, has not (1) made reports pursuant to § 1068.30 or (2) made payments pursuant to §§ 1068.80, 1068.84, and 1068.86; and may at any time thereafter so disclose any such name if authorized by the Secretary;

(e) Verify each handler's reports and payments by inspection of such handler's records and the records of any other person upon whose utilization the classification of skim milk or butterfat for such handler depends;

(f) Prepare and disseminate to the public such statistics and information concerning the operations under this order as he deems advisable and as do not reveal confidential information;

(g) On or before the fifth working day of each month, mail to all handlers and make public announcement of the Class I price computed pursuant to § 1068.53, and the butterfat differential computed pursuant to § 1068.56(a) for the then current month, and the Class II price computed pursuant to § 1068.54 and the butterfat differential computed pursuant to § 1068.56(b) for the preceding month; and

(h) On or before the 15th day after the end of each month, mail to all handlers and make public announcement of the uniform price computed pursuant to § 1068.71;

(i) Whenever required for purpose of allocating receipts from other order plants pursuant to § 1068.46(a)(7) and the corresponding step of § 1068.46(b), the market administrator shall estimate and publicly announce the utilization (to the nearest whole percentage) in each class during the month of skim milk and butterfat, respectively, in producer milk of all handlers. Such estimate shall be based upon the most current available data and shall be final for such purpose;

(j) Report to the market administrator of the other order, as soon as possible after the report of receipts and utilization for the month is received from a handler who has received fluid milk products from an other order plant, the classification to which such receipts are allocated pursuant to § 1068.46 pursuant to such report, and thereafter any change in such allocation required to correct errors disclosed in verification of such report; and

(k) Furnish to each handler operating a pool plant who has shipped fluid milk products to an other order plant, the classification to which the skim milk and butterfat in such fluid milk products were allocated by the market administrator of the other order on the basis of the report of the receiving handler; and, as necessary, any changes in such classification arising in the verification of such report.

REPORTS, RECORDS, AND FACILITIES

§ 1068.30 Monthly reports of receipts and utilization.

(a) On or before the 10th day of each month and in the detail and on forms prescribed by the market administrator, each person who is a handler pursuant to § 1068.13(a) shall report, separately for each pool plant, to the market administrator for the preceding month with respect to all milk and milk products, except any milk product defined as Class II milk which is disposed of in the form in which received without further processing or packaging by the handler, received at each pool plant, the following:

(1) The quantities of skim milk and the quantities of butterfat contained in milk received from producers (including such handler's own production) producer-handler's and other pool plants.

(2) The quantities of skim milk and quantities of butterfat contained in other source milk, with the sources thereof;

(3) The utilization of all skim milk and butterfat required to be reported pursuant to this paragraph, including on a skim milk equivalent basis any nonfat milk solids used to fortify (or as an additive to) any milk product as described in § 1068.45, and including the quantities of skim milk and butterfat on hand at the beginning and end of each month as milk and milk products;

(4) [Reserved]

(5) Such other information with respect to all receipts and utilization as the market administrator may prescribe.

(b) Each handler specified in § 1068.13 (b) who operates a partially regulated distributing plant shall report as required in paragraph (a) of this section, except that receipts in Grade A milk shall be reported in lieu of those in producer milk. Such report shall include a separate statement showing the respective amounts of skim milk and butterfat disposed of on routes (other than to pool plants) in the marketing area as Class I milk;

(c) Each handler specified in § 1068.13 (e) who operates an unregulated supply plant shall report as required in paragraph (a) of this section, except that the receipts in Grade A milk shall be reported in lieu of those in producer milk.

§ 1068.31 Reports of producer-handlers.

Each producer-handler shall make reports to the market administrator at such times and in such manner as the market administrator shall prescribe.

§ 1068.32 Reports as to producers and cooperative associations of producers.

On or before the last day of each month, each handler shall submit to the market administrator such handler's producer payroll for the preceding month which shall show for each producer and cooperative association (a) the total pounds of milk delivered with the average butterfat test thereof, and (b) the net amount of the payment to each producer and to each cooperative association, together with the prices, deductions and charges involved.

§ 1068.33 Records and facilities.

Each handler shall permit the market administrator to make such examination of his operations, equipment and facilities as the market administrator deems necessary and shall maintain and make available to the market administrator during the usual hours of business, such accounts and records of operations and such facilities as the market administrator deems necessary to verify or to establish the correct data with respect to (a) the receipts and utilization in whatever form of all skim milk and butterfat received, including nonfluid milk products disposed of in the form in which received without further processing or packaging; (b) the weights, and tests for butterfat and for other contents, of all other skim milk or butterfat handled; (c) payments to producers and cooperative associations; and (d) the pounds of skim milk and butterfat contained in or represented by all milk, skim milk, cream, and each milk product on hand at the beginning and at the end of each month.

§ 1068.34 Retention of records.

All books and records required under this part to be made available to the market administrator shall be retained by the handler for a period of 3 years to begin at the end of the month to which such books and records pertain: *Provided*, That if within such 3-year period the market administrator notifies the handler in writing that the retention of such books and records, or of specified books and records, is necessary in connection with a proceeding under section 8c(15)(A) of the act or a court action specified in such notice, the handler shall retain such books and records or specified books and records until further written notification from the market administrator. In either case the market administrator shall give further written notification to the handler promptly upon the termination of the litigation or when the records are no longer necessary in connection therewith.

CLASSIFICATION

§ 1068.40 Skim milk and butterfat to be classified.

All skim milk and butterfat received by each handler during each month which is required to be reported pursuant to § 1068.30 (a) and (b) shall be classi-

fied by the market administrator pursuant to the provisions of §§ 1068.41 through 1068.46.

§ 1068.41 Classes of utilization.

Subject to the conditions set forth in §§ 1068.42 through 1068.46, inclusive, the classes of utilization shall be as follows:

(a) *Class I milk.* Class I milk shall be all skim milk and butterfat:

(1) Disposed of in the form of a fluid milk product except as provided in paragraph (b) (3) and (4) of this section.

(2) Not accounted for as Class II milk.

(b) *Class II milk.* Class II milk shall be:

(1) Skim milk and butterfat used to produce a milk product other than those specified in paragraph (a) of this section;

(2) Skim milk and butterfat stored in a public cold storage warehouse as frozen cream;

(3) Skim milk and butterfat contained in any item included under paragraph (a) of this section disposed of as animal feed;

(4) Skim milk represented by the nonfat milk solids added to a fluid milk product which is in excess of the weight of an equivalent volume of the fluid milk products prior to such addition; and

(5) In shrinkage assigned pursuant to § 1068.42(b) (1) of skim milk and butterfat, respectively, but not in excess of:

(i) Two percent of producer milk; plus

(ii) 1.5 percent of milk received in bulk tank lots from other pool plants; plus

(iii) 1.5 percent of milk received in bulk from a cooperative association which is a handler by virtue of the delivery of producer milk for its account from the farms of producers directly to the pool plant, except that if the handler operating the pool plant files notice with the market administrator, prior to the first day of the month, that the purchase of such milk is on the basis of farm weights determined by farm bulk tank calibration and butterfat tests determined from farm bulk tank samples, the applicable maximum percentage shall be 2 percent; plus

(iv) 1.5 percent of milk received in bulk tank lots from an other order plant, exclusive of the quantity for which Class II utilization was requested by the operators of both plants; plus

(v) 1.5 percent of milk in bulk tank lots from unregulated supply plants, exclusive of the quantity for which Class II utilization was requested by the handler; less

(vi) 1.5 percent of milk in bulk tank lots transferred to other plants; (if the receipt of milk is on the basis of farm weights determined by farm bulk tank calibration and butterfat tests determined from farm bulk tank samples as provided in subdivision (iii) of this subparagraph, the percentage shall be 2 percent); less

(6) In shrinkage of skim milk and butterfat, respectively, assigned pursuant to § 1068.42(b) (2).

§ 1068.42 Shrinkage.

The market administrator shall allocate shrinkage over a handler's receipts at each pool plant as follows:

(a) Compute the total shrinkage of skim milk and butterfat, respectively, for each handler at each plant; and

(b) Prorate the resulting amounts among the receipts of skim milk and butterfat contained in:

(1) The net quantity of producer milk and other milk specified in § 1068.41(b) (5); and

(2) Other source milk exclusive of that specified in § 1068.41(b) (5).

§ 1068.43 Responsibility of handlers and reclassification of milk.

(a) All skim milk and butterfat received by a handler shall be Class I milk unless the handler who first received such skim milk and butterfat proves to the market administrator that it should be classified otherwise; and

(b) Any skim milk and butterfat shall be reclassified if verification by the market administrator discloses that the original classification was incorrect.

§ 1068.44 Transfers.

Skim milk or butterfat in the form of a fluid milk product shall be classified:

(a) At the utilization indicated by the operators of both plants, otherwise as Class I milk, if transferred from a pool plant to the pool plant of another handler, subject in either event to the following conditions:

(1) The skim milk or butterfat so assigned to either class shall be limited to the amount thereof remaining in such class in the transferee plant after computations pursuant to § 1068.46(a) (7) and the corresponding step of § 1068.46 (b);

(2) If the transferor plant received during the month other source milk to be allocated pursuant to § 1068.46(a) (3), the skim milk and butterfat so transferred shall be classified so as to allocate the least possible Class I utilization to such other source milk; and

(3) If the transferor handler received during the month other source milk to be allocated pursuant to § 1068.46(a) (6) or (7) and the corresponding steps of § 1068.46(b), the skim milk and butterfat so transferred up to the total of such receipts shall not be classified as Class I milk to a greater extent than would be applicable to a like quantity of such other source milk received at the transferee plant;

(b) As Class I milk, if transferred from a pool plant to a producer-handler;

(c) As Class I milk if moved to a nonpool plant by a cooperative association directly from the farm of the producer and the nonpool plant is one from which milk is disposed of in fluid form on routes;

(d) As Class I milk, if transferred to a nonpool plant that is neither an other order plant nor a producer-handler plant and is located beyond a 150-mile radius from the Minnesota Transfer Viaduct over University Avenue in St. Paul, Minn., except that cream so transferred in bulk form shall be Class II if no fluid milk products are distributed on routes from the receiving plant;

(e) As Class I milk, if transferred in bulk to a nonpool plant that is neither an other order plant nor a producer-handler plant and is within a radius of 150 miles from the Minnesota Transfer Viaduct over University Avenue in St. Paul, Minn., unless the requirements of subparagraphs (1) and (2) of this paragraph are met, in which case the skim milk and butterfat so transferred shall be classified in accordance with the assignment resulting from subparagraph (3) of this paragraph:

(1) The transferring handler claims classification pursuant to the assignment set forth in subparagraph (3) of this paragraph in his report submitted to the market administrator pursuant to § 1068.30 for the month within which such transaction occurred;

(2) The operator of such nonpool plant maintains books and records showing the utilization of all skim milk and butterfat received at such plant which are made available if requested by the market administrator for the purpose of verification; and

(3) The skim milk and butterfat so transferred shall be classified on the basis of the following assignment of utilization at such nonpool plant in excess of receipts of packaged fluid milk products from all pool plants and other order plants:

(i) Any Class I utilization disposed of on routes in the marketing area shall be first assigned to the skim milk and butterfat in the fluid milk products so transferred from pool plants, next pro rata to receipts from other order plants and thereafter to receipts from dairy farmers who the market administrator determines constitute regular sources of supply of Grade A milk for such nonpool plant;

(ii) Any Class I utilization disposed of on routes in the marketing area of another order issued pursuant to the Act shall be first assigned to receipts from plants fully regulated by such order, next pro rata to receipts from pool plants and other order plants not regulated by such order, and thereafter to receipts from dairy farmers who the market administrator determines constitute regular sources of supply for such nonpool plant;

(iii) Class I utilization in excess of that assigned pursuant to subdivisions (i) and (ii) of this subparagraph shall be assigned first to remaining receipts from dairy farmers who the market administrator determines constitute the regular source of supply for such nonpool plant and Class I utilization in excess of such receipts shall be assigned pro rata to unassigned receipts at such nonpool plant from all pool and other order plants; and

(iv) To the extent that Class I utilization is not so assigned to it, the skim milk and butterfat so transferred shall be classified as Class II milk;

(f) As follows, if transferred to an other order plant in excess of receipts from such plant in the same category as described in subparagraph (1), (2), or (3) of this paragraph:

(1) If transferred in packaged form, classification shall be in the classes to which allocated as a fluid milk product under the other order;

(2) If transferred in bulk form, classification shall be in the classes to which allocated as a fluid milk product under the other order (including allocation under the conditions set forth in subparagraph (3) of this paragraph);

(3) If the operators of both the transferor and transferee plants so request in the reports of receipts and utilization filed with their respective market administrators, transfers in bulk form shall be classified as Class II to the extent of the Class II utilization (or comparable utilization under such other order) available for such assignment pursuant to the allocation provisions of the transferee order;

(4) If information concerning the classification to which allocated under the other order is not available to the market administrator for puposes of establishing classification pursuant to this paragraph, classification shall be as Class I, subject to adjustment when such information is available;

(5) For purposes of this paragraph, if the transferee order provides for more than two classes of utilization, milk allocated to a class consisting primarily of fluid milk products shall be classified as Class I, and milk allocated to other classes shall be classified as Class II; and

(6) If the form in which any fluid milk products is transferred to an other order plant is not defined as a fluid milk product under such other order, classification shall be in accordance with the provisions of § 1068.41.

§ 1068.45 Computation of milk in each class.

For each month the market administrator shall correct mathematical and other obvious errors in the monthly report submitted by each handler and shall compute the total pounds of skim milk and butterfat, respectively, in Class I milk and Class II milk for each handler: *Provided,* That when nonfat milk solids derived from nonfat dry milk, condensed skim milk, and any other product condensed from milk or skim milk, are utilized by such handler either (a) to fortify (or as an additive to) fluid milk, flavored milk, skim milk, or any other milk product, or (b) for disposition by a handler in reconstituted form as skim milk or a milk drink, the total pounds of skim milk computed for the appropriate class of use shall reflect a volume equivalent to the skim milk used to produce such nonfat milk solids.

§ 1068.46 Allocation of skim milk and butterfat classified.

After making the computations pursuant to § 1068.45, the market administrator shall determine the classification of producer milk for each handler as follows:

(a) Skim milk shall be allocated in the following manner:

(1) Subtract from the total pounds of skim milk in Class II the pounds of skim milk classified as Class II pursuant to § 1068.41(b)(5);

(2) Subtract from the pounds of skim milk in each class the pounds of skim milk in fluid milk products received in packaged form from other order plants as follows:

(i) From Class II milk, the lesser of the pounds remaining or 2 percent of such receipts; and

(ii) From Class I milk, the remainder of such receipts;

(3) Subtract in the order specified below from the pounds of skim milk remaining in each class, in series beginning with Class II, the pounds of skim milk in each of the following:

(i) Other source milk in a form other than that of a fluid milk product;

(ii) Receipts of fluid milk products for which Grade A certification is not established, or which are from unidentified sources; and

(iii) Receipts of fluid milk products from a producer-handler, as defined under this or any other Federal order;

(4) Subtract, in the order specified below, from the pounds of skim milk remaining in Class II, but not in excess of such quantity:

(i) Receipts of fluid milk products from an unregulated supply plant:

(*a*) For which the handler requests Class II utilization; or

(*b*) Which are in excess of the pounds of skim milk determined by subtracting from 125 percent of the pounds of skim milk remaining in Class I milk the sum of the pounds of skim milk in producer milk, receipts from a cooperative association as a handler pursuant to the proviso of § 1068.13(a), receipts from pool plants of other handlers, and receipts in bulk from other order plants; and

(ii) Receipts of fluid milk products in bulk from an other order plant in excess of similar transfers to such plant, if Class II utilization was requested by the operator of such plant and the handler;

(5) Add to the remaining pounds of skim milk in Class II milk the pounds subtracted pursuant to subparagraph (1) of this paragraph;

(6) Subtract from the pounds of skim milk remaining in each class, pro rata to such quantities, the pounds of skim milk in receipts of fluid milk products from unregulated supply plants which were not subtracted pursuant to subparagraph (3)(i) of this paragraph;

(7) Subtract from the pounds of skim milk remaining in each class, in the following order, the pounds of skim milk in receipts of fluid milk products in bulk from an other order plant(s), in excess in each case of similar transfers to the same plant, which were not subtracted pursuant to subparagraph (4)(ii) of this paragraph:

(i) In series beginning with Class II, the pounds determined by multiplying the pounds of such receipts by the larger of the percentage of estimated Class II utilization of skim milk announced for the month by the market administrator pursuant to § 1068.22(i) or the percentage that Class II utilization remaining is of the total remaining utilization of skim milk of the handler; and

(ii) From Class I, the remaining pounds of such receipts;

(8) Subtract from the pounds of skim milk remaining in each class the pounds of skim milk received in fluid milk products from other pool plants according to the classification assigned pursuant to § 1068.44(a);

(9) If the pounds of skim milk remaining in both classes exceed the pounds of skim milk in producer milk, subtract such excess from the pounds of skim milk remaining in each class in series beginning with Class II. Any amount so subtracted shall be known as "overage";

(b) Butterfat shall be allocated in accordance with the procedure outlined for skim milk in paragraph (a) of this section; and

(c) Combine the amounts of skim milk and butterfat determined pursuant to paragraphs (a) and (b) of this section into one total for each class and determine the weighted average butterfat content of producer milk in each class.

MINIMUM PRICES

§ 1068.50 Class prices.

Each handler shall pay, at the time and in the manner set forth in §§ 1068.80 through 1068.84, not less than the prices set forth in §§ 1068.53 and 1068.54 for all milk received during each month from producers and cooperative associations: *Provided,* That with respect to skim milk and butterfat transferred from the pool plant of, or caused to be delivered as producer milk by, a cooperative association which is a handler to the pool plant of another handler, the applicable class price shall be that for the location of the latter plant.

§ 1068.51 Basic formula price.

The basic formula price shall be the average price per hundredweight for manufacturing grade milk, f.o.b. plants in Wisconsin and Minnesota, as reported by the United States Department of Agriculture for the month. Such price shall be adjusted to a 3.5 percent butterfat basis by a butterfat differential rounded to the nearest one-tenth cent computed at 0.12 times the Chicago butter price for the month. The basic formula price shall be rounded to the nearest full cent. For the purpose of computing Class I prices from the effective date hereof, the basic formula price shall not be less than $4.33.

§ 1068.52 [Reserved]

§ 1068.53 Class I price.

Subject to the differentials provided in §§ 1068.55 and 1068.56(a) the price per hundredweight for Class I milk each month shall be the basic formula price for the preceding month plus $0.86, and plus 20 cents.

§ 1068.54 Class II price.

The price per hundredweight for Class II milk shall be the basic formula price.

§ 1068.55 Location differential to handlers.

The Class I price for producer milk and other source milk (for which a location adjustment is applicable) at a plant located a radius of 15 miles and beyond the Minnesota Transfer Viaduct over University Avenue in St. Paul, Minn., shall be reduced by the amount indicated below. Such deduction shall be based on the mileage as computed by the market administrator:

Location of plant (miles)	*Amount of deduction (cents)*
Less than 15	0
15 but less than 20	3
20 but less than 30	6
30 but less than 40	9
40 but less than 50	12

Distances 50 miles and beyond, an additional 1 cent for each 10 miles or fraction thereof.

§ 1068.56 Butterfat differentials to handlers.

If the average butterfat content of the Class I milk or Class II milk, computed pursuant to § 1068.46(c), for any handler for the month is more or less than 3.5 percent, there shall be added to, or subtracted from as the case may be, the price for such class of utilization, for each one-tenth of 1 percent that such average butterfat test is above or below 3.5 percent, a butterfat differential calculated for each class of utilization as follows:

(a) *Class I milk.* Multiply the Chicago butter price for the preceding month by 0.120 and round to the nearest one-tenth cent.

(b) *Class II milk.* Multiply by 0.115, the simple average of the daily wholesale selling prices per pound (using the midpoint of any price range as one price) of Grade AA (93-score) butter at New York, as reported by the Department for the month.

§ 1068.57 Equivalent price provision.

Whenever the provisions of this part require the market administrator to use a specific price (or prices) for milk or any milk product for the purpose of determining minimum class prices or for any other purpose and the specified price is not reported or published, the market administrator shall use a price determined by the Secretary to be equivalent to, or comparable with, the price specified.

APPLICATION OF PROVISIONS

§ 1068.60 Application to producer-handlers.

Sections 1068.40 through 1068.46, 1068.50 through 1068.56, 1068.62 through 1068.64, 1068.70 through 1068.73, 1068.80 through 1068.87, and 1068.90 through 1068.93 shall not apply to the handling of milk by producer-handlers.

§ 1068.61 Producer-handlers.

Any handler claiming producer-handler status shall furnish to the market administrator, for verification, evidence of his qualifications as a producer-handler pursuant to § 1068.15 and shall furnish evidence of subsequent changes made in the manner of producing, securing, or distributing milk that affect such qualifications as a producer-handler; such verification by the market administrator shall be made within 15 days of receipt of the evidence and shall be effective as of the first day of the month during which verification is made.

§ 1068.62 Milk under more than one Federal order.

Milk received at a plant qualified as a pool plant under § 1068.9 shall be exempt from the provisions of this order if the conditions of paragraphs (a) and (b) of this section are met: *Provided*, That the handler of such milk shall make reports to the market administrator with respect to his total receipts and utilization of skim milk and butterfat at such times and in such manner as the market administrator may require and allow verification of such reports by the market administrator in accordance with § 1068.33:

(a) The Secretary determines that a greater quantity of milk in fluid form is disposed of from such plant to another regulated area as defined in another marketing agreement or order issued pursuant to the act either on routes or through plants regulated by such other marketing agreement or order than is disposed of from such plant in the Minneapolis-St. Paul marketing area either on routes or through other pool plants; and

(b) Such milk would be subject to the class price and producer payment provisions of the other marketing agreement or order upon being made exempt from this part.

§ 1068.63 Butterfat in fluid skim milk.

For classification purposes, pursuant to §§ 1068.40 through 1068.46, butterfat in skim milk either disposed of to others or used in the manufacture of milk products shall be accounted for at a butterfat content of 0.065 percent, unless the handler has adequate records of the actual butterfat content of such skim milk.

§ 1068.64 Obligations of handler operating a partially regulated distributing plant.

Each handler who operates a partially regulated distributing plant shall pay to the market administrator for the producer-settlement fund on or before the 25th day after the end of the month either of the amounts (at the handler's election) calculated pursuant to paragraph (a) or (b) of this section. If the handler fails to report pursuant to § 1068.30(b) and the information necessary to compute the amount specified in paragraph (a) of this section, he shall pay the amount computed pursuant to paragraph (b) of this section:

(a) An amount computed as follows:

(1) (i) The obligation that would have been computed pursuant to § 1068.70 at such plant shall be determined as though such plant were a pool plant. For purposes of such computation, receipts at such nonpool plant from a pool plant for an other order plant shall be assigned to the utilization at which classified at the pool plant or other order plant and transfers from such nonpool plant to a pool plant or an other order plant shall be classified as Class II milk if allocated to such class at the pool plant or other order plant and be valued at the uniform price of the respective order if so allocated to Class I milk. There shall be included in the obligation so computed a charge in the amount specified in § 1068.70(d) and a credit in the amount specified in § 1068.84(b)(2) with respect to receipts from an unregulated supply plant, unless an obligation with respect to such plant is computed as specified below in this subparagraph.

(ii) If the operator of the partially regulated distributing plant so requests, and provides with his report pursuant to § 1068.30(b) a similar report with respect to the operations of any other nonpool plant which serves as a supply plant for such partially regulated distributing plant by shipments to such plant during the month equivalent to the requirements of § 1068.9(b), with agreement of the operator of such plant that the market administrator may examine the books and records of such plant for purposes of verification of such reports, there will be added the amount of the obligation computed at such nonpool supply plant in the same manner and subject to the same conditions as for the partially regulated distributing plant.

(2) From this obligation there will be deducted the sum of (i) the gross payments made by such handler of Grade A milk received during the month from dairy farmers at such plant and like payments made by the operator of a supply plant(s) included in the computations pursuant to subparagraph (1) of this paragraph, and (ii) any payments to the producer-settlement fund of another order under which such plant is also a partially regulated distributing plant.

(b) An amount computed as follows:

(1) Determine the respective amounts of skim milk and butterfat disposed of as Class I milk on routes (other than to pool plants) in the marketing area;

(2) Deduct (except that deducted under a similar provision of another order issued pursuant to the Act) the respective amounts of skim milk and butterfat received as Class I milk at the partially regulated distributing plant from pool plants and other order plants;

(3) Combine the amounts of skim milk and butterfat remaining into one total and determine the weighted average butterfat content; and

(4) From the value of such milk at the Class I price applicable at the location of the nonpool plant, subtract its value at the uniform price pursuant to

§ 1068.71 at the same location or at the Class II price, whichever is higher.

DETERMINATION OF UNIFORM PRICES TO PRODUCERS

§ 1068.70 Computation of the net pool obligation of each pool handler.

The net pool obligation of each pool handler during each month shall be a sum of money computed by the market administrator as follows:

(a) Multiply the quantity of producer milk in each class (including any such milk caused to be delivered to such handler from the farms of producers for the account of a cooperative association), as computed pursuant to § 1068.46(c), by the applicable class prices;

(b) Add the amount obtained from multiplying the pounds of overage deducted from each class pursuant to § 1068.46(a)(9) and the corresponding step of § 1068.46(b) by the applicable class prices;

(c) Add an amount equal to the difference between the Class I and Class II price values at the pool plant of the skim milk and butterfat subtracted from Class I pursuant to § 1068.46(a)(3) and the corresponding step of § 1068.46(b); and

(d) Add the value at the Class I price, adjusted for location of the nearest nonpool plant(s) from which an equivalent volume was received, of the skim milk and butterfat subtracted from Class I pursuant to § 1068.46(a)(6) and the corresponding step of § 1068.46(b).

§ 1068.71 Computation of uniform price.

For each month the market administrator shall compute a uniform price as follows:

(a) Combine into one total the values computed pursuant to § 1068.70 for all handlers who filed reports pursuant to § 1068.30 for the month and who made the payments pursuant to §§ 1068.80 and 1068.84 for the preceding month;

(b) Subtract, if the average butterfat content of the milk specified in paragraph (e) of this section is more than 3.5 percent, or add, if such butterfat content is less than 3.5 percent, an amount computed by multiplying the amount by which the average butterfat content of such milk varies from 3.5 percent by the butterfat differential computed pursuant to § 1068.81 and multiplying the result by the total hundredweight of such milk;

(c) Add an amount equal to the total value of the location differentials computed pursuant to § 1068.82;

(d) Add an amount equal to not less than one-half of the unobligated balance in the producer-settlement fund;

(e) Divide the resulting amount by the sum of the following for all handlers included in these computations;

(1) The total hundredweight of producer milk; and

(2) The total hundredweight for which a value is computed pursuant to § 1068.70(d); and

(f) Subtract not less than 4 cents nor more than 5 cents per hundredweight. The result shall be the "uniform price" for milk received from producers.

§ 1068.72 [Reserved]

§ 1068.73 Notification of handlers.

On or before the 15th day of each month the market administrator shall notify each handler of:

(a) The amount and value of his producer milk in each class computed pursuant to §§ 1068.46 and 1068.70, and the totals of such amounts and values;

(b) The uniform price (§ 1068.71);

(c) The amount, if any, due such handler from the producer-settlement fund; and

(d) The amounts to be paid by each handler pursuant to §§ 1068.80, 1068.84, 1068.86, 1068.90, 1068.91, and 1068.92.

PAYMENTS FOR MILK

§ 1068.80 Time and method of payment.

Each handler shall make payment for milk received from producers or cooperative associations as follows:

(a) On or before the 11th day after the end of the month in which the skim milk or butterfat was received, to a cooperative association which is a handler, at not less than the applicable class prices for all skim milk and butterfat received from a pool plant(s) operated by such cooperative association or caused by it to be delivered to such handler from producers' farms, less the amount of payment made pursuant to paragraph (c) of this section.

(b) On or before the 21st day after the end of the month during which the milk was received, to each producer for milk not caused to be delivered to such handler by a cooperative association which is a handler, as follows: *Provided*, That such payment shall be made, upon request, to a cooperative association which is not a handler, or to its duly authorized agent, with respect to milk received from each producer who has given such association authorization by contract or by other written instrument to collect the proceeds from the sale of his milk, and any payment made pursuant to this proviso shall be made on or before the 20th day after the end of such month.

(1) At not less than the uniform price computed pursuant to § 1068.71, subject to the butterfat and location differentials set forth in §§ 1068.81 and 1068.82, and less the amount of payment made pursuant to paragraph (c) of this section; and

(c) Handlers (other than cooperative associations) shall make partial payments to producers and cooperative associations pursuant to subparagraphs (1) and (2) of this paragraph: *Provided*, That in the event any producer discontinues shipping to such handler during the month, such partial payment shall not be made and full payment for all milk received from such producer during such month shall be made pursuant to paragraphs (a) and (b) of this section.

(1) On or before the 25th day of each month, each handler shall make payment, except as set forth in subparagraph (2) of this paragraph, to each producer, at not less than the applicable uniform price computed pursuant to § 1068.71(f) for the preceding month, for the milk of such producer received by such handler during the first 15 days of the current month;

(2) On or before the 20th day of each month, each handler shall make payment to a cooperative association which is not a handler for milk of producers from whom such association has received written authorization to collect payment, at not less than such uniform price for the preceding month, for all such milk received by such handler during the first 15 days of the current month; and

(3) On or before the 20th day of each month, each handler shall make payment to a cooperative association which is a handler, at not less than the applicable Class I price for the current month pursuant to § 1068.53, for all skim and butterfat received from a pool plant(s) operated by such cooperative association, or caused by such association to be delivered from the producers' farms to such handler, during the first 15 days of the current month.

(4) All payments made pursuant to this paragraph shall be subject to the butterfat and location differentials pursuant to §§ 1068.81 and 1068.82.

§ 1068.81 Butterfat differential to producers.

The uniform price pursuant to § 1068.71 shall be increased or decreased for each one-tenth of 1 percent that the butterfat content of such milk is above or below 3.5 percent, respectively, at the rate determined by multiplying the pounds of butterfat in producer milk allocated to Class I and Class II milk pursuant to § 1068.46 by the respective butterfat differential for each class, dividing the sum of such values by the total pounds of such butterfat, and rounding the resultant figure to the nearest one-tenth cent.

§ 1068.82 Location differentials to producers and on nonpool milk.

(a) In making payments pursuant to § 1068.80 (b) and (c) for milk received at a pool plant located a radius of 15 miles and beyond the Minnesota Transfer Viaduct over University Avenue in St. Paul, Minn., each handler shall deduct from the applicable price payable to such producers the amount indicated below. Such deduction shall be based on the mileage as computed by the market administrator:

Location of plant (miles)	*Amount of deduction (cents)*
Less than 15	0
15 but less than 20	3
20 but less than 30	6
30 but less than 40	9
40 but less than 50	12

Distances 50 miles and beyond, an additional 1 cent for each 10 miles or fraction thereof.

(b) For the purpose of computations pursuant to §§ 1068.84 and 1068.85, the uniform price shall be adjusted at the rates set forth in paragraph (a) of this section applicable at the location of the nonpool plant from which the milk was received.

§ 1068.83 Producer-settlement fund.

The market administrator shall establish and maintain a separate fund known as the "producer-settlement fund" into which he shall deposit all payments made by handlers pursuant to §§ 1068.64, 1068.84, and 1068.86 and out of which he shall make all payments due handlers pursuant to §§ 1068.85 and 1068.86: *Provided*, That the market administrator shall offset any payments due any handler against payments due from such handler.

§ 1068.84 Payments to the producer-settlement fund.

On or before the 18th day after the end of the month each handler shall pay to the market administrator the amount, if any, by which the total amounts specified in paragraph (a) of this section exceed the amounts specified in paragraph (b) of this section: *Provided*, That payment made by a cooperative association as a handler pursuant to this paragraph with respect to milk transferred to another handler from the pool plant of such cooperative association or caused to be delivered to such handler from the farms of producers for the account of such cooperative association shall not relieve the transferee handler of any obligation on any such milk which is due the cooperative association, or otherwise due pursuant to §§ 1068.80 through 1068.92, inclusive:

(a) The net pool obligation computed pursuant to § 1068.70 for such handler; and

(b) The sum of:

(1) The value of such handler's producer milk at the applicable uniform prices specified in § 1068.80; and

(2) The value at the weighted average price(s) applicable at the location of the plant(s), from which received (not to be less than the value at the Class II price) with respect to other source milk for which a value is computed pursuant to § 1068.70(d).

§ 1068.85 Payments out of the producer-settlement fund.

On or before the 19th day after the end of each month, the market administrator shall pay, subject to the proviso of § 1068.83, to each handler the amount, if any, by which the amount computed pursuant to § 1068.84(b) exceeds the amount computed pursuant to § 1068.84(a).

§ 1068.86 Adjustments to payments.

(a) Whenever verification by the market administrator of reports or payments by any handler discloses errors in payments to the producer-settlement fund pursuant to § 1068.84, the market administrator shall promptly bill such handler for any unpaid amount and such handler shall, within 5 days of such billing, make payment to the market administrator of the amount so billed. Whenever verification discloses that payment is due from the market administrator to any handler, the market administrator shall, within 5 days, make payment to such handler.

(b) Whenever verification by the market administrator of the payments by a handler to any producer or cooperative association discloses payment of less than is required by § 1068.80, the handler shall pay the balance due such producer or cooperative association not later than the time for making payments next following such disclosure.

§ 1068.87 Statement to producers.

In making payment to individual producers as required by § 1068.80, each handler shall furnish each producer from whom he received milk a supporting statement, in such form that it may be retained by the producer, which shall show:

(a) The month involved, and the identity of the handler and of the producer;

(b) The total pounds and the average butterfat content of the milk received from the producer;

(c) The minimum rate at which payment to the producer is required pursuant to § 1068.80;

(d) The rate used in making the payment if such rate is other than the applicable minimum;

(e) The amount (or rate) per hundredweight of each deduction claimed by the handler, including any deduction claimed under § 1068.91, together with a description of the respective deductions; and

(f) The net amount of the payment to the producer.

MISCELLANEOUS

§ 1068.90 Expense of administration.

As his pro rata share of the expense of administration of the order, each handler shall pay to the market administrator on or before the 15th day after the end of the month 3 cents per hundredweight or such lesser amount as the Secretary may prescribe, with respect to (a) producer milk (including such handler's own production), (b) other source milk allocated to Class I pursuant to § 1068.46(a) (3) and (6) and the corresponding steps of § 1068.46 (b) and (c) Class I milk disposed of in the marketing area from partially regulated distributing plants that exceeds the hundredweight of Class I milk received during the month at such plant from pool plants and other order plants.

§ 1068.91 Marketing services.

(a) *Deductions for marketing services.* Except as set forth in paragraph (b) of this section, each handler, in making payments to producers (other than himself) pursuant to § 1068.80, shall make a deduction of 6 cents per hundredweight, or such lesser deduction as the Secretary from time to time may prescribe, with respect to all milk received from producers' farms during the month, and shall pay such deductions to the market administrator on or before the 18th day after the end of such month. Such monies shall be expended by the market administrator for market information to, and for the verification of weights, sampling, and testing of milk received from, said producers.

(b) *Producers' cooperative associations.* In the case of producers for whom a cooperative association which the Secretary determines to be qualified under the provisions of the act of Congress of February 18, 1922, as amended, known as the "Capper-Volstead Act", is actually performing, as determined by the Secretary, the services set forth in paragraph (a) of this section, no such deduction shall be made.

§ 1068.92 Adjustment of overdue accounts.

Any balance of payment due from a handler pursuant to §§ 1068.80 (a) and (b), 1068.84, 1068.86, and this section for which remittance has not been made by the close of business on the next day following the date specified for such payment shall be increased four-tenths of 1 percent, and any remaining amount due shall be increased at a similar rate on the corresponding day of each month thereafter until paid.

§ 1068.93 Termination of obligation.

The provisions of this section shall apply to any obligation under this part for the payment of money irrespective of when such obligation arose except an obligation involved in an action instituted before August 1, 1949, under section 8c(15)(A) of the act or before a court.

(a) The obligation of any handler to pay money required to be paid under the terms of this part shall, except as provided in paragraphs (b) and (c) of this section, terminate 2 years after the last day of the month during which the market administrator receives the handler's utilization report on the milk involved in such obligation unless within such 2-year period the market administrator notifies the handler in writing that such money is due and payable. Service of such notice shall be complete upon mailing to the handler's last known address, and it shall contain but need not be limited to the following information:

(1) The amount of the obligation;

(2) The month(s) during which the milk, with respect to which the obligation exists, was received or handled; and

(3) If the obligation is payable to one or more producers or to an association of producers, the name of such producer(s) or association of producers, or if the obligation is payable to the market administrator, the account for which it is to be paid.

(b) If a handler fails or refuses, with respect to any obligation under this part, to make available to the market administrator or his representatives all books and records required by this part to be made available, the market administrator may, within the 2-year period provided for in paragraph (a) of this section, notify the handler in writing of such failure or refusal. If the market administrator so notifies a handler, the said 2-year period with respect to such obligation shall not begin to run until the first day of the month following the month during which all such books and records pertaining to such obligation are made

available to the market administrator or his representatives;

(c) Notwithstanding the provisions of paragraphs (a) and (b) of this section, a handler's obligation under this part to pay money shall not be terminated with respect to any transaction involving fraud or willful concealment of a fact, material to the obligation, by the handler against whom the obligation is sought to be imposed; and

(d) Any obligation of the market administrator to pay a handler any money which such handler claims to be due him under the terms of this part shall terminate 2 years after the end of the month during which the milk involved in the claim was received if an underpayment is claimed, or 2 years after the end of the month during which the payment (including deduction or set-off by the market administrator) was made by the handler if a refund on such payment is claimed, unless such handler, within the applicable period of time, files, pursuant to section 8c(15)(A) of the act, a petition claiming such money.

§ 1068.94 Agents.

The Secretary may, by designation in writing, name any officer or employee of the United States to act as his agent or representative in connection with any of the provisions of this part.

EFFECTIVE TIME, SUSPENSION, OR TERMINATION

§ 1068.100 Effective time.

The provisions of this part or any amendment to this part shall become effective at such time as the Secretary may declare and shall continue in force until suspended or terminated pursuant to § 1068.101.

§ 1068.101 Suspension or termination.

The Secretary shall suspend or terminate any or all of the provisions of this part, whenever he finds that it obstructs or does not tend to effectuate the declared policy of the act. This part shall, in any event, terminate whenever the provisions of the act authorizing it cease to be in effect.

§ 1068.102 Continuing power and duty of the market administrator.

(a) If, upon the suspension or termination of any or all of the provisions of this part, there are any obligations arising under this part, the final accrual or ascertainment of which requires acts by any handler, by the market administrator, or by any other person, the power and duty to perform such further acts shall continue notwithstanding such suspension or termination: *Provided*, That any such acts required to be performed by the market administrator shall, if the Secretary so directs, be performed by such other person, persons, or agency as the Secretary may designate.

(b) The market administrator, or such other person as the Secretary may designate shall:

(1) Continue in such capacity until discharged by the Secretary;

(2) From time to time account for all receipts and disbursements and deliver all funds or property on hand, together with the books and records of the market administrator, or such person, to such person as the Secretary shall direct; and

(3) If so directed by the Secretary, execute such assignments or other instruments necessary or appropriate to vest in such person full title to all funds, property, and claims vested in the market administrator or such persons pursuant thereto.

§ 1068.103 Liquidation after suspension or termination.

Upon the suspension or termination of any or all provisions of this part, the market administrator, or such person as the Secretary may designate shall, if so directed by the Secretary, liquidate the business of the market administrator's office, and dispose of all funds and property then in his possession or under his control together with claims for any funds which are unpaid at the time of such suspension or termination. Any funds collected pursuant to the provisions of this part, over and above the amounts necessary to meet outstanding obligations and the expenses necessarily incurred by the market administrator or such person in liquidating and distributing such funds, shall be distributed to the contributing handlers and producers in an equitable manner.

[F.R. Doc. 69-2630; Filed, Mar. 4, 1969; 8:45 a.m.]

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[14 CFR Part 71]

[Airspace Docket No. 69-SO-18]

TRANSITION AREA

Proposed Alteration

The Federal Aviation Administration is considering an amendment to Part 71 of the Federal Aviation Regulations that would alter the Raleigh, N.C., transition area.

Interested persons may submit such written data, views, or arguments as they may desire. Communications should be submitted in triplicate to the Area Manager, Atlanta Area Office, Attention: Chief, Air Traffic Branch, Federal Aviation Administration, Post Office Box 20636, Atlanta, Ga. 30320. All communications received within 30 days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Administration officials may be made by contacting the Chief, Air Traffic Branch. Any data, views, or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official docket will be available for examination by interested persons at the Southern Regional Office, Federal Aviation Administration, Room 724, 3400 Whipple Street, East Point, Ga.

The Raleigh transition area described in § 71.181 (34 F.R. 4637) would be altered by deleting "* * * Raleigh-Durham Airport (lat. 35°52'21" N., long. 78°47'02" W.) * * *" and substituting "* * * Raleigh-Durham Airport (lat. 35°52'21" N., long. 78°47'02" W.); within a 5-mile radius of Durham Skypark * * *" therefor.

The proposed additional 5-mile radius of Durham Skypark is required to provide controlled airspace protection for IFR aircraft during climb from 700 to 1,200 feet above the surface and during descent from 1,500 to 1,000 feet above the surface. A prescribed instrument approach procedure to Durham Skypark, utilizing the Raleigh VORTAC, is proposed in conjunction with the alteration of the Raleigh transition area.

This amendment is proposed under the authority of section 307(a) of the Federal Aviation Act of 1958 (49 U.S.C. 1348(a)) and of section 6(c) of the Department of Transportation Act (49 U.S.C. 1655(c)).

Issued in East Point, Ga., on February 24, 1969.

GORDON A. WILLIAMS, JR.,
Acting Director, Southern Region.

[F.R. Doc. 69-2643; Filed, Mar. 4, 1969; 8:46 a.m.]

[14 CFR Part 71]

[Airspace Docket No. 68-CE-93]

FEDERAL AIRWAY AND LOW ALTITUDE REPORTING POINT

Proposed Designation

The Federal Aviation Administration is considering amendments to Part 71 of the Federal Aviation Regulations that would designate VOR Federal airway No. 246 from Nodine, Wis., 1,200 feet AGL via INT Nodine 055° T (051° M) and Stevens Point, Wis., 255° T (253° M) radials; 1,200 feet AGL to Stevens Point and that would designate Millston INT (INT Eau Claire 134° T (130° M) and Nodine 055° T (051° M) radials as a low altitude reporting point.

Designation of the proposed airway would improve flight planning and facilitate air traffic control by providing a numbered airway from Nodine to Stevens Point for instrument flight rule operations between Nodine and Wausau via Stevens Point. Designation of Millston INT as a low altitude reporting point would assist air traffic control in more precisely identifying aircraft en route along the proposed airway.

Interested persons may participate in the proposed rule making by submitting such written data, views, or arguments as they may desire. Communications should identify the airspace docket number and be submitted in triplicate to the

Director, Central Region, Attention: Chief, Air Traffic Division, Federal Aviation Administration, 601 East 12th Street, Kansas City, Mo. 64106. All communications received within 30 days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendments. The proposals contained in this notice may be changed in the light of comments received.

An official docket will be available for examination by interested persons at the Federal Aviation Administration, Office of the General Counsel, Attention: Rules Docket, 800 Independence Avenue SW., Washington, D.C. 20590. An informal docket also will be available for examination at the office of the Regional Air Traffic Division Chief.

These amendments are proposed under the authority of section 307(a) of the Federal Aviation Act of 1958 (49 U.S.C. 1348) and section 6(c) of the Department of Transportation Act (49 U.S.C. 1655(c)).

Issued in Washington, D.C., on February 25, 1969.

H. B. HELSTROM,
Chief, Airspace and Air Traffic Rules Division.

[F.R. Doc. 69-2644; Filed, Mar. 4, 1969; 8:46 a.m.]

Office of the Secretary

[49 CFR Part 71]

[OST Docket No. 5; Notice 69-3]

CENTRAL-MOUNTAIN STANDARD TIME ZONE BOUNDARY IN STATE OF NEBRASKA

Proposed Relocation

The Department of Transportation has received a petition from certain citizens of Cherry County, Nebr., to amend Title 49, § 71.5(c) of the Code of Federal Regulations so as to include a part of the eastern part of Cherry County within the central standard time zone. At the present time all of Cherry County is in the mountain time zone and the eastern boundary of Cherry County forms a part of the boundary between the central and mountain time zones. The proposal, if adopted, would thereby result in moving the boundary westward and would include that part of Cherry County involved in the central time zone.

The petition states that pursuant to an election held on April 6, 1948, most of County Commissioner District No. 1 of Cherry County had historically followed central standard time and that the general public and busineses and social activities were oriented to central standard time. The petition further states that the placement of this area in the mountain time zone by the Department in 1967 caused a disruption of business and social activities to the disadvantage of the general public. On November 9, 1968, a group of residents of County Commissioner District No. 1 formed a "Committee for Central Standard Time". On November 9, 1968, the Committee informally submitted to the qualified electors of that District the time zone question for an indication of opinion. There were 910 votes cast in favor of central time and 303 votes cast in favor of mountain time. The petition is supported by letters from the mayor of Valentine, the mayor of Wood Lake, the Valentine Chamber of Commerce, the Superintendent of Public Instruction of Cherry County, the superintendent of the Valentine city schools, and Valentine Motor Lines.

The petition, as filed with the Department, covered the precincts of Crookston, German, Table, Valentine, Cleveland, Wood Lake, Kewanee, and Sparks. However, the Department has had an indication that other precincts in the eastern part of the county might also wish to be included in the central time zone. For this reason, the notice also covers the precincts of Loup, Goose Creek, Pleasant Hill, and Elsmere. It is therefore proposed that the boundary line between the central standard time zone and the mountain standard time zone, as it applies to Cherry County, Nebr., be relocated to include these 12 precincts within the central standard time zone. A determination will be made by the Department as to which of the 12 precincts covered by this notice should be included in the central time zone.

While it has been the policy of the Department to establish time zone boundaries along State or county lines, so far as possible, it should be noted that Cherry County presents a unique problem because of its extreme size and the major population concentration in the northeast corner.

Under the time zone act originally enacted in 1918 (15 U.S.C. 261), as amended by the Uniform Time Act of 1966 (15 U.S.C. 260a et seq.), the Secretary of Transportation is authorized to modify the limits of time zones having regard for "the convenience of commerce and the existing junction points and division points of common carriers engaged in interstate or foreign commerce". Before taking final action to adopt, deny, or modify the proposed boundary which the petition sets forth, the Secretary will consider the timely comments of all interested persons. Communications should identify the regulatory docket or notice number (see above) and be submitted in duplicate to the: Docket Clerk, Office of the General Counsel, Department of Transportation, 800 Independence Avenue SW., Washington, D.C. 20590.

Communications received on or before April 15, 1969, will be considered before final action is taken on the petition. All docketed comments will be available for examination by interested persons, both before and after the closing date for comments.

This proceeding does not concern adherence to or exemption from advanced (daylight saving) time. The Uniform Time Act of 1966 requires observance of advanced time within each established time zone from the last Sunday in April to the last Sunday in October, but permits any State to exempt itself, by law, from observing advanced time within that State. The Department has no administrative authority with respect to this requirement.

This proposal is issued under the authority of the Act of March 19, 1918, as amended by the Uniform Time Act of 1966 (15 U.S.C. 260–267), section 6(e)(5) of the Department of Transportation Act (49 U.S.C. 1655(e)(5)), and Appendix 1 to Part 5 of the Regulations of the Office of the Secretary of Transportation (49 CFR Part 5).

Issued in Washington, D.C., on February 26, 1969.

R. TENNEY JOHNSON,
Acting General Counsel.

[F.R. Doc. 69-2634; Filed, Mar. 4, 1969; 8:46 a.m.]

FEDERAL COMMUNICATIONS COMMISSION

[47 CFR Parts 1, 21, 43]

[Docket No. 18473; FCC 69-161]

DOMESTIC PUBLIC POINT-TO-POINT MICROWAVE RADIO SERVICE

Promulgation of Annual Report Form Applicable to Licensees Who Are Miscellaneous Common Carriers

In the matter of promulgation of an annual report form applicable to licensees in the Domestic Public Point-to-Point Microwave Radio Service who are Miscellaneous Common Carriers, and related amendments of Part 1—Practice and Procedure, Part 21—Domestic Public Radio Services (Other Than Maritime Mobile), and Part 43—Reports of Communication Common Carriers and Certain Affiliates, of the Commission's Rules; Docket No. 18473.

1. Notice is hereby given of proposed rule making in the above-entitled matter.

2. Part 21, Domestic Public Radio Services (other than Maritime Mobile), of the Commission's rules sets forth, among other things, the conditions under which licenses are issued for radio stations in the Point-to-Point Microwave Radio Service. Section 21.304 thereof states that Part 1 of the Commission's rules, beginning with § 1.771, contains a summary of certain material and reports, including, but not limited to, schedules of charges and accounting and financial reports, which must be filed with or submitted to the Commission. Section 43.21(a) of the Commission's rules includes requirements that annual reports be filed by various carriers on forms prescribed by § 1.785.[1] However,

[1] Section 43.21(a) in part lists: "Licensees in the Domestic Public Land Mobile Radio Services, communications common carriers having annual operating-revenues in excess of $1,000,000, communications common carriers operating to overseas points or in the Maritime radio services and having annual operating revenues in excess of $50,000, and certain companies * * * directly or indirectly controlling such carriers."

these provisions only require that annual financial reports be filed by common carrier licensees in the Domestic Public Point-to-Point Microwave Service who have operating revenue in excess of $1 million annually.[2] Recent years have shown a rapid growth in the operations of Miscellaneous (i.e., nontelephone, nontelegraph) Point-to-Point Common Carriers engaged primarily in serving CATV systems, and, more recently, in providing network relay and educational TV relay services. Certain miscellaneous carriers are now proposing to provide other new services such as data transmission and other special business services. Since most of these services involve interstate communications, the Commission is obliged to regulate them pursuant to title II of the Communications Act. However, we have only the limited amount of information contained in the applications for radio facilities and in the tariff filings for these licensees, and such filings are not made on a regular basis, but depend on the needs of the carriers. Certain additional data and information from these licensees are required on an annual basis to permit the Commission to properly perform its regulatory functions.

3. The adoption of an annual report form for these licensees, will require amendment of Part 21 to require the licensees to maintain data for microwave systems separate from data with respect to other operations of the licensees in order for them to have available the information requested by the report form.

4. The Commission recognizes that many microwave carriers engaged in general telephone services will still not have to file this or any other annual report with the Commission. However, most of these carriers who would not be required to file any annual report are intrastate carriers and therefore subject to general regulation by the State Commissions.

5. It is proposed to prescribe an annual report form, to be designated as FCC Form P, Annual Report of Licensees in the Domestic Public Point-to-Point Microwave Radio Service who are Miscellaneous Common Carriers as defined in § 21.1 of the Commission's rules and regulations.[3] The form would be required to be filed by March 31 of each year. It is anticipated that the first report would be for the calendar year 1969 and will be filed by March 31, 1970.

6. The proposed rule changes in Parts 1, 21, and 43 necessary to implement Form P are set forth below as Parts A, B, and C. Information to be requested in the proposed annual report is included in Part D.[4]

[2] Aside from Miscellaneous Common Carriers there is no substantial group of carriers, subject to Commission Title II jurisdiction, which do not file annual reports.

[3] Section 21.1 defines Miscellaneous Common Carriers as communications common carriers which are not engaged in the business of providing either a public landline message telephone service or public message telegraph service.

[4] Form P filed as part of original document.

7. This notice of proposed rule making is issued under authority of sections 4(i), 219, 303(j), and 303(r) of the Communications Act of 1934, as amended.

8. Pursuant to applicable procedures set forth in § 1.415 of the Commission's rules, interested persons may file comments on or before April 22, 1969, and reply comments on or before May 8, 1969. All relevant and timely comments and reply comments will be considered by the Commission before final action is taken in this proceeding. In reaching its decision in this proceeding, the Commission may also take into account other relevant information before it, in addition to the specific comments invited by this notice.

9. In accordance with the provisions of § 1.419 of the Commission's rules and regulations, an original and fourteen copies of all statements or briefs shall be furnished to the Commission.

Adopted: February 26, 1969.

Released: February 28, 1969.

FEDERAL COMMUNICATIONS COMMISSION,[5]
[SEAL] BEN F. WAPLE,
Secretary.

It is proposed to amend Part 1—Practice and Procedure, Part 21—Domestic Public Radio Services (Other Than Maritime Mobile), and Part 43—Reports of Communication Common Carriers and Certain Affiliates, of the Commission's rules as set forth in paragraphs A, B, and C:

A. Paragraph (a) of § 1.785 of Part 1 is amended by adding the following subparagraph (6):

§ 1.785 Annual financial reports.

(a) * * *

(6) Form P (licensees in domestic public point-to-point microwave radio service who are miscellaneous common carriers as defined in § 21.1 of this chapter.)

* * * * *

B. Section 21.300 is amended to read as follows:

§ 21.300 Business records.

Each licensee of radio facilities authorized under the rules of this part and required to file either FCC Form L or FCC Form P (see § 1.785 of this chapter) shall keep complete records of all phases of operations covered by such reports distinctly separate and apart from any other business or activity conducted by the licensee.

C. In § 43.21 of Part 43, the first sentence in paragraph (a) is amended to read as follows:

§ 43.21 Annual reports of carriers and certain affiliates.

(a) Communication common carriers having annual operating revenues in excess of $1 million, licensees in the Domestic Public Land Mobile Radio Service, Licensees in the Domestic Public Point-to-Point Microwave Radio Service who are miscellaneous common carriers as defined by § 21.1 of this chapter, communication common carriers operating to overseas points or in the Maritime radio services and having annual operating revenues in excess of $50,000, and certain companies (as indicated in paragraph (c) of this section) directly or indirectly controlling such carriers shall file with the Commission annual reports as provided in this section. * * *

* * * * *

[5] Commissioners Robert E. Lee and H. Rex Lee absent.

[F.R. Doc. 69-2654; Filed, Mar. 4, 1969; 8:47 a.m.]

[47 CFR Part 73]

[Docket No. 11279; FCC 69-188]

RADIO BROADCAST SERVICES

Subscription Television Service; Order Extending Time for Filing Comments and Reply Comments

1. On February 17, 1969, the National Cable Television Association, Inc. (NCTA), filed a "Motion for Extension of Time" which requested additional time for filing comments in Docket No. 18397 which deals with CATV matters.

2. On February 24, 1969, the National Association of Broadcasters (NAB) filed a "Statement in Support of Motion for Extension of Time" in Docket No. 18397 in support of the NCTA motion. In its pleading, NAB additionally requests that the dates for filing comments and reply comments in response to the "Third Further Notice of Proposed Rule Making" in Docket No. 11279, the instant proceeding, be extended concurrently and commensurately with any extension granted in Docket No. 18397. As grounds therefor, it refers to the last extension of time granted in Docket No. 11279 (FCC 69-81) in which the Commission mentioned that because of the possible interrelation of CATV and STV technical matters meaningful comments in the two dockets could be filed at the same time.

3. In an order adopted today, the time for filing comments in Docket No. 18397 (FCC 69-187) has been extended. We are of the opinion that it is the broad policy questions concerning carriage of subscription signals by CATV systems, and not technical matters, that are the primary problems raised by the third further notice of proposed rule making in Docket No. 11279 and should be resolved expeditiously. For this reason, although we grant an extension in the instant proceeding, it is not commensurate with that granted in the CATV matter. Since one extension of time has already been granted, we believe that an additional 10 days is ample for the filing of comments herein.

4. In view of the foregoing: *It is ordered*, That the request of the National Association of Broadcasters made in the pleading mentioned in paragraph 2 above, is granted in part, and that the time for filing comments in this proceeding is extended from March 3, 1969, to and including March 13, 1969, and the time for filing reply comments is ex-

tended from April 3, 1969, to and including April 14, 1969.

Adopted: February 26, 1969.

Released: February 28, 1969.

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

[F.R. Doc. 69-2649; Filed, Mar. 4, 1969; 8:47 a.m.]

[47 CFR Part 73]

[Docket No. 18455; FCC 69-173]

STANDARD BROADCAST STATIONS

Remote Indicating Phase Monitors and Inspection Requirements for Remotely Controlled Directional Stations

In the matter of amendment of Part 73 of the Commission's rules and regulations with respect to use of remote indicating phase monitors and the inspection requirements for remotely controlled directional stations; Docket No. 18455, RM-1098.

1. In a petition filed January 20, 1967, the National Association of Broadcasters (NAB) request the institution of a proceeding looking toward amendments of § 73.67 of the Commission's rules concerning remote control operation of standard broadcast stations which would:

(1) Permit phase monitor indications of the phases and relative amplitudes of the currents in the towers of a directional antenna array to be logged at the remote control point.

(2) Give station licensees with facilities for remote observation of phase monitor indications a measure of relief from the present requirement of the rules that phase monitor indications, common point current and base currents be read and logged at the transmitter each day within 2 hours of commencement of operation with each directional radiation pattern.

NAB points out that when the rules were amended on September 19, 1957, to permit the operation by remote control of stations using directional antennas, phase monitors capable of providing accurate indications at a remote point were not available, and, accordingly, provision could not be made for the logging of the relative phases of the tower currents at the remote control point, and there was nobody of experience with respect to the operation of stations with directional antennas by remote control. This being the case, there was justification for requiring the observation and logging of operating parameters at the transmitter soon after commencement of each period of directional operation.

2. NAB urges that accurate and reliable remote reading phase monitors have been developed, and it is now feasible to provide accurate indications of the phase monitor at the remote control point. Furthermore, NAB contends that extensive experience now indicates that remotely controlled directional operations are extremely stable.

3. With remote phase indications provided, states NAB, all indications with respect to directional operation available at the transmitter would be accurately and reliably reproduced at the remote control point, and a visit to the transmitter solely to substantiate that the directional antenna was operating properly would be unnecessary.

4. It concedes that a daily check of the meter readings at the transmitter is desirable, but suggests this can be done more conveniently in conjunction with the daily inspection now required under § 73.93(e) of the rules. Finally, it notes that even when more than one directional pattern is utilized, only a single check in 24 hours should be necessary, operation with each of the patterns being checked on successive days.

5. An engineering exhibit is attached to the Petition in support of the proposition that phase monitor indications can be satisfactorily reproduced at the remote control point. This exhibit is a report of the results of a 1 week test conducted at Station KQV, Pittsburgh, Pa., in which phase monitor readings at half-hourly intervals at the transmitter are compared to automatically logged monitor readings at the remote control point in the KQV studio.

6. In the light of the above, NAB proposes an amendment of § 73.67, as indicated below.

The engineering firm of Kear and Kennedy filed comments on March 16, 1967, in support of the NAB petition. It urges that the tests at Station KQV, described in the NAB petition, demonstrate the feasibility of phase observations at the remote control point, that the rules be amended to permit such remote monitoring, and stations with such facilities be relieved of the requirement for transmitter meter observations.

7. We have examined the engineering showing of the petitioner. We find it satisfactorily demonstrates that it is possible to provide indications of relative phases and loop currents at a remote control point which duplicate corresponding phase monitor indications with a degree of accuracy and reliability which is adequate for the great majority of directional operations. The maximum difference between a remotely logged loop current indication and the corresponding value read at the transmitter did not exceed 3 percent; the average difference was considerably smaller than this. The maximum difference in phase indications was 1.5°, the usual difference a degree or less. Differences of up to 0.5° could be attributed to the resolution limit of the logger, which indicates no increment smaller than a degree. However, the differences observed are not necessarily attributable to errors in the remote monitoring system. In general, the resolution of the digital logger at the remote control point considerably exceeded the reading accuracy of the conventional meters installed at the transmitter, and small changes in parameters may have been more accurately recorded at the remote control point. The circuits and apparatus used in the KQV system are no more complicated or sophisticated than those frequently employed in remote control operation, and the phase monitor is of a type readily available.

8. Section 73.67(a)(5) of the rules now requires that indications of remote base current meters for a directional antenna be read and logged each half hour at the remote control point. If phase monitor readings are made available at the remote control point, this paragraph, amended as proposed by NAB, would require half-hourly logging at this point of indications of phase relationships and of both base currents and phase monitor sample loop currents. If this is done, we agree with NAB that a single daily observation and logging of readings at the transmitter should be adequate to ensure proper operation, even when the station employs more than one directional pattern. In such instances, NAB suggests, readings at the transmitter during operation with each directional mode could be made on successive daily visits to the transmitter. However, the amendment of § 73.67(a)(6) proposed by the petitioner does not require this to be done. Therefore, in the proposals set forth below for amendment of this rule, we have added the following: "In such instances, no more than 48 hours shall elapse between successive readings at the transmitter for a given mode of directional operation."

9. The NAB proposal would require the logging of both remote base currents and phase monitor sample loop currents at the remote control point. However, it would appear that the test conducted by Station KQV for NAB, base current indications were not logged, and there seems to have been no provision for bringing these indications to the remote control point. Although this may have been the case only during the limited period of the test, such an omission in daily operation would be contrary, of course, to the requirements of § 73.67(a)(5), either as presently written or amended as proposed by NAB. It may be argued that if a station licensee permits an operator at the transmitter to log phase monitor sample loop currents in lieu of base currents, the same latitude should be afforded the station at the remote control point. We invite comments on this point. It is pertinent to note, however, that where a station is authorized by its license to make hourly log entries of either remote base currents or phase monitor sample loop currents, instead of base currents, it usually is required to log base currents once each day for each directional pattern. Unless the amended rule relaxes this requirement the operator of a station with more than one directional pattern still bears the burden of multiple daily transmitter visits, which NAB seeks to lighten with its proposed rule.

10. We are reluctant to espouse the NAB proposal on the basis of the tech-

[1] Commissioners Robert E. Lee and H. Rex Lee absent; Commissioner Wadsworth abstaining from voting.

nical showing above discussed because of our present inability to ensure that, if the present rules with respect to monitoring phases are amended substantially as NAB proposes, other licensees engineering their systems to provide phase indications at a remote control point will employ facilities comparable to those used by KQV. Thus, the KQV test has demonstrated only that the indications of the monitor installed at its transmitter can be reproduced at its remote control point with a satisfactory degree of accuracy. Presumably, if some other type of monitor were to be used to provide remote phase indications, it would have to be modified. There would be no assurance that any such modification would be satisfactory for the intended purpose, or that it did not result in impairment of the phase monitor's basic accuracy. Accordingly, we are unwilling to propose rules which would automatically permit any licensee to log phase monitor indications at a remote control point by whatever means he finds expedient.

11. We have considered this problem at some length, and believe that its only satisfactory permanent solution is to establish a type approval procedure for phase monitors, which would include specific approval of their suitability for use in providing remote indications, and to require that an approved phase monitor be used for this purpose.

12. While the instant proceeding offers a reason for such action at this time, the promulgation of rules regarding the maintenance and monitoring of the phases of the tower currents in a directional array is needed and is long overdue. Therefore, the Commission is today, by a separate action, instituting a proceeding looking toward amendment of the rules to:

(1) Provide for type approval of phase monitors.

(2) Require that a type approved phase monitor be installed at the transmitter of each station operating with a directional antenna.

(3) Specify maximum permissible phase deviations.

13. With such amendments to the rules in prospect, we have formulated the rules proposed in the instant proceeding so as to permit the reading and logging of phases at a remote control point only in instances where monitors are employed which have been type approved for the remote provision of phase indications.

14. There are individual instances where directional antennas must be maintained in very close adjustment. The licenses of stations employing such antennas specify the maximum permissible variations of tower phases and currents. The installation and use of highly precise phase monitors may also be specified. We do not contemplate that stations subject to such special conditions would be permitted to take advantage of the proposed amendments, absent a satisfactory showing that a remote telemetering system is used capable of transmitting information with an accuracy sufficient to insure compliance with license requirements.

15. If § 73.67 is amended as proposed, it will also be necessary to simultaneously amend § 73.113(a)(4)(ii), which deals with operating log entries for remotely operated directional stations, to reflect the substance of the changes of § 73.67.

16. An alternative course we are presently considering is to transfer all material in paragraph (a) (5) and (6) of § 73.67 to § 73.113, as we believe that this material will be more appropriately situated in the latter section, than at its present location in the rules. An editorial change of this nature may be made in the final order in this proceeding. We do not indicate the specific mechanics of such a change now, as we do not wish to direct attention from the substance of the rule amendments which are here under consideration.

17. We invite comments and reply comments on the amendment of § 73.67 as proposed below, and on the points we have discussed.

18. Authority for the adoption of the amendments proposed herein is contained in sections 4 (i) and (j) and 303 of the Communications Act of 1934, as amended.

19. Pursuant to applicable procedures set forth in § 1.415 of the Commission's rules, interested persons may file comments on or before April 7, 1969, and reply comments on or before April 17, 1969. All relevant and timely comments and reply comments will be considered by the Commission before final action is taken in this proceeding. In reaching the decision in this proceeding, the Commission may also take into account other relevant information before it, in addition to the specific comments invited by this notice.

20. In accordance with the provisions of § 1.419 of the rules, an original and 14 copies of all comments, reply comments, pleadings, briefs, and other documents shall be furnished the Commission.

Adopted: February 26, 1969.

Released: February 28, 1969.

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

Amend § 73.67(a) (5) and (6) to read as follows:

§ 73.67 Remote control operation.

(a) * * *

(5) The indications at the remote control point of the antenna current meter, or, for directional antennas, the common point meter and the remote base current meters shall be read and entered in the operating log each half hour. If a station employs a phase monitor providing phase and loop current indications at the remote control point, these indications shall also be read and entered in the operating log each half hour: *Provided, however,* That the phase monitor employed is of a type approved by the Commission for providing such remote indications.

(6) The indications at the transmitter, if the station employs a directional antenna, of the common point current, base currents, phase monitor sample loop currents and phase indications shall be read and entered in the operating log once each day for such pattern. Those readings must be made within 2 hours after the commencement of operation for each pattern: *Provided, however,* That stations reading and logging phase monitor indications at the remote control point need only make readings and entries of indication at the transmitter once each day for any directional pattern, regardless of any condition on the license which may require more frequent readings. In such instances, no more than 48 hours shall elapse between successive readings at the transmitter for a given mode of directional operation.

* * * * *

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[1] Commissioners Robert E. Lee and H. Rex Lee absent.

[47 CFR Part 73]

[Docket No. 18471; FCC 69-185]

STANDARD BROADCAST STATIONS

Maintenance and Monitoring of Relative Phases of Currents in Elements of Directional Antennas

In the matter of amendment of Part 73 of the Commission's rules and regulations, with respect to the maintenance and monitoring of the relative phases of currents in the elements of directional antennas and to provide for type approval of phase monitors used by standard broadcast stations; Docket No. 18471.

1. This proceeding looks toward rule amendments which would (1) specify the permissible deviation of the relative phases of currents in the elements of a directional antenna system (2) require the installation and operation of a type approved phase monitor at the transmitter of a station utilizing a directional antenna and (3) establish specifications for type approval of phase monitors.

2. The maintenance of the radiation pattern of a directional antenna used by a standard broadcast station requires that the amplitudes and phases of the currents in the elements of the directional system be held closely to their established relationships. The license of such a station specifies the phase and magnitude of the base current in each tower, and § 73.57(c) of the rules requires that the ratios of the currents be maintained within 5 percent of those specified in the license. Section 73.39 gives the specifications for meters required to read these currents.

3. However, the rules do not specify the accuracy within which the phases of the currents shall be maintained, nor require that a suitable meter be installed for the purpose of measuring phase relationships. In the usual case, the license, or other instrument of authorization, requires the installation of a phase monitor,

but that is all. Only in an instance where there are unusually rigid requirements for the protection of other stations does the station license specify the limits within which phase relationships are to be maintained and establish accuracy requirements for the phase monitor.

4. Concerning most of the other aspects of station operation, where deviations from licensed requirements could have adverse effects (antenna current, modulation, frequency, etc.), the Commission's rules are quite detailed, not only with respect to the accuracy of maintenance of particular parameters, but as to the characteristics of the instruments to be used in their measurement.

5. The need for correction of this anomalous situation is pointed up by the recent petition of the National Association of Broadcasters (NAB) for the amendment of § 73.67 of the rules concerning remote control to permit, for the first time, the logging of phase monitor indications at a remote control point. This would be coupled with a relaxation of rule requirements for meter readings at the transmitter. In support of its petition, NAB supplied an engineering exhibit which demonstrated that, with the particular phase monitor used in the test, which was designed for use with a remote control system, satisfactory monitoring of phases could be maintained at the remote control point. While this showing offers a basis for considering the NAB petition favorably, we are faced with the knowledge that other monitors are not designed for remote monitoring, and, in the absence of any rule requiring a phase monitor, let alone type approval for such an instrument, there is no assurance that adoption of the NAB proposals will result in the installation of adequate remote phase monitoring systems.

6. If rules were promulgated which required the installation and use of type approved phase monitors this problem would be resolved, since a particular type of monitor could be approved, among other things, for its suitability for providing phase indications at a remote point. The authority to log phases at a remote control point could then be restricted to licensees employing a phase monitor approved for this purpose. While this is the problem of immediate concern, the lack of rules concerning phases and phase measurement is a deficiency that should, in any event, be corrected. We are therefore proposing rules which:

(1) Require the installation and use of approved phase monitors by stations using directional antennas.

(2) Specify the accuracy within which the relative phases of the tower currents are to be maintained.

(3) Establish specifications for type approval of phase monitors.

7. We do not believe that the proposed rules are highly controversial. The proposed requirement that a phase monitor be employed (§ 73.69) is no more nor less than is presently imposed in the great majority of all licenses of stations using directional antennas, and the few stations not having such a license requirement undoubtedly have installed such monitors.

8. The proposed requirement of § 73.57 (c) that the phases of the currents in the directional elements be maintained within ±2° we believe should be met readily by a stable directional system. Phase monitors meeting the specifications of § 73.57(b) would be approved for use in stations using directional antennas whose licenses impose no greater accuracy requirements than those set forth in § 73.57(b) and proposed § 73.57(c).

9. Most phase monitors provide means for determining the ratios of the currents in the towers of the directional array. While this is not an essential function of a phase monitor (the same information can be derived from readings of the antenna base meters or remote base meters), the Commission, on request, permits a licensee to read and log the loop current ratios indicated by the phase monitor, in lieu of the indications of the station's base or remote base current meters.

10. For this reason, although we will not require that an approved phase monitor incorporate facilities for indicating current ratios, we have specified a minimum accuracy for such indications, if they are provided.

11. In an instance where a station license requires the maintenance of phase and current ratios within closer tolerances than those specified in § 73.57(b) and proposed § 73.57(c) its license will usually require the installation and use of a special phase monitor and current ratio meter with prescribed accuracy considerably in excess of that obtainable with conventional monitors and current meters. The cases in which special phase meters and current ratio meters have been required are quite few in number. We do not expect many new cases to occur. The meters are to a degree, custom built. Accordingly, we do not propose to establish uniform specifications for type approval of such meters, but would specifically authorize their use in the individual instances where they are required.

12. While many of the conventional phase monitors presently in use are types of current or recent manufacture, which are expected to meet the proposed specifications for type approval, there are undoubtedly a number of older monitors still providing satisfactory service, which would be subject to replacement if type approved monitors were to be required for all stations. Accordingly, considerations of equity may require the "grandfathering" of monitors in present use. We request comments on this matter, noting, however, that such action would not be feasible with respect to monitors intended for use in providing phase indications at a remote control point.

13. We invite comments and reply comments on the proposed rule amendments set forth below, and on all other matters discussed herein.

14. Authority for the adoption of the amendments proposed herein is contained in sections 4 (i) and (j) and 303 of the Communications Act of 1934, as amended.

15. Pursuant to applicable procedures set forth in § 1.415 of the Commission's rules, interested persons may file comments on or before April 7, 1969, and reply comments on or before April 17, 1969. All relevant and timely comments and reply comments will be considered by the Commission before final action is taken in this proceeding. In reaching the decision in this proceeding, the Commission may also take into account other relevant information before it, in addition to the specific comments invited by this notice.

16. In accordance with the provisions of § 1.419 of the rules an original and 14 copies of all comments, reply comments, pleadings, briefs, and other documents shall be furnished the Commission.

Adopted: February 26, 1969.

Released: February 28, 1969.

FEDERAL COMMUNICATIONS COMMISSION,[1]

[SEAL] BEN F. WAPLE, *Secretary.*

1. A new § 73.53 is added to read as follows:

§ 73.53 Requirements for approval of phase monitors.

(a) Any manufacturer intending to manufacture two or more identical units, and desiring to submit a monitor for type approval shall supply the Commission will full details of the instrument (two sworn copies) based on the specifications set forth in paragraph (b) of this section. If this information appears to meet the requirements of the rules, shipping instructions will be issued to the manufacturer. The shipping charges to and from the Laboratory at Laurel, Md., shall be paid by the manufacturer. Approval of a monitor will only be given on the basis of the data obtained from the sample monitor submitted to the Commission for testing.

(1) In approving a monitor upon the basis of the tests conducted by the Laboratory, the Commission recognizes only that the type of monitor has the inherent capability of functioning in compliance with the rules, if properly constructed, maintained, and operated.

(2) Additional rules with respect to withdrawal of type approval, modification of type approval equipment and limitations on the findings upon which type approval is based are set forth in Part 2, Subpart F of this chapter.

(b) The following specifications shall be met by phase monitors approved by the Commission for use by stations with directional antennas which are required to maintain the relative phases and amplitudes of the currents in the antenna elements within the tolerances set forth in § 73.57 (b) and (c).

(1) The accuracy of reading of phase differences between voltages applied at

[1] Commissioners Robert E. Lee and H. Rex Lee absent.

any two RF input points shall be at least ±1°.

(2) Means shall be provided to determine the sense of phase differences.

(3) Means shall be provided to adjust the RF input level to within the range where proper operation of the instrument is assured.

(4) If means are provided for indicating the relative amplitudes of the loop currents, the accuracy of reading of the meter or meters must be at least ±2 percent of the full scale reading(s).

(5) The required accuracy shall be met when the carrier is either modulated or unmodulated.

(6) If the instrument is designed to provide readings at an external point, these indications shall have the same accuracy as specified for internal metering, and loading by external metering circuitry shall not affect the monitor's indications.

(7) The general design, construction and operation shall be in accordance with good engineering practice.

2. In § 73.57, paragraph (c) is added to read as follows:

§ 73.57 Operating power, maintenance of.

* * * * *

(c) Stations employing directional antenna systems must maintain the relative phase angles of the antenna currents in the elements of the system within 2° of the values specified in the license or other instrument of authorization.

3. A new § 73.69 is added to read as follows:

§ 73.69 Phase monitor.

(a) Each station utilizing a directional antenna shall have in operation at the transmitter a phase monitor which must be of a type approved by the Commission; unless the individual station license requires the use of a particular monitor of specified accuracy. If the station is operated by remote control, and phase indications, or phase and sample loop current indications are read and logged at the remote control point, the phase monitor must be of a type approved for providing such remote indications.

(b) In the event the phase monitor becomes defective, the station may be operated without the monitor pending its repair or replacement for a period not in excess of 60 days without further authority from the Commission: *Provided*, That:

(1) Appropriate entries shall be made in the maintenance log of the station showing the date and time the monitor was removed and restored to service.

(2) The Engineer in Charge of the radio district in which the station is located shall be notified both immediately after the monitor is found to be defective and immediately after the repaired or replacement monitor has been installed and is functioning properly.

(3) If the license of the station permits the reading and logging at hourly intervals of phase monitor loop sample currents in lieu of base currents, during the period the phase monitor is out of service, base currents or remote base currents shall be read and logged once each hour.

(4) If the station is operated by remote control and phase indications are read and logged at the remote control point, during the period the phase monitor is out of service, indicating instruments at the transmitter shall be read and logged at the time specified in § 73.67(a)(6) for remotely controlled stations not utilizing remote reading phase monitors.

(5) If the defective monitor is replaced by another monitor, a skeleton proof of performance, consisting of measurements of three or four consecutive points on each radial used in the original application, shall be submitted to the Commission within 60 days of the date the replacement monitor is placed in service.

(6) If conditions beyond the control of the licensee prevent the restoration of the monitor to service within a period of 60 days, an informal request in accordance with § 1.549 of this chapter may be filed with the Engineer in Charge of the radio district in which the station is located for such additional time as may be required to complete repairs or effect replacement of the defective instrument.

[F.R. Doc. 69-2651; Filed, Mar. 4, 1969; 8:47 a.m.]

[47 CFR Part 73]

[Docket No. 18472; FCC 69-184]

TELEVISION BROADCAST STATIONS

Table of Assignments; Marion and Muncie, Ind.

In the matter of amendment of § 73.606(b) of the Commission's rules, table of assignments, television broadcast stations (Marion and Muncie, Ind.); Docket No. 18472, RM-1344.

1. On August 30, 1968, Geneco Broadcasting, Inc., licensee of UHF commercial television broadcast station WTAF-TV, Marion, Ind., filed a petition for rule making (RM-1344) requesting that Channel 17 be substituted for its Channel 31 at Marion, Ind.

2. In support thereof, the petitioner states that Station WTAF-TV has been operating for nearly 6 years with an effective radiated power of 21.6 kilowatts from an antenna having a height above average terrain of 250 feet; that the station is the lowest powered, most limited coverage television broadcast station now in operation in the entire United States, one of a handful of stations outside major metropolitan areas operating without network affiliation, one of the few stations with a high percentage of local, live programing, and one of a small number of stations depending almost entirely upon local and nearby regional advertising to survive. The petitioner further states that WTAF-TV has managed to survive by only the narrowest of margins and that unless the transmitting facilities are improved, the signal strength in and close to Marion increased, and the service area expanded, the station may have to suspend operation. The petitioner claims that an increase in power and antenna height would eliminate the area of poor signal in the edges of the city as well as provide a much higher grade of signal to the areas north and west of Marion, which do not now receive any Grade A television signals. It is contended that there is no practical way to improve the transmitting facilities on Channel 31, because local zoning restrictions will not permit any increase in tower height at the present location. Informal discussions with FAA representatives indicated that a tall tower to the north and west of Marion might be approved. Channel 29 at Kokomo, Ind., and Channel 16 at South Bend, Ind., prevent operation of WTAF-TV on Channel 31 at a transmitter site to the north of Marion. The petitioner therefore claims that the only solution is to add or substitute a new channel.

3. Studies by petitioner show that Channel 17 could be assigned to Marion and used at a transmitter site in the area northwest of that city where WTAF-TV wishes to locate. However, the Commission has under consideration possible reallocation, to some extent, of the lowest seven UHF channels, 14 through 20, to the land mobile services, particularly for use in major metropolitan areas where there appears to be a shortage of frequencies for land mobile use in view of growing needs. (Docket 18261.) One of these areas is Chicago, and it appears that assignment of Channel 17 at Marion could have a restrictive effect on possible land mobile use in that area of the frequency band occupied by this channel. This is particularly true since Channel 17 is already assigned and in use at Rockford, Ill., to the west of Chicago, and therefore any use which can be made of these frequencies would have to be to the east of Chicago itself, the direction toward Marion. Under these circumstances it would be undesirable to consider this particular channel as a replacement for Channel 31, at least where there is another approach to the problem.

4. However, it appears that another channel is available which could be used at the site contemplated by petitioner if one present unoccupied assignment on it were deleted. This is Channel 23, now assigned at Muncie, Ind., some miles from Marion, as a second commercial channel. There are no applications for it. It appears that use of this channel as proposed would meet all of the minimum mileage separations specified in the rules with respect to the same and technically related channels. The separation with respect to the cochannel assignment at East Lansing, Mich., which is also unoccupied and unapplied for, would be fairly close to the minimum 155-mile cochannel spacing required by the rules, but it meets the requirement. This assignment would have no land mobile impact.

5. Petitioner requests the issuance of a "show-cause" order contemplating its

shift to the new channel. Since the licensee is the one seeking the change, no show-cause order is necessary. If it is decided to make the channel change, the authorization of Station WTAF-TV will be modified at that time, and the proposal is advanced on this basis.

6. In view of the foregoing, the petitioner appears to have sufficient merit to warrant the institution of rule making. Accordingly, pursuant to the authority contained in sections 4(i), 303, and 307(b) of the Communications Act of 1934, as amended, it is proposed to amend § 73.606(b) of the Commission's rules, insofar as the communities named are concerned, to read as follows:

City (Indiana)	*Channel*
Marion	23
Muncie	49, *61

Under this amendment, Channel 23 would be shifted from Muncie to Marion and Channel 31 at Marion would be deleted.

7. Pursuant to the applicable procedures set out in § 1.415 of the Commission's rules, interested parties may file comments on or before March 28, 1969, and reply comments on or before April 4, 1969. All submissions by parties to this proceeding or by persons acting on behalf of such parties must be made in written comments, reply comments or other appropriate pleadings.

8. In accordance with the provisions of § 1.419 of the rules, an original and 14 copies of all written comments, replies, pleadings, briefs, or other documents shall be furnished the Commission.

Adopted: February 26, 1969.

Released: February 28, 1969.

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

[F.R. Doc. 69-2652; Filed, Mar. 4, 1969; 8:47 a.m.]

[1] Commissioners Robert E. Lee and H. Rex Lee absent.

[47 CFR Part 74]

[Docket No. 18397; FCC 69-187]

COMMUNITY ANTENNA TELEVISION SYSTEMS

Development of Communications Technology and Services; Memorandum Opinion and Order Extending Comments Dates

In the matter of amendment of Part 74, Subpart K, of the Commission's rules and regulations relative to community antenna television systems; and inquiry into the development of communications technology and services to formulate regulatory policy and rulemaking and/or legislative proposals; Docket No. 18397.

1. The Commission has before it for consideration a motion, filed by the National Cable Television Association, Inc. (NCTA), on February 17, 1969, for extension of the time for filing comments on Parts III and IV of the notice of proposed rule making and notice of inquiry herein, issued on December 13, 1968 (15 FCC 2d 417). Requests for an extension of time have also been received from the American Civil Liberties Union, the National Association of Broadcasters, the American Broadcasting Co., and the law firm of Cole, Zylstra and Raywid.[1]

2. In support of its motion NCTA states that the proposals in Parts III and IV are inextricably related to copyright and communications matters being considered by the Congress, that considerable time will be required to gather information and formulate recommendations on the numerous, important and complex issues, and that the oral presentations heard on February 3-4, 1969, have exposed areas to be more fully developed in written comments. According to NCTA, other interested parties are also finding it impossible to meet the present time schedule. Comments and reply comments on Parts III and IV are now due to be filed on or before March 3, and April 3, 1969, respectively. NCTA seeks an additional 60 days for each.

3. The Commission stated in the notice (paragraph 40) that no action would be taken on the rule making proposals in Part IV until an appropriate period is afforded to determine whether there will be a Congressional resolution of the issue of unfair competition, that is a copyright revision reflecting also pertinent communications considerations, which would constitute the Congressional guidance the Commission has long sought in these related fields. In the circumstances and in order to obtain full information and carefully considered recommendations that may assist the Congress and the Commission, we believe that the public interest would be served by granting the requested additional 60 days for filing comments and reply comments on Part IV.

[1] ABC also requests that the Commission, on its own motion, invite comments on ABC's alternative proposals for regulation of the CATV industry in a memorandum filed with the Commission on Nov. 1, 1968. The request is denied without prejudice to being renewed at a later stage in this proceeding.

4. In paragraph 65 of the notice, the Commission stated: "In view of the importance of a prompt resolution of various aspects of the rulemaking proposals in Part III, the Commission expects to adhere to the filing times for comments on Part III, absent a compelling showing of unusual circumstances." Giving due weight to NCTA's statements about the complexity of some of the issues, we nevertheless cannot conclude that an extension of similar length is warranted with respect to all of the proposals in Part III. In an effort to accommodate NCTA, the Commission will grant a 60-day extension for comment on the matters discussed in paragraphs 21-23 and 26-30 of Part III, relating to "areas for local concern," "common carrier operations," "reporting requirement" and "technical standards." However, the matters discussed in paragraphs 11-20 and 23-25 of Part III, relating to "program origination" and "diversification," are of immediate concern and appear to require prompt rule making decisions by the Commission. It may be that, in light of the comments, the Commission will conclude that a further notice or some other additional procedure is warranted on some of these questions. After consideration of the comments, the Commission will be in a better position to determine whether further information or comment is needed and, if so, to furnish guidance as to the areas in which this might be helpful. We have therefore decided to allow only an additional 30 days for the filing of comments and reply comments on these aspects of Part III. No further extension of the time for filing comments on paragraphs 11-20 and 23-25 of Part III will be granted.

5. *Accordingly, it is ordered,* That the times for filing comments and reply comments on paragraphs 11-20 and 23-25 of Part III of the rulemaking are extended to April 3 and May 2, 1969, respectively.

6. *It is further ordered,* That the times for filing comments and reply comments on paragraphs 21-22 and 26-30 of Part III and on Part IV are extended to May 2 and July 2, 1969, respectively.

Adopted: February 26, 1969.

Released: February 28, 1969.

FEDERAL COMMUNICATIONS COMMISSION,[2]
[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 69-2653; Filed, Mar. 4, 1969; 8:47 a.m.]

[2] Commissioners Robert E. Lee and H. Rex Lee absent; Commissioner Wadsworth abstaining from voting.

Notices

DEPARTMENT OF THE TREASURY

Office of Foreign Assets Control

SOYBEAN CURD

Importation Directly From Japan; Available Certifications

Notice is hereby given that certificates of origin issued by the Ministry of International Trade and Industry of the Government of Japan under procedures agreed upon between that Government and the Office of Foreign Assets Control in connection with the Foreign Assets Control Regulations are now available with respect to the importation into the United States directly, or on a through bill of lading, from Japan of the following additional commodity:

Soybean curd.

[SEAL] MARGARET W. SCHWARTZ,
Director,
Office of Foreign Assets Control.

[F.R. Doc. 69-2641; Filed, Mar. 4, 1969; 8:46 a.m.]

Office of the Secretary

[T.D. 69-69; Treasury Dept. Order 165-22]

CUSTOMS OFFICERS AND EMPLOYEES IN VIRGIN ISLANDS

Rates Fixed for Reimbursable Services

FEBRUARY 26, 1969.

Under authority vested in the Secretary of the Treasury by section 36 of the Act of June 22, 1936, 49 Stat. 1816 (48 U.S.C. 1406i), to fix the compensation of officers and employees appointed for the administration of the customs laws in the Virgin Islands of the United States and pursuant to authorization provided by Treasury Department Order No. 190, Revision 5 (33 F.R. 5811), it is hereby ordered that:

1. The rates of extra compensation fixed under section 5 of the Act of February 13, 1911, 36 Stat. 901, as amended (19 U.S.C. 267), for services for which extra compensation would be payable under the Act or under section 451 of the Tariff Act of 1930, as amended (19 U.S.C. 1451), and the regulations thereunder for services performed in connection with the administration of the customs laws of the United States shall apply to customs officers and employees appointed for the administration of the customs laws in the Virgin Islands of the United States.

2. Payment to customs officers and employees in the Virgin Islands for extra compensation shall be made from the Virgin Islands Trust Fund. Collections from parties in interest for extra compensation will be made by the Government of the Virgin Islands under authority of its local laws.

3. The application of the rates fixed under 19 U.S.C. 267 to the Virgin Islands customs officers and employees will be subject to the regulations, decisions, directions for assignment and control of personnel, and the accounting procedures that are applicable to customs officers other than those in the Virgin Islands.

4. This order shall become effective on April 6, 1969, and shall apply to reimbursable services performed on and after that date.

Notices that the action taken by this order as proposed were published in the FEDERAL REGISTER of July 20, 1967 (32 F.R. 10670), and December 31, 1968 (33 F.R. 20056).

[SEAL] MATTHEW J. MARKS,
Acting Assistant Secretary of the Treasury.

[F.R. Doc. 69-2701; Filed, Mar. 4, 1969; 8:48 a.m.]

DEPARTMENT OF THE INTERIOR

Bureau of Land Management

[New Mexico 8754]

NEW MEXICO

Notice of Proposed Classification of Public Lands for Transfer Out of Federal Ownership

FEBRUARY 24, 1969.

1. Pursuant to the Act of September 19, 1964 (43 U.S.C. 1412) it is proposed to classify the public lands described below for transfer out of Federal ownership under one or more of the following statutes: section 8 of the Taylor Grazing Act (43 U.S.C. 315g) and public sale under section 2455 of Revised Statutes (43 U.S.C. 1171).

2. This proposal has been discussed with range users and interested parties. A public meeting was held in Lordsburg, N. Mex., on December 4, 1968. A public hearing will be held at 3 p.m. in the courtroom of the Lordsburg Courthouse on March 26, 1969, Lordsburg, N. Mex.

3. Publication of this notice segregates the affected lands from all forms of disposal under the public land laws, including the mining laws, except the form or forms of disposal for which it is proposed to classify the lands. However publication does not alter the applicability of the public land laws governing the use of the lands under lease, license, or permit, or governing the disposal of their mineral and vegetative resources, other than under the mining laws.

4. The public lands affected by this proposed classification are shown on maps on file and available for inspection in the Las Cruces District Office, 1705 North Seventh Street, Post Office Box 1420, Las Cruces, N. Mex. 88001, and in the Land Office, Bureau of Land Management, U.S. Post Office and Federal Building, Post Office Box 1449, Santa Fe, N. Mex. 87501. The lands are located in Hidalgo County and are described as follows:

NEW MEXICO PRINCIPAL MERIDIAN, NEW MEXICO

HIDALGO TYPE IV PLANNING UNIT (3.72)

T. 21 S., R. 17 W.,
Sec. 3, lot 1 and N½S½;
Sec. 9, SW¼NW¼, NW¼SW¼, and SE¼SW¼;
Sec. 11, S½SE¼;
Sec. 21, N½N½.
T. 23 S., R. 17 W.,
Sec. 30, lot 4;
Sec. 31, lots 1, 2, 3, 4, SE¼NW¼, E½SW¼, and SE¼.
T. 24 S., R. 17 W.,
Sec. 1, lots 3, 4, and S½NW¼.
T. 29 S., R. 17 W.,
Sec. 29.
T. 31 S., R. 17 W.,
Sec. 3;
Sec. 33, W½.
T. 32 S., R. 17 W.,
Sec. 18, SE¼SW¼, and SE¼SE¼;
Sec. 19, SE¼NE¼, and SE¼SE¼.
T. 21 S., R. 18 W.,
Sec. 11, NW¼, and NW¼SW¼.
T. 23 S., R. 18 W.,
Sec. 3, S½NE¼, and SE¼;
Sec. 23, S½NE¼;
Sec. 24, W½SW¼, SE¼SW¼;
Sec. 25, SE¼SW¼, and S½SE¼.
T. 29 S., R. 18 W.,
Sec. 20, SE¼NE¼, and SW¼SW¼;
Sec. 21, S½NW¼, NE¼SW¼, and NW¼SE¼;
Sec. 22, N½, N½S½, SE¼SW¼, and S½SE¼;
Sec. 23, NW¼SW¼;
Sec. 28, S½NW¼, and E½SW¼;
Sec. 29, NE¼NE¼, and N½NW¼;
Sec. 33, NE¼NW¼.
T. 32 S., R. 18 W.,
Sec. 12, NW¼, and N½SW¼;
Sec. 13, NW¼NW¼, S½N½, N½S½, S½SW¼, and SW¼SE¼;
Sec. 14, E½, and NW¼;
Sec. 15, SW¼;
Sec. 21;
Sec. 22, N½;
Sec. 23, NE¼;
Sec. 24, W½, and W½SE¼;
Sec. 26, S½NW¼, SW¼, and NW¼SE¼;
Sec. 28, E½, E½W½, NW¼NW¼, and W½SW¼;
Sec. 35, lots 3 and 4.
T. 22 S., R. 19 W.,
Sec. 19;
Sec. 22, NW¼, and S½;
Sec. 27, NW¼;
Sec. 29, NW¼.
T. 23 S., R. 19 W.,
Sec. 19, NE¼SW¼.
T. 24 S., R. 19 W.,
Sec. 13, NE¼NW¼;
Sec. 19, SE¼NW¼;
Sec. 20, E½NE¼, and NW¼NE¼;
Sec. 21, NW¼.
T. 26 S., R. 19 W.,
Sec. 29, SE¼SW¼;
Sec. 30, SE¼NE¼, and NE¼SE¼;
Sec. 31, SE¼NE¼, and NE¼SE¼.

T. 27 S., R. 19 W.,
Sec. 4, S½NW¼, and SW¼SE¼.
T. 28 S., R. 19 W.,
Sec. 8, SW¼SW¼;
Sec. 17, SE¼;
Sec. 20, NE¼NE¼, W½NE¼, and W½SW¼;
Sec. 21, W½NW¼, SW¼, and SW¼SE¼;
Sec. 28, NW¼NE¼, NW¼, and N½SW¼;
Sec. 29, SE¼NE¼, and E½SE¼;
Sec. 30, SW¼NE¼;
Sec. 31.
T. 29 S., R. 19 W.,
Sec. 5, N½SE¼, and SW¼SE¼;
Sec. 6, lots 3, 4, 5, 6, SE¼NW¼, and NE¼SW¼;
Sec. 7, lots 1, 2, 3, 4, NE¼, and E½NW¼;
Sec. 17, NW¼NW¼;
Sec. 18, lots 1 and 2.
T. 30 S., R. 19 W.,
Secs. 29, 30, and 31.
T. 31 S., R. 19 W.,
Sec. 6;
Sec. 7, lots 1, 2, 3, 4, E½, NE¼NW¼, and E½SW¼.
T. 22 S., R. 20 W.,
Sec. 24, E½;
Sec. 25, E½.
T. 23 S., R. 20 W.,
Sec. 1, SE¼SE¼;
Sec. 12, N½NE¼;
Sec. 25, SE¼SW¼, and SW¼SE¼.
T. 26 S., R. 20 W.,
Sec. 14, SE¼SE¼;
Sec. 24, SE¼;
Sec. 25, NE¼NE¼.
T. 27 S., R. 20 W.,
Sec. 13, SW¼NW¼;
Sec. 14, NE¼NE¼, and NE¼SE¼;
Sec. 31, lots 3, 4, 5, 6, NE¼SW¼, and NW¼SE¼;
Sec. 32, lots 5, 9, 10, and 11.
T. 28 S., R. 20 W.,
Sec. 5, lots 3 and 4;
Sec. 6, lots 1, 2, 3, and SE¼NW¼;
Sec. 7, lots 2, 3, 4, S½NE¼, SE¼NW¼, E½SW¼, and SE¼;
Sec. 8, NE¼NE¼, S½N½, and S½;
Sec. 15, NW¼, and W½SW¼;
Sec. 17, SW¼NE¼, E½SW¼, and W½SE¼;
Sec. 18, lot 1, SE¼SW¼, and W½SE¼;
Sec. 19, W½NE¼, E½NW¼, and NE¼SW¼;
Sec. 20, S½SE¼;
Sec. 21, N½N½, and S½S½;
Sec. 22, W½NW¼, and SE¼SE¼;
Sec. 23, SW¼SW¼;
Sec. 24;
Sec. 26, SW¼NE¼, W½NW¼, and SE¼NW¼;
Sec. 27, E½NE¼;
Sec. 31, E½NE¼, and NE¼SE¼.
T. 29 S., R. 20 W.,
Sec. 6, lots 1, 2, 3, 4, 5, S½NE¼, SE¼NW¼, and SE¼;
Sec. 7, lot 3;
Sec. 8, W½NE¼, W½, W½SE¼, and SE¼SE¼;
Sec. 11, N½NE¼, and NE¼NW¼;
Sec. 12, E½, and E½W½;
Sec. 13, W½NE¼, W½, and NW¼SE¼;
Sec. 14;
Sec. 17, E½, and N½NW¼;
Sec. 19, lot 4;
Sec. 23;
Sec. 26, NW¼;
Sec. 27, N½, NW¼SW¼, and SE¼;
Sec. 28, NE¼, E½W½, and N½SE¼;
Sec. 29, W½NW¼, SW¼, and W½SE¼;
Sec. 30, lots 1, 2, 3, 4, E½NE¼, SE¼NW¼, W½SW¼, and SE¼;
Sec. 31, lots 2, 3, 4, SE¼NE¼, and E½SE¼;
Sec. 33, W½NE¼, and E½NW¼.
T. 30 S., R. 20 W.,
Sec. 4, S½SW¼;
Sec. 5, lot 4 and NW¼SW¼;
Sec. 6, lots 1, 4, 5, 6, and NE¼SW¼;
Sec. 7, lot 3;
Sec. 8, W½NE¼, and NW¼SE¼;
Sec. 9, NE¼, W½, and N½SE¼;
Sec. 13, NW¼SE¼;
Sec. 17, NE¼NE¼, and SE¼SE¼;
Sec. 20, S½;
Sec. 21, W½SW¼, and SE¼;
Sec. 22, SW¼;
Sec. 25, SE¼SE¼;
Sec. 27, SE¼NE¼, N½NW¼, and SW¼NW¼;
Sec. 28, W½NW¼;
Sec. 29, NE¼;
Sec. 31.
T. 31 S., R. 20 W.,
Sec. 1, lots 1, 2, 3, 4, S½N½, SW¼, W½SE¼, and NE¼SE¼;
Sec. 12.
T. 32 S., R. 20 W.,
Sec. 6, NW¼SE¼.
T. 33 S., R. 20 W.,
Sec. 18, NE¼SE¼.
T. 27 S., R. 21 W.,
Sec. 6, lot 5;
Sec. 7, lots 1, 2, 3, 4, NW¼NE¼, and NE¼NW¼;
Sec. 18, lot 1;
Sec. 20, SE¼NE¼, and W½SE¼;
Sec. 28, E½, S½NW¼, N½SW¼, and SE¼SW¼;
Sec. 29, SE¼NE¼, and NE¼SE¼;
Sec. 34, SE¼SW¼.
T. 28 S., R. 21 W.,
Sec. 3, SE¼NW¼;
Sec. 4, NW¼SE¼, and E½SW¼;
Sec. 10, SE¼;
Sec. 11, SW¼NE¼, S½NW¼, N½SW¼, and NW¼SE¼;
Sec. 12, E½, and E½W½;
Sec. 13, N½N½, SW¼NW¼, and W½SW¼;
Sec. 14;
Sec. 15, N½, and E½SE¼;
Sec. 21, S½SE¼;
Sec. 22, E½, NE¼SW¼, and S½SW¼;
Sec. 23, N½NE¼, SW¼NE¼, W½, and W½SE¼;
Sec. 24, NW¼NW¼;
Sec. 26, S½SW¼, and SW¼SE¼;
Sec. 27, N½, and S½SE¼;
Sec. 28, N½;
Sec. 34.
T. 29 S., R. 21 W.,
Sec. 1, lots 4, 6, 7, and NW¼SE¼;
Sec. 3, lots 3, 4, SW¼NE¼, S½NW¼, SW¼, and S½SE¼;
Sec. 4;
Sec. 5, lots 3 to 14, inclusive;
Sec. 8, lots 1, 2, 3, 4, 5, 6, 7, 8, 11, 12, NW¼, and S½SW¼;
Sec. 9;
Sec. 10, N½, and W½SW¼;
Sec. 11, NE¼NE¼, and S½NE¼;
Sec. 13, SW¼SW¼;
Sec. 14, NE¼NW¼, and S½S½;
Sec. 17, lots 1, 2, 5, 6, 7, 12, and N½SW¼;
Sec. 20, lots 1 and 6;
Sec. 21, N½, and N½S½;
Sec. 23, N½;
Sec. 24, W½NW¼, W½SE¼, and SE¼SE¼;
Sec. 25, E½SE¼;
Sec. 26, E½SW¼;
Sec. 27, N½SW¼, and S½SE¼;
Sec. 29, S½SW¼;
Sec. 31, lots 1, 3, 4, N½NE¼, SW¼NE¼, E½NW¼, E½SW¼, and SE¼.
Sec. 33, N½NW¼, and W½SW¼;
Sec. 34, NE¼;
Sec. 35, SE¼NE¼, NW¼NW¼, E½SW¼, and SE¼.
T. 30 S., R. 21 W.,
Sec. 1, lots 2, 3, 4, SW¼NE¼, S½NW¼, and NW¼SW¼;
Sec. 3, S½;
Sec. 4, lot 4 and SW¼SW¼;
Sec. 7, lot 4, SE¼SW¼, and NW¼SE¼;
Sec. 8, N½N½, and SE¼NE¼;
Sec. 9, S½NE¼, NW¼, and S½;
Sec. 10;
Sec. 11, W½NE¼, W½, and SE¼;
Sec. 12, lots 2, 3, 4, W½NE¼, S½NW¼, SW¼, and W½SE¼;
Sec. 13, lots 1, 2, W½NE¼, and NW¼;
Sec. 14, N½;
Sec. 15, W½NE¼, SE¼NE¼, W½, and SE¼;
Sec. 17, NE¼, E½NW¼, SW¼NW¼, S½S½, and NE¼SE¼;
Sec. 18, lot 2, S½NE¼, SE¼SW¼, and S½SE¼;
Secs. 21 and 22;
Sec. 23, SW¼NE¼, N½S½, and SE¼SE¼;
Sec. 28, NE¼, and NE¼SE¼.
T. 31 S., R. 21 W.,
Sec. 23, SW¼SW¼;
Sec. 24, SW¼NW¼, and W½SW¼;
Sec. 26, S½NE¼, W½NW¼, SE¼NW¼, and NW¼SW¼;
Sec. 27, N½ and N½S½.
Sec. 12, lots 2, 3, 4, S½NE¼, and SE¼;
Sec. 13, NE¼NE¼.
T. 30 S., R. 22 W.,
Sec. 1, lots 1, 2, 3, SW¼NE¼, W½SE¼, and SE¼SE¼;
Sec. 11, lots 1, 2, 3, and 4;
Sec. 14, lots 1, 2, 3, and 4.
T. 31 S., R. 22 W.,
Sec. 1, lots 1, 8, and SE¼NE¼;
Sec. 2, SE¼;
Sec. 11, lots 1, 2, 3, and 4;
Sec. 12.

The lands described aggregate 54,187.66 acres more or less.

5. For a period of 60 days from the date of publication of this notice in the FEDERAL REGISTER, all persons who wish to submit comments, suggestions, or objections in connection with the proposed classification may present their views in writing to the District Manager, Bureau of Land Management, Post Office Box 1420, Las Cruces, N. Mex. 88001.

W. J. ANDERSON,
State Director.

[F.R. Doc. 69-2623; Filed, Mar. 4, 1969; 8:45 a.m.]

Fish and Wildlife Service

[Docket No. C-297]

EDWARD JAMES STETSON

Notice of Loan Application

Edward James Stetson, 1026 North Butte Street, Willows, Calif. 95988, has applied for a loan from the Fisheries Loan Fund to aid in financing the construction of a new 54-foot length overall ferro-cement vessel to engage in the fishery for salmon, albacore, Dungeness crab, and sablefish.

Notice is hereby given pursuant to the provisions of Public Law 89-85 and Fisheries Loan Fund Procedures (50 CFR Part 250, as revised) that the above-entitled application is being considered by the Bureau of Commercial Fisheries, Fish and Wildlife Service, Department of the Interior, Washington, D.C. 20240. Any person desiring to submit evidence that the contemplated operation of such vessel will cause economic hardship or injury to efficient vessel operators already operating in that fishery must submit such evidence in writing to the Director, Bureau of Commercial Fisheries, within 30 days from the date of publication of this notice. If such evidence is received it will be evaluated along with such other evidence as may be available before mak-

ing a determination that the contemplated operations of the vessel will or will not cause such economic hardship or injury.

WILLIAM M. TERRY,
Acting Director,
Bureau of Commercial Fisheries.

[F.R. Doc. 69-2626; Filed, Mar. 4, 1969; 8:45 a.m.]

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Food and Drug Administration

EQUI-THESIN, GENERAL ANESTHETIC

Drugs for Veterinary Use; Drug Efficacy Study Implementation

The Food and Drug Administration has evaluated a report received from the National Academy of Sciences—National Research Council, Drug Efficacy Study Group, on the following preparation: Equi-Thesin; contains 21.3 grams of chloral hydrate, 4.8 grams of pentobarbital, and 10.6 grams of magnesium sulfate per 500.0 cubic centimeters; marketed by Jensen-Salsbery Laboratories, Division of Richardson-Merrell, Inc., 520 West 21st Street, Kansas City, Mo. 64141.

The Academy concludes that:

1. This drug is probably effective as a general anesthetic in cattle and horses.

2. More information is needed on preanesthetic medication, potential dangers, contraindications, and use of the anesthetic preparation.

3. This combination has been a successful anesthetic agent in cattle and horses since 1946; therefore, if the label is modified as suggested, an evaluation of "effective" would be considered.

The Food and Drug Administration concurs with the conclusions of the Academy.

Supplemental new-drug applications are invited to revise the labeling provided in new-drug applications for this drug to limit the claims and present the conditions of use substantially as follows:

INDICATIONS

For general anesthesia in cattle and horses.

DOSAGE AND ADMINISTRATION

Intravenous use only.

Dosage: 20 to 50 cubic centimeters per 100 pounds of body weight; administer until desired effect is produced. Cattle usually require less on a weight basis. As a sedative-relaxant, administer one-fourth to one-half the anesthetic dose.

PRECAUTIONS AND CONTRAINDICATIONS

Avoid perivascular leakage as this may result in severe irritation of the surrounding tissues.

Horses anesthetized with this drug may exhibit a violent recovery (delirium); therefore, the animal should be maintained in a recumbent position until it has regained sufficient control to rise quietly.

Adjunctive use of intravenous glucose may inadvertently prolong anesthesia.

Oxygen or sustained artificial respiration facilities should be available when this drug is employed in conjunction with tranquilizers or muscle relaxants.

When preanesthetic medicaments are indicated, tranquilizers should not be used in horses experiencing shock or intestinal disorders or in animals forcibly restrained or overexcited.

Intracarotid injection may result in cerebrovascular endothelial injury with consequent edema and ischemic necrosis in the brain, especially in the horse.

Anesthetic risks are greater in aged, toxic, or debilitated animals.

Additional care should be employed when anesthetizing anemic or hypovolemic animals with cardiac or respiratory problems.

Recovery period may be prolonged by liver or renal pathology electrolyte imbalances, hypothermia, malnutrition, and prior sedation and following continuous use or prolonged surgical procedures.

Excessive chilling of this product will cause precipitation of the active ingredients; if such precipitation occurs, warm bottle in a pan of hot water and shake to redissolve.

CAUTION: Federal law restricts this drug to sale by or on the order of a licensed veterinarian.

This evaluation of the drug is concerned only with its effectiveness and safety to the animal to which administered. It does not take into account the safety for food use of food derived from drug-treated animals. Nothing in this announcement will constitute a bar to further proceedings with respect to questions of safety of the drug or its metabolites as residues in food products derived from treated animals.

This announcement is published (1) to inform the holders of new-drug applications of the findings of the Academy and of the Food and Drug Administration and (2) to inform all interested persons that such articles may be marketed provided they are the subject of approved new-drug applications and otherwise comply with all other requirements of the Federal Food, Drug, and Cosmetic Act.

Holders of the new-drug applications which have inadequate labeling in that it differs from the labeling presented above are provided 6 months from the date of publication of this announcement in the FEDERAL REGISTER to submit revised labeling or adequate documentation in support of the labeling used.

Written comments regarding this announcement, including a request for an informal conference, may be addressed to the Bureau of Veterinary Medicine, Food and Drug Administration, 200 C Street SW., Washington, D.C. 20204.

The holder of the new-drug application for the drug listed above has been mailed a copy of the NAS-NRC report. Any manufacturer, packer, or distributor of a drug of similar composition and labeling to that drug or any other interested person may obtain a copy of the report by writing to the Food and Drug Administration, Press Relations Office, 200 C Street SW., Washington, D.C. 20204.

This notice is issued pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (secs. 502, 505, 52 Stat. 1050–53, as amended; 21 U.S.C. 352, 355) and under authority delegated to the Commissioner of Food and Drugs (21 CFR 2.120).

Dated: February 26, 1969.

HERBERT L. LEY, JR.,
Commissioner of Food and Drugs.

[F.R. Doc. 69-2622; Filed, Mar. 4, 1969; 8:45 a.m.]

DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

DEPUTY UNDER SECRETARY FOR POLICY ANALYSIS AND PROGRAM EVALUATION

Delegation of Authority; Acting Assistant Secretary for Mortgage Credit and Federal Housing Commissioner

SECTION A. *Delegation of authority.* William B. Ross, Deputy Under Secretary for Policy Analysis and Program Evaluation, is hereby authorized to exercise the authority vested in, or delegated or assigned to, the Deputy Assistant Secretary for Mortgage Credit and Federal Housing Commissioner (herein referred to as "Deputy Assistant Secretary") during the period of Mr. Ross's detail to the position of Deputy Assistant Secretary.

SEC. B. *Acting Assistant Secretary for Mortgage Credit and Federal Housing Commissioner.* During the present vacancy in the office of Assistant Secretary for Mortgage Credit and Federal Housing Commissioner (herein referred to as "Assistant Secretary") William B. Ross, as the first assistant to the Assistant Secretary, shall exercise the authority and perform the duties of the Assistant Secretary, with the title of "Acting Assistant Secretary for Mortgage Credit and Federal Housing Commissioner," pursuant to 5 U.S.C. 3346, but not beyond March 25, 1969.

(Sec. 7(d), Department of HUD Act, 42 U.S.C. 3535(d))

Effective date. This document shall be effective as of March 1, 1969.

GEORGE ROMNEY,
Secretary of Housing and Urban Development.

[F.R. Doc. 69-2704; Filed, Mar. 4, 1969; 8:48 a.m.]

CIVIL AERONAUTICS BOARD

[Docket No. 20773; Order 69-2-148]

EASTERN AIR LINES, INC., ET AL.

Order of Investigation and Suspension Regarding Fare Increases

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 28th day of February 1969.

Fare increases between major east coast terminals and Puerto Rico and the Virgin Islands proposed by Eastern Air Lines, Inc., Pan American World Air-

ways, Inc., and Trans Caribbean Airways, Inc.

By tariff revisions [1] marked to become effective March 1, 1969, Eastern Air Lines, Inc. (Eastern), Pan American World Airways, Inc. (Pan American), and Trans Caribbean Airways, Inc. (Trans Caribbean), propose to increase most of their fares between major east coast terminals and Puerto Rico and the Virgin Islands. In essence, the carriers propose to increase second and third class one-way fares by $6 and eliminate the present first-class round-trip discount. The carriers also propose to increase promotional and excursion type fares in proportion to the proposed increases in regular fares.

As justification for their proposals, Pan American and Trans Caribbean submit that they have experienced substantial losses in providing mainland-Puerto Rico/Virgin Islands services at the present fare levels and that a fare increase is necessary to avoid further deterioration of their financial position. Eastern asserts that while their operations are currently yielding a rate of return of 5.8 percent, such return is well below the level deemed fair and reasonable. In addition, all carriers note the spiraling cost of operations today and the fact that the existing regular fares in this market are very low in relation to fares in other markets of similar distance.

The Commonwealth of Puerto Rico (Puerto Rico) has filed a complaint against the proposals of Eastern, Pan American, and Trans Caribbean to increase fares between mainland United States and Puerto Rico. In its complaint, Puerto Rico asserts that the proposed increases will be a deterrent to tourist travel to Puerto Rico with a concomitant adverse effect on the Puerto Rican economy and also could cause a fall-off in nontourist travel by low income individuals. Puerto Rico further alleges that the carriers have not provided adequate justification for the proposed increases citing among other things what they consider to be deficiencies in the carriers' revenue and cost allocations to mainland-Puerto Rico services. Finally, Puerto Rico alleges that this market, its characteristics, including its fare structure, are the result of specific Board design to meet a specific need and fares should be set at the low end of the zone of reasonableness, therefore concluding the instant fare proposals are contrary to the Board's intent of maintaining special low fare service.

Eastern, Pan American, and Trans Caribbean have filed answers to Puerto Rico's complaint. The carriers cite that because of the mix of thrift class (both day and night) traffic the present average thrift fare is over $2 lower than the $60.75 thrift fare level found by the Board to be just and reasonable 6 years ago in the Puerto Rico Passenger Fare Investigation.[2] They further assert that Puerto Rico's implications of carrier inefficiency are without merit when viewed in light of industry experience and the higher costs of operating in overwater markets. The carriers point out that the proposed fares, particularly the thrift or third-class fares will continue to be among the lowest in the world. Finally, the carriers assert that the complaintant has failed to demonstrate any error in the showing by the carriers of their need for additional revenues for their mainland-Puerto Rico services.

Upon consideration of the complaint and other relevant matters, the Board finds that except for the Boston-San Juan fares the complaint does not set forth sufficient facts to warrant suspension and investigation of the proposed fare increases.

We believe that the carriers operating in the mainland-San Juan/Virgin Islands market have adequately demonstrated their need for additional revenues. The financial data furnished by the carriers appear to represent fairly the results of operations in this area both currently and for the reasonably forseeable future under economical and efficient operations. Despite comparatively high load factors, carrier earnings have declined and there is no basis to conclude an improvement would ensue without a fare increase. The carriers operating in this market must have the opportunity to realize reasonable profits over an extended period to insure that adequate service is maintained. Further, the proposed fares are generally low relative to fares in other markets of comparable distances.

With regard to the Boston-San Juan fares, we note that these fares per mile are from 9 to 17.3 percent higher than the New York fares for the corresponding type of service. We do not believe that, in this market, New England passengers should be charged this higher level of fares. Consequently, we will suspend the proposed increases of Boston's fares pending investigation.

Accordingly, pursuant to the Federal Aviation Act of 1958, and particularly sections 204(a), 403, 404, and 1002 thereof:

It is ordered, That:

1. An investigation is instituted to determine whether the fares and provisions described in Appendix A attached hereto,[3] and rules, regulations, or practices affecting such fares and provisions, are or will be, unjust or unreasonable, unjustly discriminatory, unduly preferential, unduly prejudicial, or otherwise unlawful, and if found to be unlawful to determine and prescribe the lawful fares and provisions, and rules, regulations, and practices affecting such fares and provisions;

2. Pending hearing and decision by the Board, the fares and provisions described in Appendix A hereto[3] are suspended and their use deferred to and including May 29, 1969, unless otherwise ordered by the Board, and that no changes be made therein during the period of suspension except by order or special permission of the Board;

3. This investigation be assigned for hearing before an Examiner of the Board at a time and place hereafter to be designated;

4. Except as granted herein, the complaint of the Commonwealth of Puerto Rico, in Docket 20697, is dismissed;

5. To the extent granted herein, the complaint of the Commonwealth of Puerto Rico, in Docket 20697, is consolidated in this docket; and

6. A copy of this order be filed with the aforesaid tariffs and be served upon the Commonwealth of Puerto Rico, Eastern Air Lines, Inc., Pan American World Airways, Inc., and Trans Caribbean Airways, Inc.

This order will be published in the FEDERAL REGISTER.

By the Civil Aeronautics Board.

[SEAL] HAROLD R. SANDERSON, *Secretary.*

[F.R. Doc. 69-2639; Filed, Mar. 4, 1969; 8:46 a.m.]

[1] Revisions to Eastern Air Lines, Inc., Tariff CAB No. 232; International Air Traffic Tariffs Corp., Agent, Tariffs CAB Nos. 258 and 334; Trans Caribbean Airways, Inc., Tariffs CAB Nos. 5 and 26.

[2] 39 C.A.B. 238 and 39 C.A.B. 244.

[3] Appendix A filed as part of original document.

[Docket No. 20305]

NORTH CENTRAL AIRLINES, INC.

Notice of Hearing

North Central Airlines, Inc., Subpart M.

Notice is hereby given, pursuant to the provisions of the Federal Aviation Act of 1958, as amended, that a hearing in the above-entitled matter is assigned to be held on March 14, 1969, at 10 a.m., e.s.t., in Room 1027, Universal Building, 1825 Connecticut Avenue NW., Washington, D.C., before Associate Chief Examiner Ralph L. Wiser.

Dated at Washington, D.C., February 27, 1969.

[SEAL] THOMAS L. WRENN, *Chief Examiner.*

[F.R. Doc. 69-2638; Filed, Mar. 4, 1969; 8:46 a.m.]

[Docket No. 20723; Order 69-2-139]

ROSS AVIATION, INC.

Order To Show Cause Regarding Establishment of Service Mail Rate

Issued under delegated authority on February 27, 1969.

The Postmaster General filed a notice of intent February 12, 1969, pursuant to 14 CFR Part 298, petitioning the Board to establish for the above-captioned air taxi operator, a final service mail rate of 39.52 cents per great circle aircraft mile for the transportation of mail by aircraft between Kansas City, Mo., and Oklahoma City, Okla., via Tulsa, Okla.

No protest or objection was filed against the proposed services during the time for filing such objections. The Postmaster General states that the Department and the carrier agree that the above rate is a fair and reasonable rate of compensation for the proposed serv-

ices. The Postmaster General believes these services will meet postal needs in the market. He states the air taxi plans to initiate mail service with Beechcraft Model 18 aircraft equipped for all-weather operation.

It is in the public interest to fix, determine, and establish the fair and reasonable rate of compensation to be paid by the Postmaster General for the proposed transportation of mail by aircraft, the facilities used and useful therefor, and the services connected therewith, between the aforesaid points. Upon consideration of the notice of intent and other matters officially noticed, it is proposed to issue an order[1] to include the following findings and conclusions:

The fair and reasonable final service mail rate to be paid to Ross Aviation, Inc., in its entirety by the Postmaster General pursuant to section 406 of the Act for the transportation of mail by aircraft, the facilities used and useful therefor, and the services connected therewith, shall be 39.52 cents per great circle aircraft mile between Kansas City, Mo., and Oklahoma City via Tulsa, Okla.

Accordingly, pursuant to the Federal Aviation Act of 1958, and particularly sections 204(a) and 406 thereof, and regulations promulgated in 14 CFR Part 302, 14 CFR Part 298, and 14 CFR Part 385.14(f):

It is ordered, That:

1. Ross Aviation, Inc., the Postmaster General, Trans World Airlines, Inc., American Airlines, Inc., Braniff Airways, Inc., Continental Air Lines, Inc., Frontier Airlines, Inc., Ozark Air Lines, Inc., and all other interested persons are directed to show cause why the Board should not adopt the foregoing proposed findings and conclusions and fix, determine, and publish the final rate specified above for the transportation of mail by aircraft, the facilities used and useful therefor, and the services connected therewith as specified above as the fair and reasonable rate of compensation to be paid to Ross Aviation, Inc.;

2. Further procedures herein shall be in accordance with 14 CFR Part 302, and notice of any objection to the rate or to the other findings and conclusions proposed herein, shall be filed within 10 days, and if notice is filed, written answer and supporting documents shall be filed within 30 days after service of this order;

3. If notice of objection is not filed within 10 days after service of this order, or if notice is filed and answer is not filed within 30 days after service of this order, all persons shall be deemed to have waived the right to a hearing and all other procedural steps short of a final decision by the Board, and the Board may enter an order incorporating the findings and conclusions proposed herein and fix and determine the final rate specified herein;

4. If answer is filed presenting issues for hearing, the issues involved in determining the fair and reasonable final rate shall be limited to those specifically raised by the answer, except insofar as other issues are raised in accordance with Rule 307 of the rules of practice (14 CFR 302.307); and

5. This order shall be served upon Ross Aviation, Inc., the Postmaster General, Trans World Airlines, Inc., American Airlines, Inc., Braniff Airways, Inc., Continental Air Lines, Inc., Frontier Airlines, Inc., and Ozark Air Lines, Inc.

This order will be published in the FEDERAL REGISTER.

[SEAL] HAROLD R. SANDERSON,
Secretary.

[F.R. Doc. 69-2640; Filed, Mar. 4, 1969; 8:46 a.m.]

[1] As this order to show cause is not a final action but merely affords interested persons an opportunity to be heard on the matters herein proposed, it is not regarded as subject to the review provisions of Part 385 (14 CFR Part 385). These provisions for Board review will be applicable to final action taken by the staff under authority delegated in § 385.14(g).

[Docket No. 18104 etc.]

ADDITIONAL SERVICE TO SAN DIEGO CASE

Notice of Hearing

Notice is hereby given pursuant to the Federal Aviation Act of 1958, as amended, that a hearing in the above-entitled proceeding is assigned to be held on March 18, 1969, at 10 a.m., e.s.t., in Room 726, Universal Building, Connecticut and Florida Avenue NW., Washington, D.C., before the undersigned hearing examiner.

Dated at Washington, D.C., February 27, 1969.

[SEAL] HYMAN GOLDBERG,
Hearing Examiner.

[F.R. Doc. 69-2637; Filed, Mar. 4, 1969; 8:46 a.m.]

FEDERAL MARITIME COMMISSION

[Docket No. 69-7; Agreement 5200-26]

PACIFIC COAST EUROPEAN CONFERENCE

Order of Investigation

The Pacific Coast European Conference operates under Agreement No. 5200, as amended, which was originally approved on May 26, 1937, in the trades from ports in Alaska, Washington, Oregon, and California to ports in the United Kingdom of Great Britain and Northern Ireland, Ireland, the Scandinavian Peninsula, Continental Europe including ports on and in the Baltic and Mediterranean Seas, French Morocco, the Azores, Madeira, Canary, and Cape Verde Islands, and by transshipment at the aforementioned ports to ports in Iceland and West, South, and East Africa.

The Pacific Coast European Conference has filed Agreement No. 5200-26 to amend Article 15 of the basic agreement to provide as follows:

The procedures contained in this article conform to the decision in States Marine Lines, Inc. v. F.M.C., 376 F. 2d 230 (D.C. Cir. 1967). The amendment of this article to so conform shall affect self-regulatory procedure only, and shall effect no substantive change in the parties' rights or obligations under this agreement. The amended procedures shall apply to, and the Conference shall be authorized to investigate and prosecute pursuant to these provisions, any alleged breaches brought to its attention at any time after Mar. 8, 1967.

Subsequent to the publication in the FEDERAL REGISTER of notice of the filing of Agreement No. 5200-26, States Marine Lines, Inc., a former Conference member, protested its approval on the grounds that it is discriminatory and unfair as between carriers, operates to the detriment of the commerce of the United States, is contrary to the public interest and is in violation of the Shipping Act, 1916. In its reply to this protest, the Conference requests an evidentiary hearing on factual issues raised by the protest which the Conference disputes.

On the basis of this protest and reply the Commission is of the opinion that the alleged disputed factual issues are neither relevant nor material to a determination of the legal issues presented by Agreement No. 5200-26, and that an evidentiary hearing would serve no useful purpose.

However, should any of the parties to this proceeding nevertheless consider that there are genuine and material issues of fact, such facts shall be specified with particularity in affidavits accompanied by a legal memorandum showing their relevance to the issue in question. Should any other parties dispute these facts by a similar affidavit, the disputed issues of fact, if relevant, will be set down for an evidentiary hearing.

Now therefore, it is ordered, Pursuant to sections 15 and 22 of the Shipping Act, 1916, that an investigation, limited to the filing of briefs, affidavits and oral argument, be instituted to determine whether Agreement No. 5200-26 should be approved, disapproved or modified,

It is further ordered, That the briefs, affidavits, and the oral argument should be limited to the following legal issues: Whether section 15 approval should be given to Agreement No. 5200-26 which contains (1) legal conclusions, and (2) a provision which would give retroactive effect to a recently approved self-policing procedure; and

It is further ordered, That the Pacific Coast European Conference and the member lines thereof, and States Marine Lines, Inc., listed in Appendix A hereto, be made respondents in this proceeding; and

It is further ordered, That all parties will file opening briefs and affidavits by March 19, 1969. Reply briefs and affidavits will be filed by April 3, 1969. Oral argument will be scheduled; and

It is further ordered, That notice of this order be published in the FEDERAL REGISTER and that a copy thereof and notice of hearing be served upon respondents; and

It is further ordered, That any person, other than respondents who desire to become a party to this proceeding and par-

ticipate therein, shall file a petition to intervene in accordance with Rule 5(1), 46 CFR 502.72 of the Commission's rules of practice and procedure;

And it is further ordered, That all future notices issued by or on behalf of the Commission in this proceeding, including notice of time and place of hearing, shall be mailed directly to all parties of record.

By the Commission.

[SEAL] THOMAS LISI, *Secretary.*

APPENDIX A

States Marine Lines, Inc.,
90 Broad Street,
New York, N.Y. 10004.

Pacific Coast European Conference,
417 Montgomery Street,
San Francisco, Calif. 94104.

Anglo Canadian Shipping Co., Ltd./
Anglo Canadian Shipping (Westship) Ltd.,
c/o Interolsen Agencies, Inc.,
351 California Street,
San Francisco, Calif. 94104.

Blue Star Line,
400 Montgomery Street,
San Francisco, Calif. 94104.

D'Amico Mediterranean Pacific Line,
c/o J. H. Winchester & Co., Inc.,
351 California Street,
San Francisco, Calif. 94104.

East Asiatic Co., Ltd.,
650 California Street,
San Francisco, Calif. 94108.

French Line,
400 California Street,
San Francisco, Calif. 94104.

Furness, Withy & Co., Ltd.,
310 Sansome Street,
San Francisco, Calif. 94104.

Hamburg American Line,
c/o Balfour, Guthrie & Co., Ltd.,
255 California Street,
San Francisco, Calif. 94044.

Hanseatic-Vaasa Line,
c/o Williams, Dimond & Co.,
215 Market Street,
San Francisco, Calif. 94105.

Holland Amerika Line, 324 Sansome Street, San Francisco, Calif. 94104.

Italpacific Line, c/o Transmarine Navigation Corp., 351 California Street, San Francisco, Calif. 94104.

Johnson Line, 2 Pine Street, San Francisco, Calif. 94111.

North German Lloyd, c/o Balfour, Guthrie & Co., Ltd., 255 California Street, San Francisco, Calif. 94044.

Fred Olsen Line, c/o Interolsen Agencies, Inc., 160 Sansome Street, San Francisco, Calif. 94104.

Royal Mail Lines, Ltd., c/o Holland America Line, 324 Sansome Street, San Francisco, Calif. 94104.

United Yugoslav Lines, c/o Monitor Steamship Agency, Inc., 2 Pine Street, San Francisco, Calif. 94111.

Westfal-Larsen & Co., A/S, 310 Sansome Street, San Francisco, Calif. 94104.

Weyerhauser Line, 141 Battery Street, San Francisco, Calif. 94111.

Zim Israel Navigation Co., Ltd., c/o William, Dimond & Co., 215 Market Street, San Francisco, Calif. 94105.

[F.R. Doc. 69-2710; Filed, Mar. 4, 1969; 8:48 a.m.]

FEDERAL POWER COMMISSION

[Docket No. CP69-120]

COLUMBIA GULF TRANSMISSION CO. AND TEXAS GAS TRANSMISSION CORP.

Notice of Amendment to Application

FEBRUARY 27, 1969.

Take notice that on February 19, 1969, Columbia Gulf Transmission Co. (Columbia Gulf), 3805 West Alabama Avenue, Houston, Tex. 77001, and Texas Gas Transmission Corp. (Texas Gas) 3800 Frederica Street, Owensboro, Ky. 42301 filed in Docket No. CP69-120 an amendment to the pending joint application pursuant to section 7(c) of the Natural Gas Act for a certificate of public convenience and necessity authorizing the construction and operation of certain facilities for the transportation of natural gas in interstate commerce, all as more fully set forth in the amended application on file with the Commission and open to public inspection.

In their original application filed in this proceeding, Applicants requested authority to construct facilities necessary to connect natural gas reserves in the Vermilion Block 255 Field, and the Eugene Island Block 272, and Block 292 Fields, Offshore Louisiana, to the Offshore header of the Blue Water Project of Columbia Offshore Pipeline Co. and Tennessee Gas Pipeline Co., a certificate for which was applied for in Dockets Nos. CP68-231, CP69-50, and CP69-53. Applicants now state they have made other arrangements, with Michigan Wisconsin Pipe Line Co. (Michigan Wisconsin), to transport gas from two of the above three fields, Eugene Island Block 272 and Block 292 Fields.

Specifically, Applicants seek by the amendment authority to construct and operate the following natural gas facilities: approximately 18.1 miles of 26-inch O.D. pipeline; approximately 1.5 miles of 18-inch O.D. pipeline; and three measuring stations to be installed on producer platforms to connect the reserves in the Eugene Island Block 272 and Block 292.

Applicants estimate the total cost of the facilities proposed in the amendment to be $9,171,600.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C. 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) and the regulations under the Natural Gas Act (§ 157.10) on or before March 27, 1969.

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by sections 7 and 15 of the Natural Gas Act and the Commission's rules of practice and procedure, a hearing will be held without further notice before the Commission on this application if no petition to intervene is filed within the time required herein, if the Commission on its own review of the matter finds that a grant of the certificate is required by the public convenience and necessity. If a petition for leave to intervene is timely filed, or if the Commission on its own motion believes that a formal hearing is required, further notice of such hearing will be duly given.

Under the procedure herein provided for, unless otherwise advised, it will be unnecessary for Applicant to appear or be represented at the hearing

GORDON M. GRANT, *Secretary.*

[F.R. Doc. 69-2616; Filed, Mar. 4, 1969; 8:45 a.m.]

[Project No. 2668]

DUKE POWER CO.

Notice of Application for Withdrawal of Application for License for Constructed Project

FEBRUARY 27, 1969.

Public notice is hereby given that application has been filed under the rules of practice and procedure of the Federal Power Commission by Duke Power Co. (correspondence to: Carl Horn, Jr., Vice President Finance and General Counsel, Duke Power Co., Post Office Box 2178, Charlotte, N.C. 28201) for withdrawal of its application for license for constructed Project No. 2668, known as the Tumbling Shoals Station, located on Reedy River in the vicinty of the town of Laurens, in Laurens County, N.C.

According to the application, Applicant intends to abandon the Tumbling Shoals Station, breach the dam, remove the rubble, and open the stream.

Any person desiring to be heard or to make any protest with reference to said application should on or before April 4, 1969, file with the Federal Power Commission, Washington, D.C. 20426, petitions or protests in accordance with the requirements of the Commission's rules of practice and procedure (18 CFR 1.8 or 1.10). The application is on file with the Commission and available for public inspection.

GORDON M. GRANT, *Secretary.*

[F.R. Doc. 69-2617; Filed, Mar. 4, 1969; 8:45 a.m.]

[Project No. 2686]

NANTAHALA POWER AND LIGHT CO.

Notice of Application for License for Constructed Project

FEBRUARY 27, 1969.

Public notice is hereby given that application for license has been filed under the Federal Power Act (16 U.S.C. 791a-825r) by Nantahala Power and Light Co. (correspondence to: John M. Archer, Jr., President, Nantahala Power and Light Co., Post Office Box 260, Franklin, N.C.

28734) for constructed Project No. 2686, known as The West Fork Project, located on West Fork of Tuckasegee River in Jackson Country, N.C.

The existing project consists of the: Thorpe Development—(1) an earth and rock fill dam 900 feet long with a maximum height of 150 feet and having a 12 x 12-foot bypass tunnel in the east abutment controlled by two motor operated sluice gates in tandem; (2) an earth and rock fill saddle dam 410 feet long having a maximum height of 122 feet; (3) a spillway having two 25 x 12-foot Tainter gates and six "fuse plug" dams of compacted earth and sandy material; (4) a reservoir at elevation 3491.75 feet (U.S.C. and GS datum) with a surface area of 1,462 acres having useful storage of 67,100 acre feet at 76.75 feet maximum drawdown; (5) a pressure conduit including three tunnels, two sections of steel pipe and a steel penstock which bifurcates at the powerhouse; (6) a powerhouse containing one generator rated at 21,600 kw; (7) recreational development consisting of two boat launching sites in areas readily available from North Carolina Highway No. 107 and areas near the west end of the Thorpe saddle dam reserved for a future boat launching facility and for parking, picnic and toilet facilities; and (8) appurtenant facilities; and the Tuckasegee Development—(1) a concrete arch dam 254 feet long with a maximum height of 61 feet having a spillway forming the crest of the dam at elevation 2,275.75 feet (U.S.C. and GS datum) topped by 3-foot-high flashboards; (2) a reservoir with surface area of 7.9 acres at maximum normal elevation 2,278.75 feet (U.S.C. and GS datum) (top of flashboards) with useful storage of 35 acre feet at 4-foot drawdown; (3) a pressure tunnel partly lined and unlined leading to a surge tank 15 feet in diameter; (4) a powerhouse containing one generator rated at 3,000 kw; (5) public recreational use limited to bank fishing (and since reservoir is so small, no additional recreational facilities are planned at this time); and (6) appurtenant facilities. According to the application, there are no anadromous fish in the area and no necessity for special fishway facilities; there is very little use of the project waters by water fowl; and the project area supports very little hunting.

Any person desiring to be heard or to make any protest with reference to said application should on or before April 16, 1969, file with the Federal Power Commission, Washington, D.C. 20426, petitions or protests in accordance with the requirements of the Commission's rules of practice and procedure (18 CFR 1.8 or 1.10). The application is on file with the Commission and available for public inspection.

GORDON M. GRANT,
Secretary.

[F.R. Doc. 69-2618; Filed, Mar. 4, 1969; 8:45 a.m.]

[Project No. 2689]

SCOTT PAPER CO.

Notice of Application for License for Constructed Project

FEBRUARY 27, 1969.

Public notice is hereby given that application for license has been filed under the Federal Power Act (16 U.S.C. 791a–825r) by Scott Paper Co. (correspondence to: D. J. Dughie, Scott Paper Co., Oconto Falls, Wis. 54154) for constructed Project No. 2689, known as the Oconto Falls Project, located on the Oconto River in the Village of Oconto Falls, in the County of Oconto, Wis.

The existing project consists of: A rubble masonry dam with concrete abutments about 425 feet overall, having an overflow section of timber, earth and rock fill 186 feet long, creating a pool with normal water surface elevation of 701.6 feet; concrete and steel penstocks leading to 3 powerhouses containing 4 generating units with a total capacity of 853 kw; and appurtenant facilities.

Any person desiring to be heard or to make any protest with reference to said application should on or before April 17, 1969, file with the Federal Power Commission, Washington, D.C. 20426, petitions or protests in accordance with the requirements of the Commission's rules of practice and procedure (18 CFR 1.8 or 1.10). The application is on file with the Commission and available for public inspection.

GORDON M. GRANT,
Secretary.

[F.R. Doc. 69-2619; Filed, Mar. 4, 1969; 8:45 a.m.]

[Docket No. G-8733 etc.]

SINCLAIR OIL CORP. ET AL.

Findings and Order; Correction

FEBRUARY 13, 1969.

Sinclair Oil Corp. (Operator) et al. and other Applicants listed herein, Docket No. G-8733 et al.; Whitestone Petroleum Corp. (successor to Whitehall Oil Co., Inc.), Dockets Nos. CI63-152 and RI65-291; Getty Oil Co. (Operator) et al., Docket No. CI66-1310.

In the findings and order after statutory hearing issuing certificate of public convenience and necessity, amending orders issuing certificates, permitting and approving abandonment of service, terminating certificates, substituting respondents, making successor co-respondent, redesignating proceeding, accepting agreement and undertaking, and accepting related rate schedules and supplements for filing, issued January 30, 1969 and published in the FEDERAL REGISTER, February 11, 1969 (34 F.R. 1964), on page 4, paragraph (11), 3d line: Change "Whitestone" to read "Whitehall". On page 7, paragraph (O), fourth line: Change "Whitehall" to read "Whitestone." On page 7, paragraph (P), first line and footnote 2: Change "Whitehall" to read "Whitestone." On page 11, first column: Change the filing date to read "11-18-68" in lieu of "11-8-68" relating to Docket No. CI66-1310.

GORDON M. GRANT,
Secretary.

[F.R. Doc. 69-2620; Filed, Mar. 4, 1969; 8:45 a.m.]

[Docket No. CP69-52]

TEXAS EASTERN TRANSMISSION CORP.

Notice of Amendment to Application

FEBRUARY 27, 1969.

Take notice that on February 18, 1969, Texas Eastern Transmission Corp. (Applicant), Post Office Box 2521, Houston, Tex. 77001, filed an amendment to the application in Docket No. CP69-52 originally filed September 3, 1968,[1] by requesting an increase in the size of the proposed Offshore Louisiana pipeline and limiting the number of smaller pipelines extending from the main pipeline, all as more fully set forth in the amendment to the application which is on file with the Commission and open to public inspection.

By the original application, Applicant sought to construct and operate an Offshore Louisiana pipeline system of 24-inches in diameter of about 142 miles in length. There were also to be constructed and operated various shorter length pipelines of various diameters extending from the 24-inch pipeline.

Applicant now proposes to construct and operate a 30-inch pipe and to construct and operate only those smaller pipelines extending from the main pipeline to lease blocks where Applicant has entered into gas purchase contracts or expects to execute such contracts in the near future. The amended proposal will traverse the same general westerly portion of Offshore Louisiana as proposed in the original application.

The original proposal was estimated to cost approximately $58,202,000; the amended proposal is estimated to cost approximately $57,500,000.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C. 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) and the regulations under the Natural Gas Act (§ 157.10) on or before March 27, 1969.

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by sections 7 and 15 of the Natural Gas Act and the Commission's rules of practice and procedure, a hearing will be held without further notice before the Commission on this application if no protest or petition to intervene is filed within the time required herein, if the Commission on its own review of the matter finds that a grant of the certificate is required by the

[1] Notice of application was published in the FEDERAL REGISTER on Sept. 18, 1968 (33 F.R. 14138).

public convenience and necessity. If a petition for leave to intervene is timely filed, or if the Commission on its own motion believes that a formal hearing is required, further notice of such hearing will be duly given.

Under the procedure herein provided for, unless otherwise advised, it will be unnecessary for Applicant to appear or be represented at the hearing.

GORDON M. GRANT,
Secretary.

[F.R. Doc. 69-2621; Filed, Mar. 4, 1969; 8:45 a.m.]

INTERSTATE COMMERCE COMMISSION

FOURTH SECTION APPLICATIONS FOR RELIEF

FEBRUARY 28, 1969.

Protests to the granting of an application must be prepared in accordance with Rule 1100.40 of the general rules of practice (49 CFR 1100.40) and filed within 15 days from the date of publication of this notice in the FEDERAL REGISTER.

LONG-AND-SHORT HAUL

FSA No. 41569—*Class and commodity rates between points in Texas.* Filed by Texas-Louisiana Freight Bureau, agent (No. 623), for interested rail carriers. Rates on slag, in carloads, as described in the application, from, to, and between points in Texas, over interstate routes through adjoining States.

Grounds for relief—Intrastate rates and maintenance of rates from and to points in other States not subject to the same competition.

Tariff—Supplement 86 to Texas-Louisiana Freight Bureau, agent, tariff ICC 998.

FSA No. 41571—*Livestock from and to points in western trunkline territory.* Filed by Southwestern Freight Bureau, agent (No. B-10), for interested rail carriers. Rates on livestock, ordinary, in carloads, as described in the application, between points in southwestern territory, also between points in southwestern territory, on the one hand, and points in western trunkline territory, on the other.

Grounds for relief—Market competition, modified short-line distance formula and grouping.

Tariff—Supplement 30 to Southwestern Freight Bureau, agent, tariff ICC 4734.

FSA No. 41572—*Fish meal from points in Canada to points in western trunkline territory.* Filed by Western Trunk Line Committee, agent (No. A-2567), for interested rail carriers. Rates on fish meal, in carloads, from points in provinces of New Brunswick, Nova Scotia, Edward Island, and Quebec, Canada, to points in western trunkline territory.

Grounds for relief—Market competition, modified short-line distance formula and grouping.

Tariff—Canadian Freight Association tariff ICC 303.

AGGREGATE-OF-INTERMEDIATES

FSA No. 41570—*Class and commodity rates between points in Texas.* Filed by Texas-Louisiana Freight Bureau, agent (No. 624), for interested rail carriers. Rates on caustic soda, motor vehicles, and slag, as described in the application, in carloads, from, to, and between points in Texas, over interstate routes through adjoining states.

Grounds for relief—Maintenance of depressed rates published to meet intrastate competition without use of such rates as factors in constructing combination rates.

Tariff—Supplement 86 to Texas-Louisiana Freight Bureau, agent, tariff ICC 998.

By the Commission.

[SEAL] H. NEIL GARSON,
Secretary.

[F.R. Doc. 69-2656; Filed, Mar. 4, 1969; 8:47 a.m.]

[Notice No. 540]

MOTOR CARRIER ALTERNATE ROUTE DEVIATION NOTICES

FEBRUARY 28, 1969.

The following letter-notices of proposals to operate over deviation routes for operating convenience only have been filed with the Interstate Commerce Commission, under the Commission's Deviation Rules Revised, 1957 (49 CFR 211.1 (c)(8)) and notice thereof to all interested persons is hereby given as provided in such rules (49 CFR 211.1(d)(4)).

Protests against the use of any proposed deviation route herein described may be filed with the Interstate Commerce Commission in the manner and form provided in such rules (49 CFR 211.1(e)) at any time, but will not operate to stay commencement of the proposed operations unless filed within 30 days from the date of publication.

Successively filed letter-notices of the same carrier under the Commission's Deviation Rules Revised, 1957, will be numbered consecutively for convenience in identification and protests if any should refer to such letter-notices by number.

MOTOR CARRIERS OF PROPERTY

No. MC 59583 (Deviation No. 28), THE MASON & DIXON LINES, INCORPORATED, Post Office Box 969, Kingsport, Tenn. 37662, filed February 20, 1969. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: From Bristol, Va.-Tenn., over Interstate Highway 81 to Wytheville, Va., thence over Interstate Highway 77 to Cleveland, Ohio, and return over the same route, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities, over a pertinent service route as follows: From Bristol, Va.-Tenn., over U.S. Highway 11W to Bean Station, Tenn., thence over U.S. Highway 25E to Corbin, Ky., thence over U.S. Highway 25 to Cincinnati, Ohio, thence over U.S. Highway 42 to junction U.S. Highway 21, thence over U.S. Highway 21 to Cleveland, Ohio, and return over the same route.

No. MC 66562 (Deviation No. 21), RAILWAY EXPRESS AGENCY, INCORPORATED, 219 East 42d Street, New York, N.Y. 10017, filed February 19, 1969. Carrier's representative: William H. Marx, same address as applicant. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, moving in express service, over a deviation route as follows: From Pittsburgh, Pa., over Interstate Highway 79 to junction Interstate Highway 70, thence over Interstate Highway 70 to Wheeling, W. Va., and return over the same route, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities, over pertinent service routes as follows: (1) From Pittsburgh, Pa., over U.S. Highway 19 to Washington, Pa., thence over U.S. Highway 40 to Wheeling, W. Va., and (2) from Pittsburgh, Pa., over Pennsylvania Highway 88 to Finleyville, Pa., thence over unnumbered highways to junction U.S. Highway 19, thence over U.S. Highway 19 to Washington, Pa., thence over U.S. Highway 40 to Wheeling, W. Va., and return over the same routes.

No. MC 110325 (Deviation No. 19), TRANSCON LINES, 1206 South Maple Avenue, Los Angeles, Calif. 90015, filed February 17, 1969. Carrier's representative: Jerome Biniasz, Box 54005, Terminal Annex, Los Angeles, Calif. 90054. Carrier proposes to operate as a *common carrier* by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: Between Cincinnati, Ohio, and Indianapolis, Ind., over Interstate Highway 74, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities over a pertinent service route as follows: Between Indianapolis, Ind., and Cincinnati, Ohio, over U.S. Highway 52.

No. MC 110325 (Deviation No. 20), TRANSCON LINES, 1206 South Maple Avenue, Los Angeles, Calif. 90015, filed February 17, 1969. Carrier's representative: Jerome Biniasz, Box 54005, Terminal Annex, Los Angeles, Calif. 90054. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: Between Columbus, Ohio, and Cleveland, Ohio, over Interstate Highway 71, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities, over pertinent service routes as follows: (1) From Marion, Ohio, over U.S. Highway 23 to Columbus, Ohio, thence over U.S. Highway 40 to Lafayette, Ohio, (2) from Cleveland, Ohio, over U.S. Highway 42 to junction unnumbered highway near Ashland, Ohio, thence over unnumbered highway via Ashland to junction U.S. Highway 42, thence over U.S. Highway 42 via Bellepoint,

Ohio, to junction U.S. Highway 40 at or near Lafayette, Ohio, thence over U.S. Highway 40 to junction unnumbered highway near Summerford, Ohio, thence over unnumbered highway via Summerford to junction U.S. Highway 40, thence over U.S. Highway 40 to junction unnumbered highway near South Vienna, Ohio, thence over unnumbered highway via South Vienna to junction U.S. Highway 40, thence over U.S. Highway 40 to junction Ohio Highway 440 (formerly portion U.S. Highway 40), thence over Ohio Highway 440 to junction U.S. Highway 40, thence over U.S. Highway 40 to Indianapolis, Ind., and return over the same routes.

No. MC 110325 (Deviation No. 21), TRANSCON LINES, 1206 South Maple Avenue, Los Angeles, Calif. 90015, filed February 17, 1969. Carrier's representative: Jerome Biniasz, Box 54005, Terminal Annex, Los Angeles, Calif. 90054. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: From Akron, Ohio, over Interstate Highway 80S to junction Interstate Highway 80 west of Youngstown, Ohio, thence over Interstate Highway 80 to junction Interstate Highway 95 near Hackensack, N.J., thence over Interstate Highway 95 to New York, N.Y., and return over the same route, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities, over pertinent service routes as follows: (1) From Youngstown, Ohio, over U.S. Highway 62 to Canton, Ohio, thence over Ohio Highway 8 to Akron, Ohio (also from Youngstown over Ohio Highway 18 to Akron), thence over Ohio Highway 18 to Norwalk, Ohio, thence over U.S. Highway 250 to Sandusky, Ohio, (2) from Youngstown, Ohio, over U.S. Highway 422 to Ebensburg, Pa., (3) from Pittsburgh, Pa., over U.S. Highway 22 to Harrisburg, Pa., thence over U.S. Highway 230 to Lancaster, Pa., thence over U.S. Highway 30 to Philadelphia, Pa. (also from Harrisburg over U.S. Highway 422 to Philadelphia), thence over U.S. Highway 30 to Atlantic City, N.J., (4) from Elizabeth, N.J., over U.S. Highway 22 via Somerville, N.J., to junction unnumbered highway (formerly portion U.S. Highway 22), thence over unnumbered highway via Lebanon, N.J., to junction U.S. Highway 22, thence over U.S. Highway 22 via Clinton, N.J., to junction Alternate U.S. Highway 22 (formerly portion U.S. Highway 22), thence over Alternate U.S. Highway 22 to Phillipsburg, N.J. also from Elizabeth over New Jersey Highway 24 to junction New Jersey Highway 82 (formerly New Jersey Highway S24), thence over New Jersey Highway 82 to junction New Jersey Highway 24, thence over New Jersey Highway 24 to Phillipsburg, thence over U.S. Highway 22 to Harrisburg, Pa., and (5) from Trenton, N.J., over U.S. Highway 206 to junction U.S. Highway 22, thence over U.S. Highway 22 via Elizabeth, N.J., to New York, N.Y., and return over the same routes.

MOTOR CARRIERS OF PASSENGERS

No. MC 1515 (Deviation No. 509) (Cancels Deviations Nos. 306 and 408), GREYHOUND LINES, INC. (Western Division), Market and Fremont Streets, San Francisco, Calif. 94106, filed February 19, 1969. Carrier's representative: W. L. McCracken, 371 Market Street, San Francisco, Calif. 94105. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *passengers and their baggage, and express and newspapers* in the same vehicle with passengers, over deviation routes as follows: (1) From El Cajon, Calif., over Interstate Highway 8 to junction unnumbered highway (Harbison Canyon Junction), (2) from junction unnumbered highway and Interstate Highway 8 (Manzanita Junction), over Interstate Highway 8 to junction unnumbered highway (Jacumba Junction), and (4) from junction unnumbered highway and Interstate Highway 8 (Coyote Wells Junction), over Interstate Highway 8 to El Centro, Calif., and return over the same routes, for operating convenience only. The notice indicates that the carrier is presently authorized to transport passengers and the same property, over a pertinent service route as follows: From San Diego, Calif., over California Highway 94 to junction California Highway 125 (Spring Valley Junction), thence over California Highway 125 to junction Interstate Highway 8 (Grossmont Junction), thence over Interstate Highway 8 to junction unnumbered highway (El Cajon), thence over unnumbered highway to junction Interstate Highway 8 (Harbison Canyon Junction), thence over Interstate Highway 8 to junction unnumbered highway (West Alpine Junction), thence over unnumbered highway to junction U.S. Highway 80 (East Alpine Junction), thence over U.S. Highway 80 to junction unnumbered highway (Manzanita Junction), thence over unnumbered highway to junction Interstate Highway 8 (Jacumba Junction), thence over Interstate Highway 8 to junction unnumbered highway (Coyote Wells Junction), thence over unnumbered highway to El Centro, Calif., and return over the same route.

No. MC 1940 (Deviation No. 16) TRAILWAYS OF NEW ENGLAND, INC., 4000 Trailway Building, 1200 I Street NW., Washington, D.C. 20005, filed February 20, 1969. Carrier's representative: Bruce E. Mitchell, 1735 K Street NW., Washington, D.C. 20006. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *passengers and their baggage, and express and newspapers* in the same vehicle with passengers, over a deviation route as follows: Between Springfield, Mass., and Northampton, Mass., over Interstate Highway 91, for operating convenience only. The notice indicates that the carrier is presently authorized to transport passengers and the same property, over a pertinent service route as follows: Between Springfield, Mass., and Northampton, Mass., over U.S. Highway 5.

No. MC 61016 (Deviation No. 5), PETER PAN BUS LINES, INC., Main Street, Springfield, Mass. 01103, filed February 20, 1969. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *passengers and their baggage, and express and newspapers* in the same vehicle with passengers, over a deviation route as follows: Between South Hadley, Mass., and Holyoke, Mass., over U.S. Highway 202, for operating convenience only. The notice indicates that the carrier is presently authorized to transport passengers and the same property, over a pertinent service route as follows: Between Amherst, Mass., and Holyoke, Mass., over Massachusetts Highway 116.

By the Commission.

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

[F.R. Doc. 69-2657; Filed, Mar. 4, 1969; 8:48 a.m.]

[Notice 1273]

MOTOR CARRIER APPLICATIONS AND CERTAIN OTHER PROCEEDINGS

FEBRUARY 28, 1969.

The following publications are governed by the new Special Rule 1.247 of the Commission's rules of practice, published in the FEDERAL REGISTER, issue of December 3, 1963, which became effective January 1, 1964.

The publications hereinafter set forth reflect the scope of the applications as filed by applicant, 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.

APPLICATIONS ASSIGNED FOR ORAL HEARING

MOTOR CARRIERS OF PROPERTY

REPUBLICATIONS

Nos. MC 4964 (Sub-No. 35), MC 13250 (Sub-No. 88), MC 19227 (Sub-No. 116), MC 31321 (Sub-No. 8), MC 63792 (Sub-No. 12), MC 74321 (Sub-No. 30), MC 83539 (Sub-No. 204), MC 83835 (Sub-No. 54), MC 85715 (Sub-No. 5), MC 85811 (Sub-No. 2), MC 97068 (Sub-No. 6), MC 106497 (Sub-No. 36), MC 107678 (Sub-No. 39), MC 107993 (Sub-No. 14), MC 109064 (Sub-No. 16), MC 113459 (Sub-No. 40), and MC 120316 (Sub-No. 2), (Republications).

By their separate applications filed and published in the FEDERAL REGISTER on the dates indicated, each of the below-listed applicants seek a certificate of public convenience and necessity authorizing operations, in interstate or foreign commerce, as common carriers by motor vehicle, over irregular routes, as briefly stated herein, to transport (a) a wide variety of iron and steel articles, in bales or bundles weighing 2,000 pounds or more, from a number of Texas origins

to points in Arkansas, Louisiana, New Mexico, Oklahoma, and Texas, and (b) certain iron and steel articles weighing 2,000 pounds or more, which require the use of special equipment, from the same Texas origins to points in Texas. The origins are the same for each applicant, but the destination territory varies from one applicant to the other. A Report and Order of the Commission, Division 1, decided January 28, 1969, and served February 18, 1969, in MC 4964 (Sub-No. 35), and embracing all the below-listed applications, finds that the present and future public convenience and necessity require operation by each applicant respectively, in interstate or foreign commerce, as a *common carrier*, by motor vehicle, over irregular routes, of *Iron and steel articles*, from and to the respective points listed below:

(1) No. MC 4964 (Sub-No. 35), filed February 27, 1967, published FEDERAL REGISTER issues of March 16, 1967, and May 26, 1967. Applicant: ROY L. JONES, INC., 915 McCarthy Avenue, Post Office Box 24128, Houston, Tex. 77029. Applicant's representative: Austin L. Hatchell, 1102 Perry Brooks Building, Austin, Tex. 78701. From Corpus Christi, Galveston, and Houston, Tex., to points in New Mexico, Oklahoma, and Texas.

(2) No. MC 13250 (Sub-No. 88), filed February 27, 1967, published FEDERAL REGISTER issues of March 16, 1967, and May 24, 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. From Corpus Christi, Galveston, and Houston, Tex., to points in Arkansas, Louisiana, New Mexico, Oklahoma, and Texas.

(3) No. MC 19227 (Sub-No. 116), filed February 27, 1967, published FEDERAL REGISTER issues of March 23, 1967, and May 24, 1967. Applicant: LEONARD BROS. TRUCKING CO., INC., 2595 Northwest 20th Street, Post Office Box 52-602, Biscayne Annex, Miami, Fla. 33152. Applicant's representative: Thomas E. James, The 904 Lavaca Building, Austin, Tex. 78701. From Corpus Christi, Galveston, and Houston, Tex., to points in Arkansas, Louisiana, New Mexico, Oklahoma, and Texas.

(4) No. MC 31321 (Sub-No. 8), filed March 20, 1967, published FEDERAL REGISTER issues of April 6, 1967, and May 24, 1967. Applicant: SOUTHWESTERN TRANSFER COMPANY, INC., 1730 Bassett Avenue, Post Office Box 1611, El Paso, Tex. 79948. Applicant's representative: Joe G. Fender, 802 Houston First Savings Building, Houston, Tex. 77002. From Corpus Christi, Galveston, and Houston, Tex., to points in New Mexico and Texas.

(5) No. MC 63792 (Sub-No. 12), filed February 27, 1967, published FEDERAL REGISTER issues of March 23, 1967, and May 24, 1967. Applicant: TOM HICKS TRANSFER COMPANY, INC., Post Office Box 283, Harvey, La. 70058. Applicant's representative: Thomas E. James, The 904 Lavaca Building, Austin, Tex. 78701. From Houston, Tex., to points in Arkansas, Louisiana, and Texas.

(6) No. MC 74321 (Sub-No. 30), filed February 27, 1967, published FEDERAL REGISTER issues of March 23, 1967, and May 24, 1967. Applicant: B. F. WALKER, INC., 650 17th Street, Denver, Colo. 80202. Applicant's representative: Jerry Prestridge, Post Office Box 1148, Austin, Tex. 78767. From Corpus Christi, Galveston, and Houston, Tex., to points in Louisiana, New Mexico, Oklahoma, and Texas.

(7) No. MC 83539 (Sub-No. 204), filed February 6, 1967, and published in FEDERAL REGISTER issues of February 24, 1967, April 20, 1967, and May 24, 1967. Applicant: C & H TRANSPORTATION CO., INC., 1935 West Commerce Street, Dallas, Tex. 75222. Applicant's representative: W. T. Brunson, 419 Northwest Sixth Street, Oklahoma, Okla. 73102. From Corpus Christi, Galveston, and Houston, Tex., to points in Arkansas, Louisiana, New Mexico, Oklahoma, and Texas.

(8) No. MC 83835 (Sub-No. 54), filed February 27, 1967, published FEDERAL REGISTER issues of March 23, 1967, and May 24, 1967. Applicant: WALES TRUCKING COMPANY, a corporation, Post Office Box 6186, Dallas, Tex. 75222 also 905 Myers Road, Grand Prairie, Tex. Applicant's representative: James W. Hightower, 136 Wynnewood Professional Building, Dallas, Tex. 75224. From Corpus Christi, Galveston, and Houston, Tex., to points in Arkansas, Louisiana, New Mexico, Oklahoma, and Texas.

(9) No. MC 85715 (Sub-No. 5), filed February 27, 1967, published FEDERAL REGISTER issues of March 16, 1967, and May 24, 1967. Applicant: J. V. HARRISON TRUCK LINES, INC., Post Office Box 15057, Houston, Tex. 77020. Applicant's representative: Don Felts, The 904 Lavaca Building, Austin, Tex. 78701. From Corpus Christi, Galveston, and Houston, Tex., to points in Texas.

(10) No. MC 85811 (Sub-No. 2), filed March 20, 1967, published FEDERAL REGISTER issues of April 6, 1967, and May 24, 1967. Applicant: AMSCO TRANSPORTATION, INC., 10560 Mykawa Road, Houston, Tex. 77048, also Post Office Box 14147, Houston, Tex. Applicant's representative: Joe G. Fender, 802 Houston First Savings Building, Houston, Tex. 77002. From Corpus Christi, Galveston, and Houston, Tex., to points in Texas.

(11) No. MC 97068 (Sub-No. 6), filed February 27, 1967, published FEDERAL REGISTER issues of March 23, 1967, and May 24, 1967. Applicant: H. S. ANDERSON TRUCKING COMPANY, a corporation, Highway 69, Post Office Box 3656, Port Arthur, Tex. 77640. Applicant's representative: Thomas E. James, The 904 Lavaca Building, Austin, Tex. 78701. From Corpus Christi, Galveston, and Houston, Tex., to points in Louisiana and Texas.

(12) No. MC 106497 (Sub-No. 36), filed April 13, 1967, published FEDERAL REGISTER issues April 27, 1967, and May 24, 1967. Applicant: PARKHILL TRUCK COMPANY, a corporation, 4219 South Memorial, Tulsa, Okla. Applicant's representative: Tom B. Kretsinger, 450 Professional Building, Kansas City, Mo. 64106. From Corpus Christi, Galveston, and Houston, Tex., to points in Arkansas, Louisiana, New Mexico, Oklahoma, and Texas.

(13) No. MC 107678 (Sub-No. 39), filed March 20, 1967, published FEDERAL REGISTER issues of March 30, 1967, and May 24, 1967. Applicant: HILL & HILL TRUCK LINE, INC., 13019 Sarah Lane, Post Office Box 9698, Houston, Tex. 77015. Applicant's representative: Joe G. Fender, 802 Houston First Savings Building, Houston, Tex. 77002. From Houston, Tex., to points in Louisiana and Oklahoma.

(14) No. MC 107993 (Sub-No. 14), filed February 27, 1967, published in FEDERAL REGISTER issues of March 16, 1967, and May 24, 1967. Applicant: J. J. WILLIS TRUCKING COMPANY, a corporation, Post Office Box 2112, Odessa, Tex. 79760. Applicant's representative: Thomas E. James, The 904 Lavaca Building, Austin, Tex. 78701. From Corpus Christi, Galveston, and Houston, Tex., to points in New Mexico and Texas.

(15) No. MC 109064 (Sub-No. 16), filed February 27, 1967, published FEDERAL REGISTER issues of March 23, 1967, and May 24, 1967. Applicant: TEX-O-KA-N TRANSPORTATION COMPANY, INC., Post Office Box 8367, 3301 Southeast Loop 820, Fort Worth, Tex. 76112. Applicant's representative: Reagan Sayers, Century Life Building, Post Office Drawer 17007, Fort Worth, Tex. 76102. From Corpus Christi, Galveston, and Houston, Tex., to points in Texas.

(16) No. MC 113459 (Sub-No. 40), filed February 27, 1967, published FEDERAL REGISTER issues of March 23, 1967, and May 24, 1967. Applicant: H. J. JEFFRIES TRUCK LINE, INC., Post Office Drawer 94850, Oklahoma City, Okla. 73109. Applicant's representative: James W. Hightower, 136 Wynnewood Professional Building, Dallas, Tex. 75224. From Corpus Christi, Galveston, and Houston, Tex., to points in Arkansas, Louisiana, New Mexico, Oklahoma, and Texas.

(17) No. MC 120316 (Sub-No. 2), filed February 27, 1967, published FEDERAL REGISTER issues of March 16, 1967, and May 24, 1967. Applicant: WALTON TRANSPORTATION COMPANY, INC., 13020 Sarah's Lane, Post Office Box 9787, Houston, Tex. 77015. Applicant's representative: Joe G. Fender, 802 Houston First Savings Building, Houston, Tex. 77002. From Houston, Tex., to points in Texas; that each applicant is fit, willing, and able properly to perform such service and to conform to the requirements of the Interstate Commerce Act and the Commission's rules and regulations thereunder. Because it is possible that other persons who have relied upon the notice of the applications as published, may have an interest in and would be prejudiced by the lack of proper notice of the authority described in the findings in this report and order, a notice of the authority actually granted will be published in the FEDERAL REGISTER and issuance of certificates in this proceeding will be withheld for a period of 30 days from the date of such publication, during which period any proper party in interest may file a petition to reopen or for other appropriate relief setting forth in detail

the precise manner in which it has been so prejudiced.

No. MC 52523 (Sub-No. 3) (Republication), filed July 11, 1968, published in the FEDERAL REGISTER issue of August 1, 1968. Applicant: LEONARD SCHERTZER, doing business as SCHERTZER TRUCKING CO., 94 Sycamore Street, Carteret, N.J. 07008. Applicant's representative: Herman B. J. Weckstein, 1060 Broad Street, Newark, N.J. 07102. By application filed July 11, 1968, applicant seeks a permit authorizing operation, in interstate or foreign commerce, as a contract carrier, by motor vehicle, over irregular routes, of carbonated beverages and empty carbonated beverage containers, between Brooklyn, N.Y., on the one hand, and, on the other, points in that part of Connecticut, Delaware, Maryland, Massachusetts, New Jersey, New York, and Pennsylvania within 150 miles of Brooklyn, under contract with Myer 1890 Beverages. A report of the Commission, Review Board Number 1, decided February 17, 1969, and served February 24, 1969, finds that operation by applicant, in interstate or foreign commerce, as a *contract carrier*, by motor vehicle, over irregular routes, (1) of *carbonated beverages*, from Brooklyn, N.Y., to points in Connecticut, Delaware, New Jersey, and those in Harford, Cecil, Kent, Queen Annes, and Caroline Counties, Md.; Berkshire, Franklin, Hampden, Hampshire, and Worcester Counties, Mass.; Albany, Broome, Columbia, Delaware, Dutchess, Greene, Otsego, Orange, Putnam, Rensselaer, Rockland, Schoharie, Sullivan, Ulster, and Westchester Counties, N.Y.; and Berks, Bucks, Carbon, Chester, Columbia, Dauphin, Delaware, Lackawanna, Lancaster, Lebanon, Lehigh, Luzerne, Monroe, Montgomery, Montour, Northampton, Northumberland, Philadelphia, Pike, Schuylkill, Sullivan, Susquehanna, Wayne, Wyoming, and York Counties, Pa., and

(2) Of *empty beverage containers*, from points in New Jersey and those in the counties of New York set forth in (1) above, to Brooklyn, N.Y., under a continuing contract or contracts with Myer 1890 Beverages, Division of New York American Beverage Corp., Inc., will be consistent with the public interest and the national transportation policy; that applicant is fit, willing, and able properly to perform such service and to conform to the requirements of the Interstate Commerce Act and the Commission's rules and regulations thereunder. Because it is possible that other parties who have relied upon the notice of the application as published, may have an interest in and would be prejudiced by the lack of proper notice of the authority described in the findings in this order, a notice of the authority actually granted will be published in the FEDERAL REGISTER and issuance of a permit in this proceeding will be withheld for a period of 30 days from the date of such publication, during which period any proper party in interest may file a petition to reopen or for other appropriate relief setting forth in detail the precise manner in which it has been so prejudiced.

No. MC 69316 (Sub-No. 5) (Republication), filed June 26, 1968, published FEDERAL REGISTER issue of August 8, 1968, and republished this issue. Applicant: GEORGE T. DONNER, doing business as CHECKER MOVING, Post Office Box 136, Mount Holly, N.J. Applicant's representative: A. Davis Millner, 744 Broad Street, Newark, N.J. 07102. By application filed June 26, 1968, as amended, applicant seeks a certificate of public convenience and necessity authorizing operation, in interstate or foreign commerce, as a common carrier by motor vehicle, over irregular routes, of household goods as defined by the Commission, between points in Kent and New Castle Counties, Del.; Baltimore, Harford, and Kent Counties, Md.; Atlantic, Burlington, Camden, Cape May, Cumberland, Essex, Gloucester, Hunterdon, Mercer, Middlesex, Monmouth, Morris, Ocean, Somerset, Union, and Warren Counties, N.J.; and Berks, Bucks, Carbon, Chester, Delaware, Lancaster, Lebanon, Lehigh, Monroe, Montgomery, Northampton, Philadelphia, and Schuylkill Counties, Pa. A report of the Commission, Review Board Number 1, dated February 12, 1969, and served February 18, 1969, finds that the present and future public convenience and necessity require operation by applicant, in interstate or foreign commerce, as a *common carrier* by motor vehicle, over irregular routes, of *used household goods*, between points in New Castle County, Del., Atlantic, Burlington, Camden, Cape May, Cumberland, Gloucester, Hunterdon, Mercer, Middlesex, Monmouth, Ocean, Salem, Somerset, and Warren Counties, N.J., and Bucks, Chester, Delaware, Lehigh, Montgomery, Northampton, and Philadelphia Counties, Pa., restricted to the transportation of traffic having a prior or subsequent movement, in containers, beyond the points authorized, and further restricted to the performance of pickup and delivery service in connection with packing, crating, and containerization or unpacking, uncrating, and decontainerization of such traffic; that applicant is fit, willing, and able properly to perform such service and to conform to the requirements of the Interstate Commerce Act and the Commission's rules and regulations thereunder. Because it is possible that other persons, who have relied upon the notice of the application as published, may have an interest in and would be prejudiced by the lack of proper notice of the authority described in the findings in this report, a notice of the authority actually granted will be published in the FEDERAL REGISTER and issuance of a certificate in this proceeding will be withheld for a period of 30 days from the date of such publication, during which period any proper party in interest may file a petition to reopen or for other appropriate relief setting forth in detail the precise manner in which it has been so prejudiced.

No. MC 76467 (Sub-No. 1) (Republication), filed July 26, 1968, published FEDERAL REGISTER issue of August 15, 1968, and republished this issue. Applicant: SHARKIE'S TRUCKING SERVICE, INC., 829 Newark Avenue, Elizabeth, N.J. 07208. Applicant's representative: Paul J. Keeler, Post Office Box 253, South Plainfield, N.J. 07080. By application filed July 26, 1968, applicant seeks a certificate of public convenience and necessity authorizing operations, in interstate or foreign commerce, as a common carrier by motor vehicle, over irregular routes of aluminum foil, paper backed, over 30 pounds, between New York, N.Y., on the one hand, and, on the other, Englishtown, Monmouth County, N.J. An order of the Commission, Operating Rights Board, dated January 29, 1969, and served February 12, 1969, finds that the present and future public convenience and necessity require operation by applicant, in interstate or foreign commerce, as a common carrier, by motor vehicle, over irregular routes, of paper-backed aluminum foil, between New York, N.Y., on the one hand, and, on the other, Englishtown, Monmouth County, N.J.; that applicant is fit, willing, and able properly to perform such service and to conform to the requirements of the Interstate Commerce Act and the Commission's rules and regulations thereunder. Because it is possible that other persons, who have relied upon the notice of the publication as published, may have an interest in and would be prejudiced by the lack of proper notice of the authority described in the findings in this order, a notice of the authority actually granted will be published in the FEDERAL REGISTER and issuance of a certificate in this proceeding will be withheld for a period of 30 days from the date of such publication, during which period any proper party in interest may file a petition to reopen or for other appropriate relief setting forth in detail the precise manner in which it has been so prejudiced.

No. MC 116280 (Sub-No. 7) (Republication), filed July 17, 1968, published in the FEDERAL REGISTER issue of August 8, 1968, and republished this issue. Applicant: W. C. McQUAIDE, INC., 153 Macridge Avenue, Johnstown, Pa. 15904. Applicant's representative: Christian V. Graf, 407 North Front Street, Harrisburg, Pa. 17101. By application filed July 17, 1968, applicant seeks a certificate of public convenience and necessity authorizing operation, in interstate or foreign commerce, as a common carrier by motor vehicle, over irregular routes, of clothing, between the Philadelphia International Airport, Philadelphia, Pa., on the one hand, and, on the other, Duncanville, Pa., restricted to transportation having prior or subsequent movement by air. By order of the Commission, dated September 20, 1968, and served September 25, 1968, it was ordered that this proceeding be handled under modified procedure. A report of the Commission, Review Board Number 4, decided February 11, 1969, and served February 24, 1969, finds that the present and future public convenience and necessity require operation by applicant, in interstate or foreign commerce, as a *common carrier* by motor vehicle, over irregular routes, of (1) *wearing apparel*, between the Philadelphia International Airport,

Philadelphia, Pa., on the one hand, and, on the other, Duncansville, Pa., and (2) *yarn*, from Philadelphia International Airport, Philadelphia, Pa., to Duncansville, Pa., restricted in both (1) and (2) to the transportation of traffic having a prior or subsequent movement by air; that applicant is fit, willing, and able properly to perform such service and to conform to the requirements of the Interstate Commerce Act and the Commission's rules and regulations thereunder; because it is possible that other parties, who have relied upon the notice of the application as published, may have an interest in and would be prejudiced by the lack of proper notice of the authority described in the findings in this report and order, a notice of the authority actually granted will be published in the FEDERAL REGISTER and issuance of a certificate in this proceeding will be withheld for a period of 30 days from the date of such publication, during which period any proper party in interest may file a petition to reopen or for other appropriate relief setting forth in detail the precise manner in which it has been so prejudiced.

No. MC 129760 (Sub-No. 1) (Republication), filed August 26, 1968, published FEDERAL REGISTER issue of September 19, 1968, and republished this issue. Applicant: ROBERT KANE, doing business as MARKAN DELIVERY SERVICE, 118 West 34th Street, Wilmington, Del. 19802. Applicant's representative: Robert Kane (same address as applicant). By application filed August 26, 1968, applicant seeks a permit authorizing operations, in interstate or foreign commerce, as a contract carrier by motor vehicle, over irregular routes, of (1) new furniture, new household furnishings and appliances and new carpets, from points in Delaware, to points in Cecil, Harford, Kent, Queen Annes, Talbot, Caroline, Dorchester, Wicomico, Somerset, and Worcester Counties, Md.; Delaware and Chester Counties, Pa.; Gloucester, Salem, and Cumberland Counties, N.J., and (2) exchange or returned shipments from the above destination points, to Delaware, under contract with Colonial Television & Appliance Co., Inc. An order of the Commission, dated January 29, 1969, and served February 12, 1969, finds that operation by applicant, in interstate or foreign commerce, as a contract carrier by motor vehicle, over irregular routes, of new furniture, new household furnishings and appliances, and new carpets, from Dover and Wilmington, Del., to points in Cecil, Harford, Kent, Queen Annes, Talbot, Caroline, Dorchester, Wicomico, Somerset, and Worcester Counties, Md.; Delaware and Chester Counties, Pa.; and Gloucester, Salem, and Cumberland Counties, N.J.; under a continuing contract with Colonial Television & Appliance Co., Inc., and Keil's, both of Wilmington, Del., will be consistent with the public interest and the national transportation policy; that applicant is fit, willing, and able properly to perform such service and to conform to the requirements of the Interstate Commerce Act, and the Commission's rules and regulations thereunder. Because it is possible that other parties, who have relied upon the notice of the application as published, may have an interest in and would be prejudiced by the lack of proper notice of the authority described in the findings in this order, a notice of the authority actually granted will be published in the FEDERAL REGISTER and issuance of a permit in this proceeding will be withheld for a period of 30 days from the date of such publication, during which period any proper party in interest may file a petition to reopen or for other appropriate relief setting forth in detail the precise manner in which it has been so prejudiced.

No. MC 133129 (Republication), filed August 28, 1968, published FEDERAL REGISTER issue of September 26, 1968, and republished this issue. Applicant: CANANDAIGUA EXPRESS, INC., West Main Street, Shortsville, N.Y. 14548. Applicant's representative: Raymond A. Richards, 23 West Main Street, Webster, N.Y. 14580. By application filed August 28, 1968, as amended, applicant seeks a certificate of public convenience and necessity authorizing operation, in interstate or foreign commerce, as a common carrier by motor vehicles, over irregular routes, transporting (1) General commodities, as defined by the Commission, between points in Ontario County, on the one hand, and, on the other, points in Monroe, Ontario, Wayne, and Yates Counties, N.Y., and (2) household goods, as defined by the Commission, (a) between points in Ontario County, on the one hand, and, on the other, points in Albany, Broome, Cayuga, Chautauqua, Chemung, Franklin, Erie, Livingston, Monroe, Onondaga, Ontario, Rensselaer, Seneca, Schuyler, Steuben, Ulster, Wayne, and Yates Counties, N.Y., (b) between points in Cayuga County, on the one hand, and, on the other, points in Monroe County, N.Y., (c) between points in Steuben County, on the one hand, and, on the other, points in Cayuga, Livingston, Monroe, Seneca, and Yates Counties, N.Y. An order of the Commission, Operating Rights Board, dated January 29, 1969, and served February 12, 1969, finds that the present and future public convenience and necessity require operation by applicant, in interstate or foreign commerce, as a common carrier by motor vehicles, over irregular routes, transporting (1) *General commodities* except classes A and B explosives and blasting supplies, (A) between points in Ontario County, N.Y., on the one hand, and, on the other, points in Monroe, Ontario, Wayne, and Yates Counties, N.Y., and (B) between points in Monroe County, N.Y., on the one hand, and, on the other, points in Wayne and Yates Counties, N.Y., and (2) *household goods*, as defined by the Commission, (a) between points in Ontario County, N.Y., and on the one hand, and, on the other, points in Albany, Broome, Cayuga, Chautauqua, Chemung, Franklin, Erie, Livingston, Onondaga, Rensselaer, Seneca, Schuyler, Steuben, and Ulster Counties, N.Y., (b) between points in Cayuga County, N.Y., on the one hand, and, on the other, points in Monroe County, N.Y., (c) between points in Steuben County, N.Y., on the one hand, and, on the other, points in Cayuga, Livingston, Monroe, Seneca, and Yates Counties, N.Y., that applicant is fit, willing and able properly to perform the operations and to conform to the requirements of the Interstate Commerce Act and the Commission's rules and regulations thereunder. Because it is possible that other parties, who have relied upon the notice of the application as published, may have an interest in and would be prejudiced by the lack of proper notice of the authority described in the findings in this order, a notice of the authority actually granted will be published in the FEDERAL REGISTER and issuance of a certificate in this proceeding will be withheld for a period of 30 days from the date of such publication, during which period any proper party in interest may file a petition to reopen or for other appropriate relief setting forth in detail the precise manner in which it has been so prejudiced.

No. MC 133171 (Republication), filed September 9, 1968, published FEDERAL REGISTER issue of October 10, 1968, and republished this issue. Applicant: POTASH MINES TRANSPORTATION COMPANY, INC., 302 South Canyon, Carlsbad, N. Mex. Applicant's representative: Dick A. Blenden, 110½ North Canyon, Carlsbad, N. Mex. 88220. By application filed September 9, 1968, as amended, applicant seeks a certificate of public convenience and necessity authorizing operation, in interstate or foreign commerce, as a common carrier by motor vehicle, over irregular routes, of passengers, and express not to exceed 100 pounds in the same vehicle with passengers, between Carlsbad, N. Mex., and and Duval Sulphur and Potash Co. minesite in Culberson County, Tex., from Carlsbad over U.S. Highway 285 approximately 45 miles to Orla, Tex., thence over unnumbered roads approximately 18 miles to Duval Sulphur and Potash Co. minesite in Culberson County, Tex., and return over the same route, serving the intermediate points of Loving and Malaga, N. Mex., and Orla, Tex. An order of the Commission, Operating Rights Board, dated February 10, 1969, and served February 18, 1969, finds that the present and future public convenience and necessity require operation by applicant, in interstate or foreign commerce, as a *common carrier*, by motor vehicle, *passengers, and express* in the same vehicle with passengers, between Carlsbad, N. Mex., and the facilities of the Duval Sulphur and Potash Co. in Culberson County, Tex., from Carlsbad over U.S. Highway 285 to Orla, Tex., thence over unnumbered roads to the facilities of the Duval Sulphur and Potash Co. in Culberson County, Tex., and return over the same route, serving the intermediate points of Loving and Malaga, N. Mex., and Orla, Tex., restricted to the transportation of passengers originating at or destined to the said facilities of the Duval Sulphur and Potash Co., that applicant is fit, willing, and able properly to perform such service and to

conform to the requirements of the Interstate Commerce Act and the Commission's rules and regulations thereunder. Because it is possible that other persons, who have relied upon the notice of the application as published, may have an interest in and would be prejudiced by the lack of proper notice of the authority described in the findings in this order, a notice of the authority actually granted will be published in the FEDERAL REGISTER and issuance of a certificate in this proceeding will be withheld for a period of 30 days from the date of such publication, during which period any proper party in interest may file a petition to reopen or for other appropriate relief setting forth in detail the precise manner in which it has been so prejudiced.

NOTICE OF FILING OF PETITIONS

No. MC 35628 (Notice of Filing of Petition for Clarification of Certificate), filed January 27, 1969. Petitioner: INTERSTATE MOTOR FREIGHT SYSTEM, Grand Rapids, Mich. Petitioner's representative: Leonard D. Verdier, Jr. (same address as above). Petitioner is a common carrier of property by motor vehicle, operating under certificates issued by this Commission in Docket No. MC 35628 and various sub numbers. By the instant petition, petitioner makes the following statements and requests the following changes in connection with MC 35628, issued on October 29, 1962:

1. In paragraph 1 on Sheet 7, petitioner is authorized to operate: "Between Chicago, Ill., and St. Louis, Mo., serving the intermediate point of Peoria, Ill."

2. In paragraph 11 on Sheet 24, petitioner is authorized to operate between Bureau Junction, Ill., and Rockford, Ill., serving Bureau Junction for purposes of joinder only.

3. Petitioner has operated on the assumption that Bureau Junction, Ill., may be served for purposes of joinder only, on the route set forth in paragraph 2 on Sheet 7, because any other interpretation would render meaningless the authority set forth in paragraph 11 on Sheet 24.

4. In order to clarify its authority, petitioner believes that paragraph 1 on Sheet 7 should be changed to read: "Between Chicago, Ill., and St. Louis, Mo., serving the intermediate point of Peoria, Ill., and serving Bureau Junction, Ill., for purposes of joinder only."

5. In paragraph 3 on Sheet 7, petitioner is authorized to operate: "Between Chicago, Ill., and St. Louis, Mo., serving the intermediate point of Springfield, Ill."

6. In paragraph 5 on Sheet 7, petitioner is authorized to operate between the junction of U.S. Highways 45 and 66 and the junction of U.S. Highway 66 and Illinois Highway 48.

7. Petitioner has operated on the assumption that the junctions set forth in Item 8 above may be served for purposes of joinder only, on the route set forth in paragraph 4 on Sheet 7, because any other interpretation would render meaningless the authority set forth in paragraph 5 on Sheet 7.

8. In paragraph 5 on Sheet 24, petitioner is authorized to operate between Peoria, Ill., and Lincoln, Ill., serving Lincoln for purposes of joinder only.

9. Petitioner has operated on the assumption that Lincoln, Ill., may be served for purposes of joinder only, on the route set forth in paragraph 4 on Sheet 7, because any other interpretation would render meaningless the authority set forth in paragraph 5 on Sheet 24.

10. In order to clarify its authority, petitioner believes that paragraph 3 on Sheet 7 should be changed to read: "Between Chicago, Ill., and St. Louis, Mo., serving the intermediate point of Springfield, Ill., and serving Lincoln, Ill., junction of U.S. Highways 45 and 66, and junction of U.S. Highway 66 and Illinois Highway 48, for purposes of joinder only."

11. In paragraph 3 on Sheet 8, petitioner is authorized to operate: "Between Grand Rapids, Mich., and Cadillac, Mich., serving the intermediate point of Reed City, Mich."

12. In paragraph 15 on Sheet 9, petitioner is authorized to operate between the junction of U.S. Highway 131 and Michigan Highway 46, and Saginaw, Mich.

13. Petitioner has operated on the assumption that the junction set forth in Item 14 above may be served for purposes of joinder only, on the route set forth in paragraph 4 on Sheet 8, because any other interpretation would render meaningless the authority to operate to and from said junction set forth in paragraph 15 on Sheet 9.

14. In paragraph 5 on Corrected Sheet 18, petitioner is authorized to operate between the junction of U.S. Highway 131 and Michigan Highway 44, and the junction of Michigan Highways 44 and 66.

15. Petitioner has operated on the assumption that the junction of U.S. Highway 131 and Michigan Highway 44 may be served for purposes of joinder only, on the route set forth in paragraph 4 on Sheet 8, because any other interpretation would render meaningless the authority set forth in paragraph 5 on Corrected Sheet 18.

16. In certificate MC-35628 Sub 4, petitioner is authorized to operate between Sheridan, Mich., and the junction of U.S. Highway 131 and Michigan Highway 57.

17. Petitioner has operated on the assumption that the junction of U.S. Highway 131 and Michigan Highway 57 may be served for purposes of joinder only, on the route set forth in paragraph 4 on Sheet 8, because any other interpretation would render meaningless the authority to operate between said junction and Sheridan, Mich., set forth in certificate MC-35628, Sub 4.

18. In order to clarify its authority, petitioner believes that paragraph 3 on Sheet 8 should be changed to read: "Between Grand Rapids, Mich., and Cadillac, Mich., serving the intermediate point of Reed City, Mich., and serving junction of U.S. Highway 131 and Michigan Highway 46, junction of U.S. Highway 131 and Michigan Highway 44, and junction of U.S. Highway 131 and Michigan Highway 57, for purposes of joinder only."

19. In paragraph 7 on Sheet 9, petitioner is authorized to operate: "Between Sturgis, Mich., and New Buffalo, Mich., serving the intermediate point of Niles, Mich."

20. In paragraph 1 on Sheet 8, petitioner is authorized to operate between the junction of U.S. Highways 12 and 131 and Kalamazoo, Mich.

21. Petitioner has operated on the assumption that the junction set forth in Item 22 above may be served for purposes of joinder only, on the route set forth in paragraph 8 on Sheet 9, because any other interpretation would render meaningless the authority set forth in paragraph 1 on Sheet 8.

22. In order to clarify its authority, petitioner believes that paragraph 7 on Sheet 9 should be changed to read: "Between Sturgis, Mich., and New Buffalo, Mich., serving the intermediate point of Niles, Mich., and serving junction of U.S. Highways 12 and 131 for purposes of joinder only."

23. In paragraph 9 on Sheet 9, petitioner is authorized to operate: "Between Benton Harbor, Mich., and Kalamazoo, Mich., serving no intermediate points."

24. In paragraph 3 on Corrected Sheet 18, petitioner is authorized to operate between Niles, Mich., and the junction of Interstate Highway 94 and Michigan Highway 40.

25. Petitioner has operated on the assumption that the junction set forth in Item 26 may be served for purposes of joinder only, on the route set forth in paragraph 10 on Sheet 9, because any other interpretation would render meaningless the authority set forth in paragraph 3 on Corrected Sheet 18.

26. In order to clarify its authority, petitioner believes that paragraph 9 on Sheet 9 should be changed to read: "Between Benton Harbor, Mich., and Kalamazoo, Mich., serving junction of Interstate Highway 94 and Michigan Highway 40 for purposes of joinder only.

27. In paragraph 5 on Sheet 10, petitioner is authorized to operate: "Between Evansville, Ind., and Chicago, Ill., serving the intermediate points of Vincennes and Terre Haute, Ind."

28. In paragraph 1 on Sheet 12, petitioner is authorized to operate between Cincinnati, Ohio and the junction of U.S. Highways 41 and 52.

29. Petitioner has operated on the assumption that the junction set forth in Item 30 may be served for purposes of joinder only, on the route set forth in paragraph 6 on Sheet 10, because any other interpretation would render meaningless the authority to operate to and from said junction set forth in paragraph 1 on Sheet 12.

30. In paragraph 7 on Sheet 12, petitioner is authorized to operate between the junction of U.S. Highways 41 and 6, and the Indiana-Ohio State line.

31. Petitioner has operated on the assumption that the junction set forth in Item 32 may be served for purposes of joinder only, on the route set forth in

paragraph 6 on Sheet 10, because any other interpretation would render meaningless the authority to operate to and from said junction set forth in paragraph 7 on Sheet 12.

32. In paragraph 1 on Corrected Sheet 17, petitioner is authorized to operate between the junction of U.S. Highways 41 and 30, and Fort Wayne, Ind.; and in paragraph 6 on Corrected Sheet 17, petitioner is authorized to operate between said junction and Aurora, Ill.

33. Petitioner has operated on the assumption that the junction set forth in Item 34 may be served for purposes of joinder only, on the route set forth in paragraph 6 on Sheet 10, because any other interpretation would render meaningless the authority to operate to and from said junction set forth in paragraphs 1 and 6 on Corrected Sheet 17.

34. In order to clarify its authority, petitioner believes that paragraph 5 on Sheet 10 should be changed to read: "Between Evansville, Ind., and Chicago, Ill., serving the intermediate points of Vincennes and Terre Haute, Ind., and serving junction of U.S. Highways 41 and 52, junction of U.S. Highways 41 and 6, and junction of U.S. Highways 41 and 30, for purposes of joinder only."

35. In paragraph 11 on Sheet 11, petitioner is authorized to operate: "Between Terre Haute, Ind., and the Indiana-Ohio State line, serving the intermediate points of Belleville, Plainfield, Indianapolis, Greenfield, Dunreith, Cambridge City, and Richmond, Ind."

36. In paragraph 7 on Sheet 10, petitioner is authorized to operate between Michigan City, Ind., and the junction of U.S. Highway 40 and Indiana Highway 43.

37. Petitioner has operated on the assumption that the junction set forth in Item 38 above may be served for purposes of joinder only, on the route set forth in paragraph 12 on Sheet 11, because any other interpretation would render meaningless the authority to operate to and from said junction set forth in paragraph 7 on Sheet 10.

38. In order to clarify its authority, petitioner believes that paragraph 11 on Sheet 11 should be changed to read: "Between Terre Haute, Ind., and the Indiana-Ohio State line, serving the intermediate points of Belleville, Plainfield, Indianapolis, Greenfield, Dunreith, Cambridge City, and Richmond, Ind., and serving the junction of U.S. Highway 40 and Indiana Highway 43 for purposes of joinder only."

39. In paragraph 1 on Sheet 12, petitioner is authorized to operate: "Between Cincinnati, Ohio, and junction U.S. Highways 41 and 52 serving the intermediate points of Brookville, Rushville, Indianapolis, Lebanon, and Lafayette, Ind."

40. In paragraph 3 on Sheet 12, petitioner is authorized to operate between the junction of U.S. Highway 52 and Indiana Highway 28, and Union City, Ohio.

41. Petitioner has operated on the assumption that the junction set forth in Item 42 above may be served for purposes of joinder only, on the route set forth in paragraph 2 on Sheet 12, because any other interpretation would render meaningless the authority to operate to and from said junction set forth in paragraph 3 on Sheet 12.

42. In order to clarify its authority, petitioner believes that paragraph 1 on Sheet 12 should be changed to read: "Between Cincinnati, Ohio, and junction U.S. Highways 41 and 52, serving the intermediate points of Brookville, Rushville, Indianapolis, Lebanon and Lafayette, Ind., and serving junction of U.S. Highway 52 and Indiana Highway 28 for purposes of joinder only."

43. In paragraph 9 on Sheet 13, petitioner is authorized to operate: "Between Wheeling, W. Va., and Ashtabula, Ohio, serving the intermediate points of Steubenville, East Liverpool, Youngstown, and Warren, Ohio."

44. In paragraph 1 on Sheet 19, petitioner is authorized to operate between Warren, Ohio, and Girard, Ohio, with no service at Girard.

45. Girard, Ohio, is located at the junction of U.S. Highway 422 and Ohio Highway 169.

46. Petitioner has operated on the assumption that Girard, Ohio, may be served for purposes of joinder only, on the route set forth in paragraph 10 on Sheet 13, because any other interpretation would render meaningless the authority set forth in paragraph 1 on Sheet 19.

47. In order to clarify its authority, petitioner believes that paragraph 9 on Sheet 13 should be changed to read: "Between Wheeling, W. Va., and Ashtabula, Ohio, serving the intermediate points of Steubenville, East Liverpool, Youngstown, and Warren, Ohio, and serving Girard, Ohio, for purposes of joinder only."

48. In paragraph 3 on Sheet 14, petitioner is authorized to operate: "Between the Indiana-Ohio State line, and Wheeling, W. Va., serving the intermediate points of Springfield and Columbus, Ohio."

49. In paragraph 13 on Sheet 14, petitioner is authorized to operate between Cambridge, Ohio, and Steubenville, Ohio, with no service at Cambridge.

50. Cambridge, Ohio, is located at the junction of U.S. Highways 40 and 22.

51. Petitioner has operated on the assumption that Cambridge, Ohio, may be served for purposes of joinder only, on the route set forth in paragraph 4 on Sheet 14, because any other interpretation would render meaningless the authority set forth in paragraph 13 on Sheet 14.

52. In order to clarify its authority, petitioner believes that paragraph 3 on Sheet 14 should be changed to read: "Between the Indiana-Ohio State line, and Wheeling, W. Va., serving the intermediate points of Springfield and Columbus, Ohio, and serving Cambridge, Ohio, for purposes of joinder only."

53. In conjunction with the clarification suggested in Item 52, petitioner believes that paragraph 13 on Sheet 14, which reads: "Between Cambridge, Ohio, and Steubenville, Ohio, with no service at Cambridge, Ohio, and serving no intermediate points," should be changed to read: "Between Cambridge, Ohio, and Steubenville, Ohio, serving Cambridge, Ohio, for purposes of joinder only."

54. In paragraph 15 on Sheet 14, petitioner is authorized to operate: "Between Wheeling, W. Va., and Baltimore, Md., serving the intermediate point of Pittsburgh, Pa., and the off-route point of McKeesport, Pa."

55. In paragraph 17 on Sheet 14, petitioner is authorized to operate between Breezewood, Pa., and Philadelphia, Pa.

56. Breezewood, Pa., is located at the junction of U.S. Highway 30 and Pennsylvania Highway 126.

57. Petitioner has operated on the assumption that Breezewood, Pa., may be served for purposes of joinder only, on the route set forth in paragraph 16 on Sheet 14, because any other interpretation would render meaningless the authority set forth in paragraph 17 on Sheet 14.

58. In paragraph 5 on Sheet 19, petitioner is authorized to operate between Armagh, Pa., and Bedford, Pa.

59. Bedford, Pa., is located at the junction of U.S. Highways 30 and 220.

60. Petitioner has operated on the assumption that Bedford, Pa., may be served for purposes of joinder only, on the route set forth in paragraph 16 on Sheet 14, because any other interpretation would render meaningless the authority set forth in paragraph 5 of Sheet 19.

61. In paragraph 3 on Sheet 24, petitioner is authorized to operate between Frederick, Md., and Washington, D.C., over U.S. Highway 240.

62. Frederick, Md., is located at the junction of U.S. Highways 40 and 240.

63. Petitioner has operated on the assumption that Frederick, Md., may be served for purposes of joinder only, on the route set forth in paragraph 16 on Sheet 14, because any other interpretation would render meaningless the authority set forth in paragraph 3 on Sheet 24.

64. In certificate MC-35628 Sub 13, petitioner is authorized to operate between Middlesex, Pa., and the junction of U.S. Highway 30 and the Pennsylvania Turnpike, over the Pennsylvania Turnpike.

65. Petitioner has operated on the assumption that the junction set forth in Item 66 above may be served for purposes of joinder only, on the route set forth in paragraph 16 on Sheet 14, because any other interpretation would render meaningless the authority set forth in certificate MC-35628 Sub 13.

66. In order to clarify its authority, petitioner believes that paragraph 15 on Sheet 14 should be changed to read: "Between Wheeling, W. Va., and Baltimore, Md., serving the intermediate point of Pittsburgh, Pa., and the off-route point of McKeesport, Pa., and serving Breezewood, Pa., Bedford, Pa., Frederick, Md., and junction of Pennsylvania Turnpike and U.S. Highway 30, for purposes of joinder only."

67. In paragraph 17 on Sheet 14, petitioner is authorized to operate: "Between Breezewood, Pa., and Philadelphia, Pa., with no service at Breezewood, Pa., and serving the intermediate point of Lancaster, Pa."

68. Petitioner has operated on the assumption that Breezewood, Pa., may be served for purposes of joinder only, on the route set forth in paragraph 18 on Sheet 14, because any other interpretation would render meaningless the authority therein set forth.

69. In paragraph 13 on Sheet 16, petitioner is authorized to operate between Chambersburg, Pa., and Harrisburg, Pa.

70. Chambersburg is located at the junction of U.S. Highways 30 and 11.

71. Petitioner has operated on the assumption that Chambersburg, Pa., may be served for purposes of joinder only, on the route set forth in paragraph 18 on Sheet 14, because any other interpretation would render meaningless the authority to operate to and from Chambersburg set forth in paragraph 13 on Sheet 16.

72. In order to clarify its authority, petitioner believes that paragraph 17 on Sheet 14 should be changed to read: "Between Breezewood, Pa., and Philadelphia, Pa., serving the intermediate point of Lancaster, Pa., and serving Breezewood, Pa., and Chambersburg, Pa., for purposes of joinder only."

73. In paragraph 1 on Revised Sheet 15, petitioner is authorized to operate: "Between Youngstown, Ohio, and Harrisburg, Pa., serving the intermediate points of New Castle and Butler, Pa."

74. In paragraph 7 on Sheet 20, petitioner is authorized to operate between Pittsburgh, Pa., and Ebensburg, Pa., over U.S. Highway 22.

75. Petitioner has operated on the assumption that Ebensburg, Pa., may be served for purposes of joinder only, on the route set forth in paragraph 2 on Revised Sheet 15, because any other interpretation would render meaningless the authority set forth in paragraph 7 on Sheet 20.

76. In order to clarify its authority, petitioner believes that paragraph 1 on Revised Sheet 15 should be changed to read: "Between Youngstown, Ohio, and Harrisburg, Pa., serving the intermediate points of New Castle and Butler, Pa., and serving Ebensburg, Pa., for purposes of joinder only."

77. In paragraph 9 on Revised Sheet 15, petitioner is authorized to operate: "Between Buffalo, N.Y., and Vernon, N.Y., serving the intermediate points of Batavia and Rochester, N.Y."

78. In paragraph 9 on Sheet 19, petitioner is authorized to operate between the junction of New York Highways 365 and 5, and the junction of New York Highways 365 and 31.

79. Petitioner has operated on the assumption that the junction of New York Highways 365 and 31 may be served for purposes of joinder only, on the route set forth in paragraph 10 on Revised Sheet 15, because any other interpretation would render meaningless the authority to serve said junction set forth in paragraph 9 on Sheet 19.

80. In order to clarify its authority, petitioner believes that paragraph 9 on Revised Sheet 15 should be changed to read: "Between Buffalo, N.Y., and Vernon, N.Y., serving the intermediate points of Batavia and Rochester, N.Y., and serving the junction of New York Highways 365 and 31 for purposes of joinder only."

81. In paragraph 11 on Revised Sheet 15, petitioner is authorized to operate: "Between Auburn, N.Y., and Utica, N.Y., serving the intermediate points of Syracuse and Vernon, N.Y."

82. In paragraph 9 on Sheet 19, petitioner is authorized to operate between the junction of New York Highways 365 and 5, and the junction of New York Highways 365 and 31.

83. Petitioner has operated on the assumption that the junction of New York Highways 365 and 5 may be served for purposes of joinder only, on the route set forth in paragraph 12 on Revised Sheet 15, because any other interpretation would render meaningless the authority to serve said junction set forth in pargraph 9 on Sheet 19.

84. In order to clarify its authority, petitioner believes that paragraph 11 on Revised Sheet 15 should be changed to read: "Between Auburn, N.Y., and Utica, N.Y., serving the intermediate points of Syracuse and Vernon, N.Y., and serving the junction of New York Highways 365 and 5, for purposes of joinder only."

85. In paragraph 15 on Sheet 16, petitioner is authorized to operate: "Between Washington, D.C., and New York, N.Y., serving the intermediate points of Baltimore, Md., Philadelphia, Pa., Trenton and Newark, N.J., and the intermediate and off-route points in the New York, N.Y., commercial zone, as defined by the Commission."

86. In paragraph 9 on Sheet 24, petitioner is authorized to operate between Lancaster, Pa., and the junction of U.S. Highways 222 and 1.

87. Petitioner has operated on the assumption that the junction of U.S. Highways 222 and 1 may be served for purposes of joinder only, on the route set forth in paragraph 16 on Sheet 16, because any other interpretation would render meaningless the authority to serve said junction set forth in paragraph 9 on Sheet 24.

88. In order to clarify its authority, petitioner believes that paragraph 15 on Sheet 16 should be changed to read: "Between Washington, D.C., and New York, N.Y., serving the intermediate points of Baltimore, Md., Philadelphia, Pa., Trenton and Newark, N.J., and the intermediate and off-route points in the New York, N.Y., commercial zone, as defined by the Commission, and serving the junction of U.S. Highways 222 and 1 for the purposes of joinder only."

89. In paragraph 13 on Sheet 16, petitioner is authorized to operate: "Between Chambersburg, Pa., and Harrisburg, Pa., with no service at Chambersburg, Pa., but serving the intermediate point of Carlisle, Pa."

90. Petitioner has operated on the assumption that Chambersburg, Pa., may be served for purposes of joinder only, because any other interpretation would render meaningless the authority set forth in paragraph 13 on Sheet 16.

91. In order to clarify its authority, petitioner believes that paragraph 13 on Sheet 16 should be changed to read: "Between Chambersburg, Pa., and Harrisburg, Pa., serving the intermediate point of Carlisle, Pa., and serving Chambersburg, Pa., for purposes of joinder only."

92. In paragraph 5 on Sheet 19, petitioner is authorized to operate: "Between Armagh, Pa., and Bedford, Pa., with no service authorized at Armagh or Bedford, Pa., but serving the intermediate point of Johnstown, Pa."

93. Petitioner has operated on the assumption that Armagh and Bedford, Pa., may be served for purposes of joinder only, because any other interpretation would render meaningless the authority set forth in paragraph 5 on Sheet 19.

94. In order to clarify its authority, petitioner believes that paragraph 5 on Sheet 19 should be changed to read: "Between Armagh, Pa., and Bedford, Pa., serving the intermediate point of Johnstown, Pa., and serving Armagh, Pa., and Bedford, Pa., for purpose of joinder only."

95. In paragraph 1 on Sheet 19, petitioner is authorized to operate: "Between Warren, Ohio, and Girard, Ohio, with no service authorized at Girard, Ohio, but serving the intermediate point of Niles, Ohio."

96. Petitioner has operated on the assumption that Girard, Ohio, may be served for purposes of joinder only, because any other interpretation would render meaningless the authority set forth in paragraph 1 on Sheet 19.

97. In order to clarify its authority, petitioner believes that paragraph 1 on Sheet 19 should be changed to read: "Between Warren, Ohio, and Girard, Ohio, serving the intermediate point of Niles, Ohio, and serving Girard, Ohio, for purposes of joinder only."

98. In paragraph 7 on Sheet 20, petitioner is authorized to operate: "Between Pittsburgh, Pa., and Ebensburg, Pa., for operating convenience only, in connection with carrier's presently authorized regular-route operations, with no service at Ebensburg, Pa., and serving no intermediate points."

99. Petitioner has operated on the assumption that Ebensburg, Pa., may be served for purposes of joinder only, because any other interpretation would render meaningless the authority set forth in paragraph 7 on Sheet 20.

100. Under established interpretations of certificates, no service to intermediate points on any route is authorized unless so stated, and therefore the phrase "serving no intermediate points" appears to be unnecessary.

101. In order to clarify its authority, petitioner believes that paragraph 7 on Sheet 20 should be changed to read: "Between Pittsburgh, Pa., and Ebensburg, Pa., for operating convenience only, in connection with carrier's presently authorized regular-route operations, serving Ebensburg, Pa., for purposes of joinder only.

102. In certificate No. MC–35628 Sub 4, petitioner is authorized to operate: "Between Sheridan, Mich., and the junction of U.S. Highway 16 and Michigan Highway 14. From Sheridan over Michigan Highway 14 to junction U.S. Highway 16, and return over the same route. Between Sheridan, Mich., and the junction of Michigan Highway 57 and U.S. Highway 131. From Sheridan over Michigan Highway 14 to junction Michigan Highway 57, and thence over Michigan Highway 57 to junction U.S. Highway 131, and return over the same route."

103. The highway described as U.S. Highway 16 in Item 102 above is now an unnumbered highway, and the highway described as Michigan Highway 14 in said item has been renumbered Michigan Highway 66.

104. In order to clarify its authority, petitioner believes that certificate No. MC–35628 Sub 4 should be changed to read: "Between Sheridan, Mich., and the junction of unnumbered highway (formerly U.S. Highway 16) and Michigan Highway 66 (formerly Michigan Highway 14). From Sheridan over Michigan Highway 66 (formerly Michigan Highway 14) to junction unnumbered highway (formerly U.S. Highway 16), and return over the same route. Between Sheridan, Mich., and the junction of Michigan Highway 57 and U.S. Highway 131. From Sheridan over Michigan Highway 66 (formerly Michigan Highway 14) to junction Michigan Highway 57, and thence over Michigan Highway 57 to junction U.S. Highway 131, and return over the same route."

105. The last paragraph on Sheet 5 sets forth a restriction as to points named therein to transportation in truckloads only.

106. In view of the Commission's order in Ex Parte No. MC–68, such truckload restriction is no longer of any force and effect, and petitioner believes its certificate should be clarified by deletion of the last paragraph on Sheet 5.

Petitioner prays that certificate MC–35628 and MC–35628 Sub 4 be reissued, with the clarifications detailed above, after such notice and further proceeding as the Commission may deem necessary. Any interested person desiring to participate, may file an original and six copies of his written representations, views, or argument in support of, or against the petition within 30 days from the date of this publication in the FEDERAL REGISTER.

No. MC 38383 (Notice of Filing of Petion To Modify Certificate), filed February 9, 1969. Petitioner: THE GLENN CARTAGE COMPANY, a corporation, Girard, Ohio. Petitioner's representative: John P. McMahon, Columbus Center, 100 East Broad Street, Columbus, Ohio 43215. Petitioner states that it holds a certificate in No. MC-38383, dated February 17, 1956, which authorizes, in part the transportation of: "Building material, from Bessemer, Pa., Steubenville, Osborne, and Sandusky, Ohio, and Detroit and Monroe, Mich., to the above-specified destination points, with no transportation for compensation on return except as otherwise authorized." The above-specified destination points in this instance refers to: "points in Michigan, Ohio, Pennsylvania, New York, West Virginia, and points in Kentucky within 5 miles of the Ohio River." The purpose of the instant petition is to request that the above certificate be modified to delete the origin of "Osborn" and to substitute in its place "Fairborn". Effective December 31, 1949, the village of Osborn, Ohio, annexed the village of Fairfield, Ohio, into the village of Osborn and changed the name of Osborn to Fairborn. Any interested person desiring to participate may file an original and six copies of his written representations, views, or argument in support of, or against the petition within 30 days from the date of publication in the FEDERAL REGISTER.

No. MC 59680 (Sub-No. 141) (Notice of Filing of Petition for Correction of Certificate To Show Correct Physical Location of Its Terminal Site), filed February 11, 1969. Petitioner: STRICKLAND TRANSPORTATION CO., INC., Dallas, Tex. Petitioner's representative: Leroy Hallman, 4555 First National Bank Building, Dallas, Tex. 75202. Petitioner states it holds authority in its certificate No. MC 59680 (Sub-No. 141), dated April 1, 1966, to serve the terminal site near Cleveland, Ohio, as an off-route point in connection with its regular-route operations to and from Cleveland, restricted as therein stated, said certificate reciting that the site of the terminal of Strickland Transportation Co., Inc., is: "* * * located at the intersection of Frush Road and Massillon Road, approximately 1 mile north of Richfield, Ohio * * *". By the instant petition, petitioner prays that that portion of its terminal near Cleveland, Ohio, be corrected so as to show the correct physical location of said terminal site as follows: "Serving the site of the terminal of the Strickland Transportation Co., Inc., located on Cleveland-Massillon Road, in the village of Richfield, Ohio, approximately 1½ miles south of the intersection of State Route 176 and Cleveland-Massillon Road, as an off-route point in connection with carrier's regular route operations to and from Cleveland, Ohio, restricted to interchange with other carrier's regular route operations to and from Cleveland, Ohio, restricted to interchange with other carriers or further movement to other authorized points." Any interested person desiring to participate, may file an original and six copies of his written representations, views, or argument in support of, or against the petition within 30 days from the date of publication in the FEDERAL REGISTER.

No. MC 114989 (Sub-No. 4) (Notice of Filing of Petition To Add Shipper), filed February 7, 1969. Petitioner: BRACEY & MARTIN, INC., Hopkinsville, Ky. Petitioner's representative: James C. Havron, 513 Nashville Bank & Trust Building, Nashville, Tenn. 37201. Petitioner states that it holds a permit in No. MC 114989 (Sub-No. 4), to transport malt beverages, from (among other places), Belleville, Ill., to Clarksville, Tenn., and empty cases, from Clarksville, Tenn., to, among other places, Belleville, Ill., for two shippers, namely Frank M. Case, doing business as Case Distributing Co., and John and William Higgins, doing business as Hopkinsville Beverage Co. By the instant petition, petitioner seeks to add the name of Fred Dettwiller, doing business as Cardett Distributing Co., as a contracting shipper. Any interested person desiring to participate, may file an original and six copies of his written representations, views or argument in support of, or against the petition within 30 days from the date of publication in the FEDERAL REGISTER.

APPLICATIONS UNDER SECTIONS 5 AND 210a(b)

The following applications are governed by the Interstate Commerce Commission's special rules governing notice of filing of applications by motor carriers of property or passengers under sections 5(a) and 210a(b) of the Interstate Commerce Act and certain other proceedings with respect thereto. (49 CFR 1.240).

MOTOR CARRIERS OF PROPERTY

No. MC–F–10395. (Correction) (ATWOOD's TRANSPORT LINES, INC.—Purchase (Portion)—GREYHOUND LINES, INC.), published in the February 19, 1969, issue of the FEDERAL REGISTER, on page 2386. This correction to show Application has not been filed for temporary authority under section 210a(b), in lieu of Application has been filed for temporary authority under section 210a(b).

No. MC–F–10403. Authority sought for control and merger by BREMAN'S EXPRESS COMPANY, 300 Canal Street, Leechburg, Pa. 15656, of the operating rights and property of BREMAN'S TRANSFER COMPANY, 300 Canal Street, Leechburg, Pa. 15656, and for acquisition by THEODORE BREMAN, No. 9 Morgan Drive, Leechburg, Pa. 15656, of control of such rights and property through the transaction. Applicants' attorney: Edward Goldberg, 1408 Law and Finance Building, Pittsburgh, Pa. 15219. Operating rights sought to be controlled and merged: *General commodities*, excepting, among others, household goods and commodities in bulk, as a *common carrier*, over regular routes, between Pittsburgh, Pa., and Apollo, Pa., serving certain intermediate and off-route points; *feed*, over irregular routes, from Buffalo, N.Y., to Leechburg, Pa.; *lime*, from Youngstown, Ohio, to Leechburg, Pa., and points within 5 miles of Leechburg; *iron and steel articles*, from certain specified points in Pennsylvania, to points in Ohio east of U.S. Highway 21 and north of U.S. Highway 30, and those in that part of New York west of U.S. Highway 62, including points on the specified portions of the highways specified; *household goods* as defined in *Practices of Motor Common Carriers of Household Goods*, 17 M.C.C. 467, between Leechburg, Pa., and points in Pennsylvania within 10 miles of Leechburg, on the one hand, and, on the other, points in Ohio, New York, and West Virginia; and *such merchandise* as is dealt in by wholesale, retail, and chain grocery and

food business houses, and in connection therewith, *equipment, materials, and supplies* used in the conduct of such business, between Leechburg, Pa., on the one hand, and, on the other, points in Pennsylvania within 15 miles of Leechburg. BREMAN'S EXPRESS COMPANY is authorized to operate as a *common carrier* in Pennsylvania, West Virginia, and Ohio. Application has not been filed for temporary authority under section 210a(b).

No. MC-F-10405. Authority sought for control and merger by HEMINGWAY TRANSPORT INC., 438 Dartmouth Street, New Bedford, Mass. 02740, of the operating rights and property of THE NEW DIXIE LINES, INCORPORATED, Brook Road and Norwood Avenue, Richmond, Va., 23222, and for acquisition by PHILIP HEMINGWAY, PHILIP L. HEMINGWAY, and BERNADETTE HEMINGWAY, all also of Bedford, Mass. 02740, of control of such rights and property through the transaction. Hemingway's attorney: David G. Macdonald, Suite 502, 1000 16th Street NW., Washington, D.C. 20036. New Dixie's attorneys: James E. Wilson and E. G. Villalon, 1735 K Street NW., Washington, D.C. 20036. Operating rights sought to be controlled and merged: (A) *General commodities*, except those of unusual value or size, explosives, inflammables, livestock, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment, as a *common carrier*, over regular routes, between Richmond, Va., and Weldon, N.C., serving Petersburg, Va., for purposes of joinder only; from Richmond over U.S. Highway 301 to Weldon, and return over the same route, between Petersburg, Va., and Henderson, N.C., serving Petersburg, Va., for purposes of joinder only; from Petersburg over U.S. Highway 1 to Henderson, and return over the same route, between junction U.S. Highways 1 and 58 and Reidsville, N.C., serving junction U.S. Highways 1 and 58, South Boston and Danville, Va., for purposes of joinder only; from junction U.S. Highways 1 and 58 over U.S. Highway 58 to Danville, Va., thence over U.S. Highway 29 to Reidsville, and return over the same route, between Richmond, Va., and Danville, Va., serving Danville, Va., and junction U.S. Highway 360 and Virginia Highway 304 for purposes of joinder only; between junction U.S. Highway 360 and Virginia Highway 304 and South Boston, Va., serving junction U.S. Highway 360 and Virginia Highway 304 and Danville, Va., for purposes of joinder only, between Richmond, Va., and Norfolk, Va., between junction U.S. Highway 60 and Virginia Highway 168 and Norfolk, Va.;

(B) *General commodities*, excepting among others household goods, commodities in bulk, between Charlotte, N.C., and Alexandria, Va., serving Greensboro and High Point, N.C., for purposes of joinder only, between Greensboro, N.C., and Alexandria, Va., serving certain points in North Carolina, for purposes of joinder only, between Charlotte, N.C., and Henderson, N.C., serving certain specified points in North Carolina, for purposes of joinder only, between Danville, Va., and Richmond, Va., between Danville, Va., and junction U.S. Highways 1 and 58, between South Boston, Va., and junction U.S. Highway 360 and Virginia Highway 304, between Greensboro, N.C., and Winchester, Va., serving Greensboro, N.C., and junction U.S. Highway 220 and North Carolina Highway 68 serving High Point, N.C., and junction North Carolina Highway 68 and U.S. Highway 220 for purposes of joinder only, between Roanoke, Va., and Lynchburg, Va., between Charlottesville, Va., and Fredericksburg, Va., between Charlottesville, Va., and Richmond, Va., between Charlotte N.C., and Independence, Va., serving junction U.S. Highways 21 and 421 for purposes of joinder only, between Greensboro, N.C., and junction U.S. Highways 21 and 421; serving Greensboro, N.C., and junction U.S. Highways 21 and 421 for purposes of joinder only, serving certain intermediate and off-route points in with restriction;

(C) *General commodities*, except those of unusual value, classes A and B explosives, gasoline, livestock, household goods as defined by the Commission, and commodities requiring special equipment, between Waynesville, N.C., and Wilmington, N.C., between Lumberton, N.C., and Bolton, N.C., between Asheville, N.C., and Beaufort, N.C., between Statesville, N.C., and Greensboro, N.C., between Charlotte, N.C., and Washington, N.C., between Charlotte, N.C., and junction North Carolina Highway 55 and U.S. Highway 70, between Reidsville, N.C., and junction North Carolina Highway 87 and U.S. Highway 74, between Greensboro, N.C., and Wilmington, N.C., between Fayetteville, N.C., and Greenville, N.C., between junction U.S. Highways 64 and 264 and Washington, N.C., between junction U.S. Highway 64 and North Carolina Highway 97 and Greenville, N.C., between Rocky Mount, N.C., and Williamston, N.C., between junction U.S. Highways 64 and 13 and Williamston, N.C., between Hickory, N.C., and Statesville, N.C., between Raleigh, N.C., and Carrboro, N.C., between junction U.S. Highway 70 and unnumbered highway (approximately 11 miles northwest of Raleigh, N.C.—Airport Road) and Nelson, N.C., between Henderson, N.C., and Newton Grove, N.C., between Weldon, N.C., and Wilmington, N.C., between Wilson, N.C., and Morehead City, N.C., between Asheville, N.C., and Burnsville, N.C., between Raleigh, N.C., and Elizabethtown, N.C., between Greensboro, N.C., and Stoneville, N.C., between Reidsville, N.C., and Stoneville, N.C., between Reidsville, N.C., and Stoneville, N.C.;

Between Reidsville, N.C., and Leaksville-Spray, N.C., between Winston-Salem, N.C., and Asheboro, N.C., between Winston-Salem, N.C., and Lexington, N.C., between Westminster, S.C., and Wilmington, N.C., between Asheville, N.C., and North Augusta, S.C., between Hendersonville, N.C., and Charleston, S.C., between Riedsville, N.C., and Anderson, S.C., between Winston-Salem, N.C., and junction U.S. Highway 25 and South Carolina Highway 121; between Statesville, N.C., and junction U.S. Highway 21 and North Carolina Highway 150 between Rock Hill, S.C., and Hardeeville, S.C., between Columbia, S.C., and Hardeeville, S.C., between junction U.S. to junction U.S. Highway 70 and North Carolina Highway 16 and Charlotte, N.C., between Monroe, N.C., and Charleston, S.C., between junction U.S. Highways 70 and 321 and Charlotte, N.C., between Pineville, N.C., and junction U.S. Highways 15 and 176, between Greensboro, N.C., and junction U.S. Highways 220 and 74, between junction U.S. Highways 1 and 74 and Darlington, S.C., between junction U.S. Highways 1 and 74 and Darlington, S.C., between junction U.S. Highways 52 and 301 and junction U.S. Highways 17A and 17, between Weldon, N.C., and North Augusta, S.C., between Raleigh, N.C., and Sumter, S.C., between junction U.S. Highway 401, and North Carolina Highway 210 and Fayetteville, N.C., between junction U.S. Highways 301 and 117 and junction U.S. Highways 301 and 76, between junction U.S. Highways 301 and 15 and Allendale, S.C., between junction U.S. Highway 158 and North Carolina Highway 48 and Rocky Mount, N.C., between Norlina, N.C., and junction North Carolina Highway 39 and U.S. Highway 301, between junction U.S. Highways 301 and 701 and Georgetown, S.C., between Norlina, N.C., and junction North Carolina Highway 39 and U.S. Highway 401, between Edenton, N.C., and Hardeeville, S.C., between Georgetown, S.C., and junction U.S. Highways 17 and 17A, between Durham, N.C., and junction U.S. Highways 301 and 501;

Between junction U.S. Highways 301 and 501 and Myrtle Beach, S.C., between Columbia, S.C., and Lincolnton, N.C., between North Augusta, S.C., and Charleston, S.C., between McCormick, S.C., and Conway, S.C., between Abbeville, S.C., and Nichols, S.C., between North Augusta, S.C., and Yemassee, S.C., between Greenville, S.C., and Clemson, S.C., between Easley, S.C., and Clemson, S.C., between Darlington, S.C., and Camden, S.C., between Spartanburg, S.C., and Camden, S.C., between Mocksville, N.C., and Cheraw, S.C., between Greer, S.C., and Laurens, S.C., between Darlington, S.C., and Society Hill, S.C., between Hardeeville, S.C., and Gardens Corners, S.C., between Fair Play, S.C., and Anderson, S.C., serving all points in North Carolina and South Carolina as intermediate and off-route points in connection with the routes described above in Part (C), between Atlanta, Ga., and Westminster, S.C., between Atlanta, Ga., and Anderson, S.C., between junction U.S. Highway 29 and Georgia Highway 72 and Abbeville, S.C., between Atlanta, Ga., and McCormick, S.C., between Atlanta, Ga., and junction U.S. Highways 78 and 378 between junction U.S. Highway 278 and Georgia Highway 44 and North Augusta, S.C., between Atlanta, Ga., and Hardeeville, S.C., between Warrenton, Ga., and Savannah, Ga., serving certain intermediate and off-route points in Georgia and South Carolina in connection with the eight

routes described in Part (C) with restrictions, *general commodities*, except articles of unusual size or value, explosives, inflammables, livestock, household goods as defined by the Commission, and commodities in bulk other than fertilizer over irregular routes, between Richmond, Va., on the one hand, and, on the other, points in South Carolina, Norfolk, Va., and points in North Carolina;

General commodities, excepting among others household goods, commodities in bulk, between Richmond, Va., and Amphill, and Richmond Deep Water Terminal, Va.; *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 Bellbluff, Va., on the one hand, and, on the other, certain intermediate and off-route points in South Carolina and points in North Carolina; *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 Clover, S.C., and points in North Carolina and South Carolina within 35 miles of Clover, on the one hand, and, on the other, points in Virginia (with exception), *nonalcoholic beverages; fresh, preserved, and frozen foods*, between Richmond, Va., on the one hand, and, on the other, points in Maryland and the District of Columbia; Restriction: The irregular-route authority granted above is subject to the condition that no through service may be performed between Clover, S.C., and points in North Carolina and South Carolina within 35 miles of Clover, and Norfolk, Va., via certain intermediate and off-route in Virginia, as gateways;

General commodities, except those of unusual value, classes A and B explosives, gasoline, livestock, household goods as defined by the Commission, and commodities requiring special equipment, between points in North Carolina and South Carolina, between points in North Carolina and South Carolina, on the one hand, and, on the other Augusta and Savannah, Ga., between Atlanta, Ga., on the one hand, and, on the other, points within 15 miles of Atlanta, between Atlanta, Ga., and points within 15 miles thereof, on the one hand, and on the other, Augusta and Savannah, Ga., and points in North Carolina and South Carolina; Restriction: Carrier shall not, pursuant to the irregular route authority contained herein, transport shipments moving between any points authorized hereinabove under Parts (A), (B), and (C) to be served by it in regular route operations. HEMINGWAY TRANSPORT INC. is authorized to operate as a *common carrier* in Rhode Island, Massachusetts, Connecticut, New Hampshire, Maine, Vermont, New Jersey, New York, Pennsylvania, Delaware, Maryland, Virginia, West Virginia, District of Columbia, North Carolina, Tennessee, and Kentucky. Application has been filed for temporary authority under section 210a(b).

NOTE: FD-25557 is a matter simultaneously filed.

No. MC-F-10406. Authority sought for purchase by WATHEN TRANSPORT, INC., Post Office Box 237, Henderson, Ky., of the operating rights of GLENDYL W. STONE, doing business as STONE TRUCKING CO., Rural Route No. 3, Dale, Ind. Applicants' attorney: Louis J. Amato, Post Office Box E, Bowling Green, Ky. 42101. Operating rights sought to be transferred: *Clay products*, as a *common carrier*, over irregular routes, from Cannelton, Ind., to points in Illinois, from Cannelton, Ind., to points in Alabama (except Mobile and Birmingham, Ala., and points within 65 miles of Birmingham), and Texas; *clay products and jointing materials*, from Owensboro, Ky., to points in Indiana, Illinois, Tennessee, Georgia, Mississippi, Louisiana, and Missouri, from Owensboro, Ky., to points in Florida, from Cannelton, Ind., and Owensboro, Ky., to points in Wisconsin; *sandstone*, from points in Dubois County, Ind., to points in Alabama, Arkansas, Georgia, Illinois, Kentucky, Louisiana, Tennessee, Ohio, and the Lower Peninsula of Michigan; *such merchandise* as is dealt in by wholesale food business houses and, in connection therewith, *equipment, materials and supplies* used in the conduct of such business, when moving from, to, or between wholesale food business houses outlets, warehouses, or other facilities of such establishments, between Dale, Ind., on the one hand, and, on the other, St. Louis, Mo., and points in Illinois, between Dale and Evansville, Ind., on the one hand, and, on the other, points in Alabama, Arkansas, Kentucky, Georgia, Illinois, Louisiana, Mississippi, and Tennessee, between Evansville, Ind., and points in Ohio, between Dale, Ind., on the one hand, and on the other, points in the Lower Peninsula of Michigan, and points in Ohio (except Cincinnati); *fertilizer*, from Cincinnati, Ohio, to points in Spencer County, Ind.; *canned tomatoes, canned tomato juice, canned corn, and canned pumpkin*, from Flat Rock and Fairland, Ind., to points in Alabama, Arkansas, Georgia, Kentucky, Louisiana, Ohio (except from Flat Rock to Cincinnati), Tennessee, Illinois, Mississippi, and Missouri; *granite*, from points in Georgia, to Dale, Ind., from points in Iron County, Mo., to Dale, Ind.; *brick*, from Huntingburg, Ind., to St. Louis, Mo., and points in Illinois, Kentucky, Ohio, and the Lower Peninsula of Michigan; with restriction; and *clay products*, and, when moving in connection therewith, *plastic pipe*, from points in Perry County, Ind., to points in Kentucky, Tennessee, Georgia, Mississippi, Louisiana, Florida, and Missouri. Vendee is authorized to operate as a *common carrier* in Kentucky, Indiana, Illinois, Tennessee, Missouri, Alabama, Arkansas, Georgia, Iowa, Michigan, Mississippi, Ohio, Wisconsin, Pennsylvania, West Virginia, and Kansas. Application has been filed for temporary authority under section 210a(b).

No. MC-F-10402. Authority sought for control by MAX F. COWAN, Court and Endicott Streets (Terminal Building), Batavia, N.Y. 14020, of LAKE FRONT LINES, INC., 315 East Main Street, Painesville, Ohio 44077. Applicant's attorney: James E. Wilson, 1735 K Street NW., Washington, D.C. 20006. Operating rights sought to be controlled: Passengers and their baggage, and express and newspapers in the same vehicle with passengers, as a *common carrier*, over regular routes, between Cleveland, Ohio, and Ashtabula, Ohio, between Cleveland, Ohio, and Geneva, Ohio, between Willowick, Ohio, and Willoughby, Ohio, between junction Ohio Highway 84 and Narrows Road, and Perry, Ohio, between Cleveland, Ohio, and Euclid, Ohio, between Euclid, Ohio, and Painesville, Ohio, serving all intermediate points. MAX F. COWAN, holds no authority from this Commission. However, he controls WESTERN NEW YORK MOTOR LINES, INC., Terminal Building, Court and Endicott Streets, Batavia, N.Y., which is authorized to operate as a *common carrier* in New York, and the District of Columbia; and as a *broker* between points in the United States (broker is authorized to engage in the above-specified operations at Batavia, Buffalo, Le Roy, and Rochester, N.Y.); and WIRTH BUS SERVICE, INC., 45 Center Street, Batavia, N.Y., which is authorized to operate as a *common carrier* in New York, Alabama, Connecticut, Delaware, Florida, Georgia, Illinois, Indiana, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Mississippi, New Hampshire, New Jersey, North Carolina, Ohio, Pennsylvania, Rhode Island, South Carolina, Tennessee, Vermont, Virginia, West Virginia, Wisconsin, and the District of Columbia. Application has not been filed for temporary authority under section 210a(b).

No. MC-F-10404. Authority sought for control by UNION STREET RAILWAY COMPANY, 935 Purchase Street, New Bedford, Mass. 02741, of LAKE SHORE MOTOR COACH LINES, INC., 602 East Fifth South, Post Office Box 2609, Salt Lake City, Utah 84110, and for acquisition by UNION STREET, INCORPORATED, 117 St. John Street, Portland, Maine 04104, of control of LAKE SHORE MOTOR COACH LINES, INC., through the acquisition by UNION STREET RAILWAY COMPANY. Applicants' attorney: Neal Holland, 225 Franklin Street, Boston, Mass. 02110. Operating rights sought to be controlled: Passengers and their baggage, and express and newspapers, in the same vehicle with passengers, as a *common carrier*, over regular routes, between Salt Lake City, Utah, and Ogden, Utah, serving all intermediate points; and passengers and their baggage, in round-trip all-expense tours, in special and charter operations, as a *broker*, beginning and ending at points in Davis, Weber, Box Elder, and Cache Counties, Utah, and extending to points in the United States, except points in Hawaii. Broker is authorized to engage in the above-specified operations at Salt Lake City, Utah. UNION STREET RAILWAY COMPANY is authorized to operate as a *common carrier* in New York, Pennsylvania, Massachusetts, New Jersey, Connecticut, Delaware, New Hamp-

shire, Maine, Maryland, Rhode Island, Vermont, Virginia, and the District of Columbia. Application has not been filed for temporary authority under section 210a(b). NOTE: MC-FC-71186 is a matter concurrently filed. Petition to dismiss the application also included.

By the Commission.

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

[F.R. Doc. 69-2658; Filed, Mar. 4, 1969; 8:48 a.m.]

[Notice 305]

MOTOR CARRIER TRANSFER PROCEEDINGS

FEBRUARY 28, 1969.

Synopses of orders entered pursuant to section 212(b) of the Interstate Commerce Act, and rules and regulations prescribed thereunder (49 CFR Part 1132), 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-70946. By order of February 24, 1969, the Motor Carrier Board approved the transfer to Brader Hauling Service, Inc., Zillah, Wash., of certificate No. MC-11722 and permit No. MC-124658 (Sub-No. 2), issued April 9, 1964, and March 11, 1966, respectively, to Fred E. Brader, doing business as Brader Hauling Service, Zillah, Wash., authorizing the transportation of specified commodities from, to and between named points and areas in Washington, Oregon, Idaho, and California.

No. MC-FC-70962. By order of February 24, 1969, the Motor Carrier Board approved the transfer to Ramsey Truck Line, Inc., Post Office Box 9631, Houston, Tex. 77015, of the certificate of registration in No. MC-115186 (Sub-No. 5) issued May 12, 1964, to Ray E. Ramsey, doing business as Ramsey Trucking Co., 8500 Clinton Drive, Houston, Tex. 77015, evidencing a right to engage in transportation in interstate or foreign commerce corresponding in scope to Specialized Motor Carrier Certificate No. 8930 dated August 29, 1958, issued by the Railroad Commission of Texas, which involves the transportation of oilfield equipment and pipe, when moving as oilfield equipment; pipe, when used in the construction and maintenance of pipe lines of any character or use other than oilfield equipment; and various kinds of heavy machinery either weighing at least 4,000 pounds or requiring the use of special devices, facilities or equipment for loading or unloading, between all points in Texas.

No. MC-FC-70963. By order of February 20, 1969, the Motor Carrier Board approved the transfer to George Bigsby and Floyd Bigsby, a partnership, doing business as Bigsby Moving & Storage, Niles, Mich., of certificate No. MC-93647, issued November 21, 1951, to Mirto Bigsby, Anna Bigsby, George Bigsby, and Floyd Bigsby, a partnership, doing business as Bigsby Moving & Storage, Niles, Mich., authorizing the transportation of: Household goods, as defined by Practices of Motor Common Carrier of Household Goods, 17 M.C.C. 467, between Niles, Mich., on the one hand, and points in Ohio on the other; and fruit, during the season extending from the 15th day of August to the 15th day of October, inclusive, from Niles, Mich., and points in Michigan within 20 miles of Niles, to points in Illinois, Indiana, and Ohio. William L. Carney, 105 East Jennings Avenue, South Bend, Ind. 46614, ICC practitioner.

No. MC-FC-71039. By order of February 20, 1969, the Motor Carrier Board approved the transfer to Stover Bros. Trucking Co., a corporation, Elburn, Ill., of the operating rights in certificate No. MC-129096 (Sub-No. 2) issued July 12, 1968, to Duane Stover and Eugene Stover, a partnership, doing business as Stover Bros. Trucking Co., Elburn, Ill., authorizing the transportation of salted and unsalted green animal hides, from Elburn, Hebron, and North Aurora, Ill., to Cudahy, Wis. Paul J. Maguire, 111 West Washington Street, Chicago, Ill. 60602, attorney for applicants.

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

[F.R. Doc. 69-2659; Filed, Mar. 4, 1969; 8:48 a.m.]

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PART II

Section 1

(Section 2 begins on page 4693)

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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14 CFR Parts 71, 73, 75
Compilation of Regulations



Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Administration, Department of Transportation

[Airspace Docket No. 69-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 purpose of this compilation is to combine all amendments and pending amendments to Parts 71, 73, and 75 of the Federal Aviation Regulations which have been published by the Administrator of the Federal Aviation Administration in the FEDERAL REGISTER prior to February 7, 1969. Pending amendments are listed below the appropriate sections and include the effective dates and FEDERAL REGISTER citations.

Minor editorial corrections have been included to clarify existing airspace descriptions, however, no substantive changes or revision of airspace designations have been effected thereby. Therefore, compliance with the notice and public procedure requirements of 5 U.S.C. 553 is unnecessary and for that reason this docket may be made effective immediately.

In consideration thereof, this action is effective, 0901 G.m.t., February 7, 1969.

(Secs. 307, 313, Federal Aviation Act of 1958 (49 U.S.C. 1348, 1354); sec. 6(c), Department of Transportation Act (49 U.S.C. 1655(c))

Issued in Washington, D.C., on February 6, 1969.

H. B. HELSTROM,
Chief, Airspace and Air Traffic Rules Division.

[F.R. Doc. 69-2251; Filed, Mar. 4, 1969; 8:45 a.m.]

TITLE 14 - AERONAUTICS AND SPACE

CHAPTER I - FEDERAL AVIATION ADMINISTRATION

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 of this part consist of controlled airspace which extends upward from the surface of the earth and terminates at the base of the continental control area. Control zones that do not underlie the continental control area have no upper limit. A control zone may include one or more airports and is normally a circular area with a radius of 5 miles and any extensions necessary to include instrument approach and departure paths.

AMENDMENTS 7/27/68 33 F. R. 9464 (Rewritten)

§ 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, C nada, 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.

G-7 From Nome, Alaska, RR, 12 AGL Moses Point, Alaska, RR; 12 AGL INT east course Moses Point RR and north course Unalakleet Alaska, RR; 11 miles, 12 AGL, 57 miles, 55 MSL, 12 AGL Galena, Alaska, RBN; 12 AGL INT Galena RBN 089° bearing and west course Fairbanks, Alaska, RR; 12 AGL Fairbanks RR.

AMENDMENTS 7/25/68 33 F. R. 7719 (Changed); 1/9/69 33 F. R. 17103 (Rewritten)

G-8 From King Salmon, Alaska, RR, 12 AGL Big Mountain, Alaska, RBN; 12 AGL Homer, Alaska, RR; 12 AGL Kenai, Alaska, RR; 12 AGL INT northeast course Kenai and a bearing of 266° from Anchorage, Alaska, RR; 12 AGL Anchorage RR; 12 AGL INT northeast course Anchorage RR and southeast course Skwentna, Alaska, RR; 12 AGL Gulkana, Alaska, RR; 12 AGL INT northeast course Gulkana RR and southwest course Northway, Alaska, RR; 12 AGL Northway RR.

AMENDMENTS 1/9/69 33 F.R. 17103 (Rewritten)

G-9 From Bethel, Alaska, RBN (BET) 35 miles, 12 AGL, 125 miles, 55 MSL, 12 AGL Sparrevohn, Alaska, RBN; 24 miles, 12 AGL 29 miles, 53 MSL, 105 MSL INT Sparrevohn RBN 093° and Anchorage, Alaska, RR 266° bearings; 12 AGL Anchorage.

AMENDMENTS 1/9/69 33 F. R. 17103 (Rewritten)

AMBER FEDERAL AIRWAYS

§71.105 Amber Federal Airways.

A-1 From Sandspit, British Columbia, Canada, RR, INT northwest course Sandspit RR and southwest course Annette Island, Alaska, RR; 117 miles, 35 MSL, 12 AGL Sitka, RR; 31 miles 12 AGL, 50 miles, 48 MSL, 112 miles, 20 MSL, 12 AGL Yakutat, Alaska, RR; 12 AGL INT northwest course Yakutat RR and southeast course Hinchinbrook, Alaska, RR; 12 AGL Hinchinbrook, RR; 12 AGL Whittier, Alaska, RBN; 12 AGL Anchorage, Alaska, RR; 12 AGL INT northwest course Anchorage and southeast course Skwentna, Alaska, RR; 12 AGL Skwentna RR; 12 AGL Puntilla Lake, Alaska, RBN; 12 AGL Farewell, Alaska, RR; 12 AGL McGrath, Alaska, RR; 24 miles, 12 AGL, 53 miles, 55 MSL, 46 miles, 40 MSL, 12 AGL Unalakleet, Alaska, RR; 52 miles, 12 AGL, 51 miles, 25 MSL, 12 AGL Nome, Alaska, RR. The airspace within Canada is excluded.

AMENDMENTS 1/9/69 33 F. R. 17103 (Rewritten)

A-2 From Burwash, Yukon Territory, Canada, RR, 88 miles; 40 miles, 12 AGL Northway, Alaska, RR; 12 AGL Big Delta, Alaska, RR; 12 AGL INT northwest course Big Delta RR and east course Fairbanks, Alaska, RR; 12 AGL Fairbanks RR; 12 AGL Bettles, Alaska, RBN. The airspace within Canada is excluded.

AMENDMENTS 1/9/69 33 F. R. 17103 (Rewritten)

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 Ethelda, British Columbia, Canada, RBN 112 miles; 26 miles, 12 AGL, Annette Island, Alaska, RR; 42 miles, 12 AGL, 52 MSL Petersburg, Alaska, RR; 12 AGL Coghlan Island, Alaska, RBN; 12 AGL Haines, Alaska, RBN; 12 AGL Burwash, Yukon Territory, Canada, RR; 12 AGL Northway, Alaska, RR; 12 AGL Big Delta, Alaska, RR; 12 AGL INT northwest course Big Delta RR and east course of Fairbanks, Alaska, RR; 12 AGL Fairbanks, RR. The airspace within Canada is excluded. (Joins Canadian high level airway No. 502.)

AMENDMENTS 1/9/69 33 F. R. 17103 (Rewritten)

§71.107 **Red Federal Airways.**

R-1 From Sitka, Alaska, RR 12 AGL INT southeast course Sitka RR and southwest course Petersburg, Alaska, RR; 55 MSL Cape Decision, Alaska, RBN; 55 MSL Guard Island, Alaska, RBN; 12 AGL Annette Island, Alaska, RR.

AMENDMENTS 1/9/69 33 F. R. 17103 (Rewritten)

R-27 From INT northwest course Nenana, Alaska, RR and west course Fairbanks, Alaska, RR; 12 AGL Nenana RR; 12 AGL INT southeast course Nenana RR and southwest course Fairbanks RR.

AMENDMENTS 1/9/69 33 F. R. 17103 (Rewritten)

R-39 From Bethel, Alaska, RBN (BET) 12 AGL Aniak, Alaska, RBN; 25 miles, 12 AGL, 89 miles, 55 MSL, 12 AGL McGrath, Alaska, RR; 28 miles, 12 AGL, 55 miles, 45 MSL, 12 AGL Minchumina, Alaska, RR; 12 AGL Nenana, Alaska, RR; 12 AGL Fairbanks, Alaska, RR.

AMENDMENTS 1/9/69 33 F. R. 17103 (Rewritten)

R-40 From Kodiak, Alaska, RR; 27 miles, 12 AGL, 24 miles, 35 MSL, 29 miles, 55 MSL, 12 AGL Homer, Alaska, RR; 12 AGL INT east course Kenai, Alaska, RR and southwest course Anchorage, Alaska, RR; 12 AGL Anchorage, RR.

AMENDMENTS 1/9/69 33 F. R. 17103 (Rewritten)

R-41 From INT northwest course Sitka, Alaska, RR and southwest course Gustavus, Alaska, RR 12 AGL Gustavus RR; 12 AGL Sisters Island, Alaska, RBN.

AMENDMENTS 1/9/69 33 F. R. 17103 (Rewritten)

R-50 From INT Galena, Alaska, RBN 089° bearing and southwest course Tanana, Alaska, RR, 12 AGL Tanana RR; 12 AGL INT southeast course Tanana RR and west course Fairbanks, Alaska, RR.

AMENDMENTS 7/25/68 33 F. R. 7719 (Changed); 1/9/69 33 F. R. 17103 (Rewritten)

R-64 From INT Southwest course Annette Island, Alaska, RR and the United States/Canadian border, 12 AGL Annette Island RR.

AMENDMENTS 1/9/69 33 F. R. 17103 (Rewritten)

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.

R-82 From Skwentna, Alaska, RR, 12 AGL INT southeast course Skwentna RR and northeast course Anchorage, Alaska, RR.

AMENDMENTS 1/9/69 33 F. R. 17103 (Rewritten)

R-99 From Big Mountain, Alaska, RBN 12 AGL Iliamna, Alaska, RBN; 12 AGL INT Iliamna RBN 145° and Big Mountain RBN 080° bearings.

AMENDMENTS 1/9/69 33 F. R. 17103 (Rewritten)

R-103 From Anchorage, Alaska, RR, 12 AGL INT Anchorage RR 266° bearing and northeast course Kenai, Alaska, RR; 12 AGL Kenai RR; 12 AGL INT southeast course Kenai RR and southwest course Anchorage, RR; 40 miles, 12 AGL, 58 miles, 85 MSL, 12 AGL Middleton Island, Alaska, RBN.

AMENDMENTS 1/9/69 33 F. R. 17103 (Rewritten)

BLUE FEDERAL AIRWAYS

§71.109 Blue Federal Airways.

B-2 From Sitka, Alaska, RR, 12 AGL Sisters Island, Alaska RBN.

AMENDMENTS 1/9/69 33 F. R. 17103 (Rewritten)

B-12 From McGrath, Alaska, RR, 24 miles, 12 AGL, 54 miles, 55 MSL, 12 AGL Galena, Alaska, RBN; 68 miles, 12 AGL, 88 miles, 55 MSL, 12 AGL Kotzebue, Alaska, RBN.

AMENDMENTS 7/25/68 33 F. R. 7719 (Changed); 1/9/69 33 F. R. 17103 (Rewritten)

B-19 From Key West, Fla. RBN 12 AGL INT Key West RBN 037° and Perrine, Fla., RBN 232° bearings; 12 AGL Perrine RBN.

B-25 From INT southwest course Hinchinbrook, Alaska, RR and Middleton Island, Alaska, RBN 296° bearing; 12 AGL Hinchinbrook RR; 11 miles, 12 AGL, 21 miles 55 MSL, 28 miles, 90 MSL, INT northeast course Hinchinbrook RR and south course Gulkana, Alaska, RR; 12 AGL Gulkana, RR; 12 AGL Big Delta, Alaska, RR.

AMENDMENTS 1/9/69 33 F. R. 17103 (Rewritten)

B-26 From Anchorage, Alaska, RR, 12 AGL Talkeetna, Alaska, RBN; 12 AGL Summit, Alaska, RR; 12 AGL INT north course Summit RR and southwest course Fairbanks, Alaska, RR; 12 AGL Fairbanks RR; 46 miles, 12 AGL, 31 miles, 65 MSL, 12 AGL Fort Yukon, Alaska, RBN; 77 mile, 12 AGL, 84 mile, 115 MSL, 12 AGL Barter Island, Alaska, RBN.

AMENDMENTS 1/9/69 33 F. R. 17103 (Rewritten); Corr: 33 F. R. 18135
AMENDMENTS 12/12/68 33 F. R. 15860 (Changed); Eff. date Changed 1/9/69 33 F. R. 18135
Eff. date changed 1/20/69 34 F. R. 250

B-27 From Kodiak, Alaska, RR 48 miles, 12 AGL, 85 MSL INT Kodiak RR 270° bearing and southeast course King Salmon, Alaska, RR; 24 miles, 85 MSL, 12 AGL King Salmon RR; 43 miles, 12 AGL, 94 miles, 70 MSL, 12 AGL Bethel, Alaska, (BET) RBN; 46 miles, 12 AGL, 173 miles, 30 MSL, 12 AGL Nome, Alaska, RR; 35 miles, 12 AGL 89 miles, 55 MSL, 12 AGL Kotzebue, Alaska, RBN.

AMENDMENTS 1/9/69 33 F. R. 17103 (Rewritten)

B-38 From Five Finger, Alaska, USCG RBN, 12 AGL Sisters Island, Alaska, RBN; 12 AGL Gustavus, Alaska, RR; 12 AGL Haines, Alaska, RBN; 12 AGL Whitehorse, Yukon Territory, Canada, RR. The airspace within Canada is excluded.

AMENDMENTS 5/23/68 33 F. R. 5213 (Changed); 1/9/69 33 F. R. 17103 (Rewritten)

B-43 From INT north course Summit, Alaska, RR and southwest course Fairbanks, Alaska, RR, 12 AGL INT north course Summit RR and southeast course Nenana, Alaska, RR; 12 AGL Nenana RR; 12 AGL Fairbanks RR.

AMENDMENTS 1/9/69 33 F. R. 17103 (Rewritten)

B-48 From INT Bimini, Bahamas, RBN 216° and Portland, Fla., RBN 145° bearings; 12 AGL Portland RBN.

AMENDMENTS 9/19/68 33 F. R. 14220 (Rewritten)

B-79 From Sandspit, British Columbia, Canada, RR 89 miles; 23 miles, 12 AGL Annette Island, Alaska, RR; 42 miles, 12 AGL, 52 MSL Petersburg, Alaska, RR; 12 AGL Coghlan Island, Alaska, RBN; 12 AGL Haines, Alaska, RBN; 12 AGL Burwash, Yukon Territory, Canada, RR; 12 AGL Northway, Alaska, RR. The airspace within Canada is excluded.

AMENDMENTS 1/9/69 33 F. R. 17103 (Rewritten)

B-80 From INT northwest course Unalakleet, Alaska, RR and south course Moses Point, Alaska, RR; 12 AGL Moses Point RR.

AMENDMENTS 1/9/69 33 F. R. 17103 (Rewritten)

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 006° 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 INT Atlantic City 048° and Riverhead, N. Y., 215° radials. The airspace below 2,000 feet MSL outside the United States between Starfish INT and Charleston and north of Atlantic City are excluded. The airspace within R-5002 more than 3 nautical miles west of the airway centerline above 9,000 feet MSL is excluded.

AMENDMENTS 2/1/68 32 F. R. 17574 (Changed)

V-2 From Seattle, Wash., 12 AGL Ellensburg, Wash., including a 12 AGL south alternate via INT Seattle 123° and Ellensburg 274° radials; 12 AGL Moses Lake, Wash.; 12 AGL Spokane, Wash., including a 12 AGL north alternate from Seattle to Spokane via Wenatchee, Wash., and Ephrata, Wash.; 12 AGL Mullan Pass, Idaho, including a north alternate 12 AGL via INT Spokane 073° and Mullan Pass
291° radials, and also a south alternate, 12 AGL via INT Spokane 109° and Mullan Pass 260° radials; 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 alternate 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; 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; 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 (7 miles wide, 3 miles north and 4 miles south of centerline Grand Rapids to Lansing; 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 5/23/68 33 F. R. 5142 (Changed); 8/22/68 33 F. R. 8773 (Changed)
AMENDMENTS 1/9/69 33 F. R. 16556 (Changed); 2/6/69 33 F. R. 19164 (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 Modena, Pa., 250° radials; 12 AGL Modena
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. The airspace within R-2902A and R-2902B is excluded.
AMENDMENTS 5/23/68 33 F. R. 5214 (Changed)

V-4 From Neah Bay, Wash., RBN, 12 AGL Port Angeles, Wash.; 12 AGL INT Port Angeles 090° and Seattle, Wash., 329° radials; 12 AGL Seattle; 12 AGL Yakima, Wash., including a 12 AGL south alternate from Seattle to Yakima via INT Seattle 163° and Olympia, Wash., 084° radials and INT Olympia 084° and Yakima 305° radials, excluding the airspace between the main and this alternate airway; 12 AGL Pendleton, 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, including an north alternate from Boise, 25 miles, 12 AGL, 25 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; 12 AGL Malad City, Idaho; 35 miles, 12 AGL, 58 miles, 115 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. 12 AGL, 40 mi. 123 MSL, 12 AGL Laramie, Wyo.; 12 AGL Denver, Colo., including a 12 AGL north alternate from Laramie to Denver via Gill, Colo.; 12 AGL INT Denver 103° and Thurman, Colo., 275° radials; 12 AGL Thurman, Colo.; 50 miles, 65 MSL, 12 AGL 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 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 Louisville, Ky., including a 12 AGL N alternate via INT Evansville 068° and Louisville 280° radials;
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 2/1/68 32 F. R. 17517 (Changed); 2/29/68 32 F. R. 20630 (Changed)
PENDING AMENDMENT
In V-4 "12 AGL Russell, Kans.; 12 AGL Salina, Kans.;" is deleted and "12 AGL INT Hill City 097° and Salina, Kans., 284° radials; 12 AGL Salina, including a 12 AGL S alternate via Hays, Kans.;" is substituted therefor.
AMENDMENTS 5/29/69 34 F. R. 1721 (Changed)

V-5 From Jacksonville, Fla.; 12 AGL INT Jacksonville 319° and Alma, Ga., 148° radials; 12 AGL Alma; 12 AGL Dublin, Ga., 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.

V-6 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; 12 AGL Lovelock, Nev., including a south alternate 12 AGL
from Reno to Lovelock via Hazen, Nev.; 12 AGL Battle Mountain, Nev., including a 12 AGL north alternate; 12 AGL INT Battle Mountain 062° and Wells, Nev., 256° radials; 12 AGL Wells; 5 miles, 12 AGL, 40 miles, 98 MSL, 85 MSL Lucin, Utah; 43 miles, 85 MSL, 12 AGL Ogden, Utah; 11 miles, 12 AGL, 50 miles, 105 MSL, 12 AGL 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., 291° radials; 12 AGL Sidney; 13 miles, 12 AGL, 26 miles, 57 MSL, 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 5/23/68 33 F. R. 5036 (Changed)

V-7 From Miani, Fla., 12 AGL Fort Myers, Fla.; 12 AGL Lakeland, Fla.; 12 AGL Cross City, Fla.; 12 AGL Greenville, Fla.; 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; 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.; including a 12 AGL east alternate; 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.

AMENDMENTS 11/14/68 33 F. R. 13003 (Changed)

V-8 From INT Seal Beach, Calif., 266° and Los Angeles, Calif., 236° radials; 12 AGL Seal 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 Seal 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; 12 AGL Hanksville, Utah, including a 12 AGL south alternate; 12 AGL Grand Junction, Colo., including a 12 AGL south alternate via INT of Hanksville 087° and Grand Junction 232° radials and also a 12 AGL north alternate from Bryce Canyon to Grand Junction via INT Bryce Canyon 048° and Grand Junction 259° radials; 33 miles, 12 AGL, 130 MSL Kremmling, Colo., including a south alternate from Grand Junction 33 miles, 12 AGL, 21 miles, 127 MSL 130 MSL INT Grand Junction 074° and Kremmling 228° radials, 28 miles, 120 MSL, 130 MSL to Kremmling; 12 AGL Denver, Colo.; 12 AGL Akron, Colo.; including a 12 AGL south alternate via Denver 103° and Akron 242° radials; 12 AGL Hayes Center, Nebr., including a 12 AGL north alternate via INT Akron 063° and Hayes Center 276° radials and also a 12 AGL south alternate via INT Akron 094° and Hayes Center 246° radials; 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-., 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.

AMENDMENTS 6/20/68 33 F. R. 6708 (Changed); 8/22/68 33 F. R. 9334 (Changed); Corr: 33 F. R. 11001
AMENDMENTS 12/12/68 33 F. R. 15544 (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.; 12 AGL Iron Mountain, Mich., including a 12 AGL east alternate from Green Bay to Iron Mountain via Menominee, Mich.; 12 AGL Houghton, Mich.; including a 12 AGL E alternate via Marquette, Mich.

AMENDMENTS 3/28/68 33 F. R. 2440 (Changed)

V-10 From Pueblo, Colo., 18 miles, 12 AGL, 48 miles, 60 MSL, 12 AGL 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.

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 001° and Dyersburg 235° radials, and a 12 AGL E alternate via the INT Memphis 045° and Dyersburg 182° radials; 12 AGL Paducah, Ky., including a 12 AGL E alternate; 12 AGL Evansville, Ind.; 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.

V-12 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.; 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 Columbia, Mo.; 12 AGL Maryland Heights, Mo., including a 12 AGL S alternate from INT Macon, Mo., 202° and Columbia 273° radials to INT Hallsville, Mo., 134° and Columbia 102° radials via Jefferson City, Mo.; 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.

PENDING AMENDMENT

In V-12 all between "85 MSL Zuni, N. Mex.;" and "12 AGL Otto, N. Mex.;" is deleted and "12 AGL Albuquerque, N. Mex., including a 12 AGL south alternate via INT Zuni 104° and Albuquerque 253° radials;" is substituted therefor.

AMENDMENTS 3/6/69 34 F. R. 1011 (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 INT Fort Smith 006° and Fayetteville, Ark., 190° radials; 12 AGL Fayetteville, 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; 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 is excluded.

AMENDMENTS 4/25/68 33 F. R. 3267 (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.

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 299° and Ardmore 178° 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; 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 west alternate from Sioux Falls to Huron via Mitchell, S. Dak.; 12 AGL Aberdeen, S. Dak., including a 12 AGL W alternate; 18 miles, 12 AGL, 89 miles, 42 MSL, 12 AGL Bismarck, N. Dak.; 12 AGL Minot, N. Dak.

AMENDMENTS 4/25/68 33 F. R. 3506 (Changed)

V-16 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., including a 12 AGL south alternate from INT Phoenix 161° and Casa Grande 105° radials, to Tucson via INT Phoenix 161° and Tucson 298° radials; 12 AGL Cochise, Ariz., including a 12 AGL 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., including a 12 AGL N alternate via INT Memphis 045° and Jacks Creek 260° radials; 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 Gordonsville, Va., including a 12 AGL north alternate from Roanoke to Gordonsville via INT Roanoke 035° and Montebello, Va., 250° radials and Montebello, and also a 12 AGL south alternate from Pulaski to Gordonsville via INT Pulaski 094° and Lynchburg, Va., 253° radials and Lynchburg; 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 Atlantic City, N. J., 048° radials; 12 AGL INT Atlantic City 048° and Riverhead, N. Y., 215° 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.

V-17 From McAllen, Tex., 29 miles, 12 AGL, 34 miles, 25 MSL, 12 AGL Laredo, Tex.; 12 AGL Cotulla, Tex.; 12 AGL INT Cotulla 041° and San Antonio, Tex., 202° radials; 12 AGL San Antonio, including a 12 AGL east alternate via INT Cotulla 041° and San Antonio 183° radials; 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 2/6/69 33 F. R. 18478 (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 within R-6004.

PENDING AMENDMENT

In V-18 "and also a 12 AGL south alternate via INT Jackson 134° and Meridian 262° radials;" is deleted and "and also a 12 AGL south alternate;" is substituted therefor

AMENDMENTS 4/3/69 34 F. R. 1370 (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; 12 AGL Kiowa, Colo., including a 12 AGL east alternate; 12 AGL Denver; 12 AGL 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 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.

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 north alternate via INT Houston 045° and Beaumont 272° radials; 12 AGL Lake Charles, La., including a 12 AGL north alternate via INT Beaumont 056° and Lake Charles 272° radials, and also a 12 AGL south 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 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; 12 AGL INT Patuxent, Md., 228° and Nottingham, Md., 174° radials; 12 AGL Nottingham.

AMENDMENTS 8/22/68 33 F. R. 9334 (Changed)

V-21 From INT Seal Beach, Calif., 250° and Los Angeles, Calif., 207° radials; 12 AGL Seal 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 City, 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; 12 AGL Delta, Utah; 12 AGL Provo, Utah; 12 AGL Salt Lake City, Utah; 12 AGL Ogden, Utah; 12 AGL 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; 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.

AMENDMENTS 6/18/68 33 F. R. 9334 (Changed); 12/12/68 33 F. R. 15544 (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 Tallahassee, Fla.; 12 AGL Greenville, Fla.; 18 miles, 6 miles wide, 12 AGL Taylor, Fla.; 12 AGL Jacksonville, Fla.

AMENDMENTS 7/25/68 33 F. R. 8388 (Changed)

V-23 From San Diego, Calif., 12 AGL Oceanside, Calif.; 24 miles, 12 AGL; 6 miles wide, 12 AGL Seal Beach, Calif.; 6 miles wide, 12 AGL INT Seal Beach 287° and Los Angeles, Calif., 138° radials; 12 AGL Los Angeles; 12 AGL Gorman, Calif.; 12 AGL Bakersfield, Calif.; 12 AGL Fresno, Calif.; 53 miles, 12 AGL; 6 mi. wide, 12 AGL Linden, Calif.; 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; 58 miles, 12 AGL, 95 MSL Fort Jones, Calif.; 12 AGL Medford, Oreg., including a 12 AGL east alternate via INT Fort Jones 042° and Medford 157° radials and also a 12 AGL west alternate via INT Fort Jones 340° and Medford 235° radials, excluding the airspace between the main and these alternate airways; 12 AGL Eugene, Oreg., including a 12 AGL west alternate from Medford to Eugene via Roseburg, Oreg., and INT Roseburg 003° and Eugene 187° radials; 12 AGL Portland, Oreg., including a 12 AGL east alternate and also a 12 AGL west alternate from Eugene to Portland via Corvallis, Oreg., INT Corvallis 352° and Newberg, Oreg., 204° radials and Newberg; 20 miles, 12 AGL, 45 MSL INT Portland 350° and Seattle, Wash., 197° radials; 21 miles, 45 MSL, 12 AGL Seattle; 12 AGL Paine, Wash.; 12 AGL Bellingham, Wash.; 12 AGL via INT Bellingham 290° radial to the United States/Canadian border.

AMENDMENTS 12/12/68 33 F. R. 15544 (Changed)

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.

V-25 From San Diego, Calif., 12 AGL Los Angeles, Calif., including an E alternate from INT Los Angeles 138° and Seal Beach, Calif., 186° radials, 12 AGL via Seal Beach, 6 miles wide, 12 AGL to INT Seal 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; 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.; 53 miles, 12 AGL, 95 MSL INT Red Bluff 015° and Klamath Falls, Oreg., 181° radials; 19 miles, 95 MSL, 12 AGL Klamath Falls; 21 miles, 12 AGL, 77 miles, 90 MSL, 12 AGL Redmond, Oreg.; 12 AGL The Dalles, Oreg.; 12 AGL Yakima, Wash., including a 12 AGL east alternate via INT The Dalles 051° 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.

AMENDMENTS 12/12/68 33 F. R. 15544 (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.; 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 Flying Cloud, Minn.; 12 AGL INT Flying Cloud 081° and Eau Claire, Wis., 271° radials; 12 AGL Eau Claire, including a 12 AGL south alternate from Redwood Falls to Eau Claire via Farmington, Minn.; 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.

V-27 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; 12 AGL INT Big Sur 325° and Point Reyes, Calif., 161° radials; 12 AGL Point Reyes; 12 AGL INT Point Reyes 352° and Ukian, Calif., 147° radials; 12 AGL Ukiah; 12 AGL Fortuna, Calif.; 12 AGL Crescent City, Calif.; 31 miles, 12 AGL, 32 miles, 59 MSL, 12 AGL North Bend, Oreg.; 12 AGL Newport, Oreg.; 39 miles, 12 AGL, 30 miles, 45 MSL, 12 AGL Astoria, Oreg.; including a 12 AGL east alternate via INT of Newport 016° and Astoria 157° radials; 12 AGL Hoquiam, Wash., including a 12 AGL west alternate via INT Astoria 309° and Hoquiam 182° radials; 12 AGL Seattle, Wash., including a 12 AGL east alternate from Astoria to Seattle via Olympia, Wash., and INT Olympia 010° and Seattle 249° radials.
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 12/12/68 33 F. R. 15245 (Changed)

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.

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 Modena, Pa.; 12 AGL Pottstown, Pa.; 12 AGL Allentown, Pa.; 12 AGL Lake Henry, 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 5/23/68 33 F. R. 5214 (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.

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.

V-32 From Battle Mountain, Nev.; 12 AGL Elko, Nev.; 12 AGL Bonneville, Utah, including a 12 AGL north alternate from Elko to Bonneville via Wells, Nev.; 37 miles, 85 MSL, 12 AGL Salt Lake City, Utah; 17 miles, 12 AGL, 45 miles, 105 MSL, 12 AGL 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.

V-34 From Kleinburg, Ont., 12 AGL INT Kleinburg 113° and Rochester, N. Y., 309° radials; 12 AGL Rochester, including a 12 AGL south alternate via INT of Kleinburg 133° and Rochester 289° radials; 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 11/14/68 33 F. R. 14404 (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 Greenville, Fla.; 12 AGL Albany, Ga., including a 12 AGL west alternate from Cross City to Albany via Tallahassee, Fla.; 12 AGL Macon, Ga., including a 12 AGL west alternate via INT Albany 013° and Macon 227° radials; 12 AGL Athens, Ga.; 12 AGL Anderson, 12 AGL Asheville, N. C.; 12 AGL Holston Mountain, Tenn., 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.

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 Lake Henry, Pa.; 12 AGL Sparta, N. J. The airspace within Canada is excluded.

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., 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.

V-38 From Iowa City, Iowa, 12 AGL Moline, Ill.; 12 AGL Joliet, Ill.; 12 AGL Peotone, Ill.; 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.; 12 AGL Gordonsville, Va.; 12 AGL Richmond, Va.; 12 AGL Harcum, Va.; 12 AGL Cape Charles, Va.

AMENDMENTS 2/29/68 33 F. R. 451 (Changed)

V-39 From Myrtle Beach, S. C., 27 MSL Fayetteville, N. C., excluding the airspace at and above 5,000 feet MSL. From Pinehurst, N. C., 12 AGL South Boston, Va.; 12 AGL Grodonsville, 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 Pawling, N. Y., 259° radials; 12 AGL Pawling; 12 AGL Westfield, Mass.; 12 AGL Gardner, Mass.; 12 AGL Concord, N. H.; 12 AGL Kennebunk, Maine; 12 AGL Augusta, Maine; 12 AGL Bangor, Maine; 12 AGL Millinocket, Maine; 12 AGL Presque Isle, Maine; 12 AGL Mont Joli, Quebec, Canada, excluding the portion within Canada.

V-40 From Cleveland, Ohio, 12 AGL Briggs, Ohio; 12 AGL Imperial, Pa.

V-41 From Imperial, Pa., 12 AGL INT Imperial 326° and Youngstown, Ohio, 177° radials; 12 AGL Youngstown.

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.

V-43 From Appleton, Ohio, 12 AGL Tiverton, Ohio; 12 AGL Briggs, Ohio; 12 AGL Youngstown, Ohio; 12 AGL Erie, Pa.

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 INT of Atlantic City 048° and Riverhead, N. Y., 215° radials, 12 AGL Riverhead. The airspace within R-4001 and the airspace below 2,000 feet MSL outside the United States is excluded. The airspace within R-5002 more than 3 nmi W of the airway centerline above 9,000 feet MSL is excluded.

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 west alternate via INT Saginaw 353° and Alpena 232° radials; 12 AGL Pellston, Mich.

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.

V-47 From Evansville, Ind., 12 AGL Nabb, Ind.; 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; 12 AGL INT Salem 027° and Flint, Mich., 118° radials.

V-48 From Ottumwa, Iowa, 12 AGL Burlington, Iowa; 12 AGL Peoria, Ill.; 12 AGL Pontiac, Ill.

AMENDMENTS 5/23/68 33 F. R. 5349 (Changed)

V-49 From Bowling Green, Ky., 12 AGL Mystic, Ky.; 12 AGL Nabb Ind.

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.

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 east alternate from Biscayne Bay to Vero Beach via INT Biscayne Bay 348° and Vero Beach 178° radials; 12 AGL Daytona Beach, Fla.; 12 AGL INT Daytona Beach 344° and Jacksonville, Fla., 159° 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 Livingston, Tenn.; 12 AGL Louisville, Ky., including a 12 AGL E alternate and also a 12 AGL W alternate from Livingston to Louisville via INT Livingston 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. The airspace within R-2902A and R-2902B is excluded.

AMENDMENTS 2/6/69 33 F. R. 18009 (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., 311° radials; 12 AGL Evansville, Ind.

AMENDMENTS 6/20/68 33 F. R. 8287 (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.; 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.

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.

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; 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.

V-56 From Meridian, Miss., 12 AGL Kewanee, Miss.; 12 AGL Craig, 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 south alternate from Montgomery to Columbus via INT Montgomery 090° and Columbus 219° radials; 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; 12 AGL Fayetteville, N. C., 41 miles 15 MSL, 12 AGL INT Fayetteville 098° and New Bern, N. C., 256° radials; 12 AGL New Bern. The airspace at and above 5,000 feet MSL is excluded from Fayetteville to Wallace INT; and the airspace at and above 9,000 feet MSL is excluded from Wallace INT to New Bern.

AMENDMENTS 2/29/68 33 F. R. 138 (Changed)

V-57 From Birmingham, Ala., 12 AGL Decatur, Ala., including a 12 AGL E alternate via INT Birmingham 013° and Decatur 130° radials; and a 12 AGL west alternate via INT Birmingham 335° and Decatur 205° 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 4/25/68 33 F. R. 3267 (Changed)

V-58 From Revloc, Pa.; 12 AGL Tyrone, Pa.; 12 AGL Philipsburg, Pa.; 12 AGL Williamsport, Pa.; 12 AGL INT Williamsport 079° and Lake Henry, Pa., 265° radials; 12 AGL Lake Henry; 12 AGL Pawling, N. Y.; 12 AGL Hartford, Conn.; 12 AGL INT Hartford 130° and Providence, R. I., 212° radials.

AMENDMENTS 11/14/68 33 F. R. 14403 (Changed)

V-59 From Pulaski, Va., 12 AGL Beckley, W. Va.; 12 AGL Parkersburg, W. Va.; 12 AGL Newcomerstown, Ohio.

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.

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.

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.

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; 12 AGL Moline, Ill.; 12 AGL Cordova, Ill.; 12 AGL Rockford, Ill.; 12 AGL Janesville, Wis.; 12 AGL Milwaukee, Wis.

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 Seal Beach, Calif., 266° radials; 12 AGL Seal Beach; 12 AGL Thermal, Calif.; 12 AGL Blythe, Calif. The portion outside the United States has no upper limit.

AMENDMENTS 12/12/68 33 F. R. 15544 (Changed)

V-65 From INT Kansas City, Mo., 231° and St. Joseph, Mo., 178° radials; 12 AGL St. Joseph; 12 AGL Lamoni, Iowa.

V-66 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; 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.; 12 AGL Franklin, Va.; 12 AGL INT Franklin 087° and Norfolk, Va., 226° radials; 12 AGL Norfolk.

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.

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 INT Corpus Christi 181° and McAllen, Tex., 039° radials; 12 AGL McAllen, including a 12 AGL south alternate from INT Corpus Christi 181° and McAllen 039° radials to McAllen via Harlingen, Tex. The airspace on the main airway above 14,000 feet MSL from 49 miles northeast of McAllen to McAllen and the airspace within Mexico is excluded.

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., 233° radials; 12 AGL Troy; 12 AGL Capital, Ill.; 12 AGL Pontiac, Ill.; 12 AGL Joliet, Ill.; 12 AGL Kedzie, Ill., RBN.

AMENDMENTS 4/25/68 33 F. R. 4404 (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.; 95 MSL Greene 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.

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; 12 AGL Columbus, Nebr.

PENDING AMENDMENT

In V-71 "12 AGL Natchez, Miss.;" is deleted and "12 AGL Natchez, Miss., including a 12 AGL E alternate via INT Baton Rouge 026° and Natchez 156° radials:' is substituted therefor.

AMENDMENTS 3/6/69 34 F. R. 248 (Changed)

V-72 From Fayetteville, Ark., 12 AGL Dogwood, Mo.; 12 AGL Maples, Mo.; 12 AGL Troy, Ill.
From Rosewood, Ohio, 12 AGL Mansfield, Ohio; 12 AGL INT Cleveland, Ohio, 138° and Tiverton, Ohio, 017° radials; 12 AGL 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., 336° radials.

AMENDMENTS 4/25/68 33 F. R. 4404 (Changed); 10/17/68 33 F. R. 10443 (Changed)

V-73 From Wichita, Kans., 12 AGL Hutchinson, Kans.; 12 AGL INT Hutchinson 025° and Salina, Kans., 184° radials; 12 AGL Salina.

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.

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.

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.

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.

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.

V-79 From Hobbs, N. Mex., 12 AGL via INT Hobbs 073° and Lubbock, Tex., 188° radials; 12 AGL Lubbock.

V-80 From Akron, Colo., 12 AGL 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.; 12 AGL Pueblo, Colo.; 12 AGL Colorado Springs, Colo.; 12 AGL Denver, Colo.

V-82 From Baudette, Minn., 12 AGL Bemidji, 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.; 12 AGL Dells, Wis.; 12 AGL INT Dells 097° and Timmerman, Wis., 322° radials; 6 mi. wide 12 AGL Timmerman.

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.; 12 AGL INT Alamosa 075° and Pueblo, Colo., 203° radials; 12 AGL Pueblo; 12 AGL Colorado Springs, Colo.; 12 AGL Kiowa, Colo.

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.

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., 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.

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.

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 to INT of Vichy 084° and St. Louis, Mo.; 171° radials.

AMENDMENTS 4/25/68 33 F. R. 4404 (Changed)

V-89 From INT Denver, Colo., 207° and Kiowa, Colo., 246° radials; 12 AGL Denver; 12 AGL Cheyenne, Wyo., including a 12 AGL east 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.

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.

V-91 From Riverhead, N. Y., 12 AGL Pawling, N. Y.; 12 AGL INT Pawling 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.

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.

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 Pawling, N. Y., 12 AGL Chester, Mass.; 12 AGL Keene, N. H.; 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.

AMENDMENTS 2/6/69 33 F. R. 18930 (Changed)

V-94 From Gila Bend, Ariz., 12 AGL Casa Grande, Ariz.; 55 miles, 12 AGL 74 miles, 95 MSL, 12 AGL 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 Salt Flat, Tex., including a 12 AGL north alternate via INT Newman 091° and Salt Flat 312° radials; 12 AGL Wink, Tex.; 12 AGL Midland, Tex.; 12 AGL Hyman, Tex.; 12 AGL Tuscola, Tex.; 12 AGL INT Tuscola, 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 2/1/68 32 F. R. 17517 (Changed); 3/26/68 33 F. R. 5215 (Changed)

V-95 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; 66 mi. 12 AGL, 39 mi. 125 MSL, 12 AGL Farmington, N. Mex. From Gunnison, Colo., 15 miles, 125 MSL, 12 miles, 145 MSL, 22 miles, 157 MSL, 23 miles, 135 MSL, 9 miles, 128 MSL, 12 AGL Kiowa, Colo.

V-96 From Indianapolis, Ind., 12 AGL Kokomo, Ind.; 12 AGL Fort Wayne, Ind.; 12 AGL Waterville, Ohio.

V-97 From Miami, Fla., 12 AGL La Belle, Fla.; 12 AGL St. Petersburg, Fla.; 12 AGL Tallahassee, Fla., including a 12 AGL east alternate from INT LaBelle 313° and Lakeland, Fla., 175° radials to INT St. Petersburg 331° and Lakeland 307° radials via Lakeland and from INT of St. Petersburg 331° and Cross City, Fla., 201° radials to Tallahassee, via Cross City and also a 12 AGL west alternate from St. Petersburg to INT St. Petersburg 331° and Cross City 201° radials via INT St. Petersburg 316° and Cross City 201° radials; 12 AGL Albany, Ga.; 12 AGL Atlanta, Ga., including a 12 AGL east alternate via INT Albany 013° and Rex, Ga., 174° radials and the INT of Rex 174° 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.; 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.; 12 AGL Minneapolis, Minn. The airspace below 2,000 feet MSL outside the United States is excluded.

AMENDMENTS 12/12/68 33 F. R. 15544 (Changed); 2/6/69 34 F. R. 550 (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. Jean, Quebec, Canada. The airspace within Canada is excluded.

V-100 From Medicine Bow, Wyo., 59 miles 12 AGL, 49 miles 85 MSL, 12 AGL Chadron, Nebr.; 41 miles, 12 AGL, 119 miles, 95 MSL, 12 AGL O'Neill, Nebr.; 12 AGL 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.

V-101 From Vernal, Utah, 22 miles 12 AGL, 50 miles 145 MSL, 20 miles 125 MSL, 12 AGL Salt Lake City, Utah; 12 AGL Ogden, Utah; 61 miles, 12 AGL, 26 miles, 109 MSL, 12 AGL Burley, Idaho.

AMENDMENTS 8/22/68 33 F. R. 9465 (Changed)

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.

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.

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.

V-105 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 City, 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; 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.

AMENDMENTS 6/18/68 33 F. R. 9334 (Changed)

V-106 From Johnstown, Pa.; 12 AGL INT Johnstown 068° and Selinsgrove, Pa., 259° radials; 12 AGL Selinsgrove; 12 AGL INT Selinsgrove 067° and Wilkes-Barre, Pa., 237° radials; 12 AGL Wilkes-Barre; 12 AGL Lake Henry, Pa.; 12 AGL Pawling, N. Y.; 12 AGL Westfield, Mass.; 12 AGL Gardner, Mass.; 12 AGL Manchester, N. H.; 12 AGL Kennebunk, Maine.

AMENDMENTS 10/17/68 33 F. R. 11450 (Changed)

V-107 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.;
12 AGL Oakland, Calif.; 12 AGL Point Reyes, Calif.; 12 AGL INT 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.

V-108 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. From Colorado Springs, Colo.; 12 AGL Hugo, Colo., including a 12 AGL south alternate via INT Colorado Springs 153° and Hugo 250° radials; 74 miles, 65 MSL, 12 AGL Goodland, Kans.; 12 AGL Hill City, Kans.

V-109 From Los Banos, Calif., 12 AGL Stockton, Calif.; 12 AGL INT Stockton 268° and Oakland, Calif., 077° radials; 12 AGL Oakland.

V-110 From Deming, N. Mex., 12 AGL Truth or Consequences, N. Mex.

V-111 From Big Sur, Calif., 12 AGL Salinas, Calif.; 12 AGL INT Salinas 026° and Los Banos, Calif., 312° radials.

V-112 From Astoria, Oreg., 44 miles, 12 AGL; 15 miles, 6-mile wide, 12 AGL Portland, Oreg.; 12 AGL The Dalles, Oreg.; 12 AGL INT of The Dalles 101° and Pendleton, Oreg., 254° radials; 12 AGL 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, and an east alternate from Pendleton 12 AGL via INT Pendleton 090° and Walla Walla, Wash., 215° radials, 12 AGL Walla Walla, 22 miles, 12 AGL, 48 miles, 45 MSL, 12 AGL to Spokane, excluding the airspace between the main and west and east alternates; 47 miles 12 AGL, 105 MSL Kimberley, British Columbia, Canada, excluding the portion within Canada.

AMENDMENTS 8/22/68 33 F. R. 9068 (Changed)

V-113 From San Luis Obispo, Calif., 12 AGL Paso Robles, Calif.; 12 AGL Priest, Calif.; 12 AGL Los Banos, Calif.; 12 AGL Stockton, Calif.; 12 AGL Linden, Calif.; 12 AGL INT Linden 046° and Reno, Nev.; 208 radials; 12 AGL Reno; 42 miles, 12 AGL, 24 miles, 115 MSL, 95 MSL Sod House, Nev.; 67 miles, 95 MSL, 85 MSL Rome, Oreg.; 61 miles, 85 MSL, 12 AGL to Boise, Idaho.

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.

V-115 From Crestview, Fla., 12 AGL INT Crestview 001° and Montgomery, Ala., 204° radials; 12 AGL Montgomery; 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 2/29/68 33 F. R. 530 (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., including a 12 AGL south alternate via INT Naperville 089° and Keeler 234° radials; 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 Lake Henry, 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.

V-118 From Medicine Bow, Wyo., 23 miles 85 MSL, 12 AGL Laramie, Wyo.; 12 AGL Cheyenne, Wyo.

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.

V-120 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.; 60 miles, 38 MSL, 12 AGL Pierre, S. Dak.; 12 AGL Mitchell, S. Dak.; 12 AGL Sioux Falls, S. Dak.; 12 AGL Mason City, Iowa.

V-121 From Medford, Oreg., 12 AGL INT Medford 352° and Roseburg, Oreg., 127° radials; 12 AGL Roseburg; 12 AGL North Bend, Oreg.; 12 AGL Eugene, Oreg.; 12 AGL INT Eugene 070° and Redmond, Oreg., 281° radials; 12 AGL Redmond.

AMENDMENTS 8/22/68 33 F. R. 8773 (Changed)

V-122 From Crescent City, Calif., 12 AGL Medford, Oreg.; 22 miles, 12 AGL, 75 MSL INT Medford 117° and Klamath Falls, Oreg., 282° True radials; 6 miles, 75 MSL, 12 AGL Klamath Falls; 21 miles, 12 AGL,90 MSL Lakeview, Oreg.

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.

AMENDMENTS 1/9/69 33 F. R. 16556 (Changed)

V-124 From Dallas, Tex., 12 AGL Paris, Tex.; 12 AGL Greeson Lake, Ark.; 12 AGL Hot Springs, Ark.; 12 AGL Little Rock, Ark.; 12 AGL Memphis, Tenn.

AMENDMENTS 1/9/69 33 F. R. 16556 (Added)

V-125 From Anthony, Kans., 12 AGL Hutchinson, Kans.

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 Lake Henry, 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.

V-127 From Bradford, Ill., 12 AGL Polo, Ill.; 12 AGL Rockford, Ill.

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.; 12 AGL Casanova, Va.

V-129 From Capital, Ill., 12 AGL Peoria, Ill.; 12 AGL Cordova, Ill.; 12 AGL Dubuque, Iowa; 12 AGL Waukon, Iowa; 12 AGL Nodine, Minn.; 12 AGL Eau Claire,
Wis.; 15 miles, 12 AGL, 73 miles, 35 MSL, 12 AGL 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, 30 MSL INT Hibbing 325° and International Falls 182° radials, 25 miles, 30 MSL, 12 AGL to International Falls; 12 AGL INT International Falls 336° radial and the United States/Canadian border.

AMENDMENTS 2/1/68 32 F. R. 17516 (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.

V-131 From McAlester, Okla., 12 AGL via Okmulgee, Okla.; 12 AGL Tulsa, Okla.; 12 AGL Chanute, Kans.; 12 AGL Topeka, Kans.

V-132 From Cheyenne, Wyo., 12 AGL Akron, Colo.; 17 miles, 12 AGL, 49 miles, 59 MSL, 12 AGL 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.

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.; 12 AGL Marquette, Mich.; 12 AGL Houghton, Mich.; 10 miles, 12 AGL, 26 MSL Lakehead, Ontario, Canada. The airspace within Canada is excluded.

V-135 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.; 84 miles, 12 AGL, 105 MSL Beatty, Nev.; 105 MSL INT Beatty 326° and Tonopah, Nev., 198° radials; 12 AGL to Tonopah. The airspace within R-4807 is excluded.

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.

V-137 From Imperial, Calif., 12 AGL INT Imperial 350° and Thermal, Calif., 122° radials; 12 AGL Thermal; 12 AGL Palm Springs, Calif.; 12 AGL Palmdale, Calif.; 12 AGL Gorman, Calif.; 12 AGL Avenal, Calif.; 12 AGL Priest, Calif.; 12 AGL Salinas, Calif. The airspace within R-2521 is excluded.

AMENDMENTS 8/22/68 33 F. R. 8592 (Changed)

V-138 From Riverton, Wyo., 35 mi. 12 AGL, 80 mi. 107 MSL, 16 mi. 85 MSL, via Medicine Bow; 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, 253° true radials; Neola to Fort Dodge, Iowa.

V-139 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.; 12 AGL INT Cofield 084° and Norfolk, Va., 209° radials; 12 AGL Norfolk; 12 AGL Cape Charles, Va.; 12 AGL Snow Hill, Md.; 12 AGL Sea Isle, N. J.; 12 AGL INT Sea Isle 050° 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.

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.; 12 AGL Livingston, 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 INT of Bluefield 071° and Montebello, Va., 250° radials; 12 AGL Montebello; 12 AGL Casanova, Va.; 12 AGL Herndon, Va.; 12 AGL INT Herndon 061° and Modena, Pa., 234° radials; 12 AGL Modena.

AMENDMENTS 5/23/68 33 F. R. 5214 (Changed)

V-141 From Nantucket, Mass., 12 AGL Hyannis, Mass.; 12 AGL Boston, Mass.; 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 east alternate via INT Concord 022° and Lebanon 103° radials;
12 AGL Burlington, Vt.; 12 AGL Massena, N. Y.

AMENDMENTS 12/12/68 33 F. R. 15989 (Changed); 2/6/69 33 F. R. 17624 (Changed)

V-142 From Buffalo, N. Y., 12 AGL INT Buffalo 034° and Rochester, N. Y., 289° radials; 12 AGL Rochester.

V-143 From Fort Mill, S. C., 12 AGL Greensboro, N. C.; 12 AGL Lynchburg, Va.; 12 AGL Montebello, Va.;
12 AGL Front Royal, Va.; 12 AGL Martinsburg, W. Va.; 12 AGL Lancaster, Pa.; 12 AGL Pottstown, Pa.; 12 AGL Yardley, Pa.

V-144 From Chicago-O'Hare, Ill., 12 AGL INT Chicago-O'Hare 153° and Peotone, Ill., 003° radials; 12 AGL Peotone; 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 2/29/68 33 F. R. 451 (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.

V-146 From Pawling, N. Y., 12 AGL Putman, Conn.; 12 AGL Providence, R. I.; 12 AGL Martha's Vineyard, Mass., 12 AGL Nantucket, Mass.

V-147 From INT New Castle, Del., 058° and Pottstown, Pa., 143° radials; 12 AGL Pottstown; 12 AGL Allentown, Pa., 12 AGL Wilkes-Barre, Pa.; 12 AGL Elmira, N. Y.; 12 AGL Geneseo, N. Y.; 12 AGL Rochester, N. Y.

AMENDMENTS 10/17/68 33 F. R. 11450 (Changed); 11/14/68 33 F. R. 12890 (Changed)

V-148 From Denver, Colo., 12 AGL INT Denver 174° and Kiowa, Colo., 268° radials; 12 AGL Kiowa; 12 AGL Thurman, Colo.; 65 MSL INT Thurman 067° and Hayes Center, Nebr., 246° radials; 12 AGL Hayes Center, Nebr.; 12 AGL North Platte, Nebr.; 21 miles, 12 AGL, 84 miles 49 MSL, 12 AGL O'Neill, Nebr.; 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 a south alternate from Sioux Falls 29 miles, 12 AGL, 49 miles, 31 MSL, 12 AGL Redwood Falls; 12 AGL Minneapolis, Minn.

V-149 From INT Allentown, Pa., 151° and Yardley, Pa., 284° radials; 12 AGL Allentown; 12 AGL Wilkes-Barre, 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 10/17/68 33 F. R. 11450 (Changed)

V-150 From San Francisco, Calif., 12 AGL INT San Francisco 304° and Sausalito, Calif., 232° radials; 12 AGL Sausalito; 12 AGL Sacramento, Calif.

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 336° and Lebanon 214° radials; 12 AGL Montpelier, Vt.; 12 AGL Burlington, Vt.

AMENDMENTS 10/17/68 33 F. R. 10443 (Changed)

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.

V-153 From INT Sparta, N. J., 194° and Stillwater, N. J., 110° radials; 12 AGL Stillwater; 12 AGL Lake Henry, Pa.; 12 AGL Georgetown, N. Y.; 12 AGL Syracuse, N. Y.

V-154 From Macon, Ga.; 12 AGL Dublin, Ga.; 12 AGL Savannah, Ga.

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.

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.

V-158 From Waterloo, Iowa, 12 AGL Dubuque, Iowa; 12 AGL Polo, Ill. The airspace within R-3302 is excluded.

V-159 From Miami, Fla., 12 AGL INT Miami 346° and Palm Beach, Fla., 222° radial; 12 AGL Palm Beach; 12 AGL INT Palm Beach 321° 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.; 12 AGL INT Birmingham 298° and Hamilton, Ala., 122° radials; 12 AGL Hamilton; 12 AGL Holly Springs, Miss., including a 12 AGL north alternate from Birmingham to Holly Springs via INT Birmingham 313° and Holly Springs 099° radials; 12 AGL Memphis, Tenn., including a 12 AGL south alternate from Hamilton to Memphis via INT Hamilton 273° and Memphis 136° radials; 12 AGL Walnut Ridge, Ark.; 12 AGL 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 Neola, Iowa, 157° radials; 12 AGL INT Neola 157° and Omaha, Nebr., 112° radials; 12 AGL Omaha; 12 AGL Sioux City, Iowa, including a 12 AGL west alternate via IMT Omaha 320° and Sioux City 174° radials; 12 AGL Yankton, S. Dak.; 12 AGL Mitchell, S. Dak.

AMENDMENTS 3/28/68 33 F. R. 849 (Changed); 6/20/68 33 F. R. 6084 (Changed)
AMENDMENTS 12/12/68 33 F. R. 15544 (Changed); 2/6/69 33 F. R. 18009 (Changed)

V-160 From Denver, Colo.; 12 AGL INT Denver 045° and Sidney, Nebr., 230° radials; 12 AGL Sidney.

AMENDMENTS 5/23/68 33 F. R. 5036 (Rewritten)

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; 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 Grand Rapids, Minn.; 15 miles, 12 AGL, 50 miles 30 MSL, 12 AGL International Falls.

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.

V-163 From Brownsville, Tex., 12 AGL INT Brownsville 356° and Corpus Christi 181° radials; 12 AGL Corpus Christi, including a 12 AGL west alternate from Brownsville to INT Brownsville 356° and Corpus Christi 181° 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.

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.

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 Seal Beach, Calif.; 6 miles wide, 12 AGL INT Seal 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; 68 miles, 12 AGL, 50 miles, 131 MSL, 12 AGL Reno, Nev.; 40 miles, 12 AGL, 7 miles, 115 MSL, 87 miles, 135 MSL, 12 AGL Lakeview, Oreg.; 5 miles, 12 AGL 72 miles, 90 MSL, 12 AGL Redmond, Oreg.; 16 miles, 12 AGL, 19 miles, 95 MSL, 24 miles, 75 MSL, 12 miles, 65 MSL, 12 AGL Newberg, Oreg.; 32 miles, 12 AGL, 45 MSL INT Newberg 355° and Olympia, Wash., 195° radials; 12 AGL Olympia; 12 AGL INT Olympia 010° and Seattle, Wash., 349° radials; 12 AGL Seattle.

AMENDMENTS 12/12/68 33 F. R. 15544 (Changed)

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.; 12 AGL Woodstown, N. J.; 12 AGL Sea Isle, N. J.

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.

V-168 From Scottsbluff, Nebr., 12 AGL O'Neill, Nebr.

V-169 From Tobe, Colo., 69 MSL Hugo, Colo.; 38 miles, 67 MSL, 12 AGL Thurman, Colo.; 12 AGL Akron, Colo.; 12 AGL Sidney, Nebr.; 12 AGL Scottsbluff, Nebr.; 12 AGL Chadron, Nebr.; 12 AGL Rapid City, S. Dak.; 12 AGL Dupree, S. Dak.; 12 AGL Bismarck, N. Dak. The airspace within R-4701 is excluded.

V-170 From Aberdeen, S. Dak., 12 AGL Sioux Falls, S. Dak.; 12 AGL Worthington, Minn.; 12 AGL Fairmont, Minn.; 12 AGL Mankato, Minn.; 12 AGL 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 Modena, Pa., 318° radials; 12 AGL Modena. The airspace within R-5802 is excluded.

AMENDMENTS 5/23/68 33 F. R. 5214 (Changed); 9/19/68 33 F. R. 10800 (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.; 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.

V-172 From Denver, Colo., 12 AGL INT Denver 061° and Hayes Center, Nebr., 276° radials; 12 AGL INT Hayes Center 276° and North Platte, Nebr., 245° radials; 12 AGL 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 091° and South Bend, Ind., 290° radials; 12 AGL South Bend.

AMENDMENTS 10/17/68 33 F. R. 11537 (Changed)

V-173 From Capital, Ill., 12 AGL Roberts, Ill.; 12 AGL INT Roberts 008° and Joliet, Ill., 067° radials; 12 AGL Kedizie, Ill., RBN.

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.

V-175 From Vichy, Mo., 12 AGL via INT Vichy 321° and Hallsville, Mo., 209° radials; 12 AGL Hallsville; 12 AGL Macon, Mo.; 12 AGL Kirksville, Mo.; 12 AGL Des Moines, Iowa; 12 AGL Sioux City, Iowa.

AMENDMENTS 4/25/68 33 F. R. 3508 (Changed)

V-177 From Fort Wayne, Ind., 12 AGL INT Peotone, Ill., 098° and Chicago Heights, Ill., 140° radials; 12 AGL Chicago Heights. From Naperville, Ill., 12 AGL Janesville, Wis.; 12 AGL Madison, Wis.; 12 AGL Stevens Point, Wis., including a 12 AGL west alternate via Dells, Wis.; 31 miles 12 AGL, 115 miles 55 MSL, 12 AGL Duluth, Minn.

AMENDMENTS 2/29/68 33 F. R. 451 (Changed); 4/25/68 33 F. R. 3267 (Changed)
AMENDMENTS 8/22/68 33 F. R. 9465 (Changed); 10/17/68 33 F. R. 11593 (Changed)

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.; 12 AGL Bluefield, W. Va.

AMENDMENTS 4/25/68 33 F. R. 3506 (Changed)

V-179 From Paducah, Ky., 12 AGL Marion, Ill.; 12 AGL Centralia, Ill.

V-180 From San Antonio, Tex., 12 AGL via Eagle Lake, Tex.; 12 AGL Galveston, Tex.

V-181 From Kirksville, Mo., 12 AGL Lamoni, Iowa; 12 AGL Omaha, Nebr.; 12 AGL Norfolk, Nebr.; 12 AGL Yankton, S. Dak.; 12 AGL Sioux Falls, S. Dak., including a 12 AGL W alternate via INT Yankton 016° and Sioux Falls 230° radials; 12 AGL Watertown, S. Dak., including a 12 AGL east alternate; 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.

AMENDMENTS 6/20/68 33 F. R. 6084 (Changed)

V-182 From Portland, Oreg., 12 AGL The Dalles, Oreg.; 12 AGL Baker, Oreg.

V-183 From Santa Barbara, Calif., 12 AGL Bakersfield, Calif.

V-184 From Erie, Pa., 12 AGL Tidioute, Pa.; 12 AGL INT Tidioute 154° and Philipsburg, Pa., 296° radials; 12 AGL Philipsburg; 12 AGL Harrisburg, Pa.; 12 AGL INT Harrisburg 132° and Modena, Pa., 274° radials; 12 AGL Modena; 12 AGL INT Modena 120° radial and Philadelphia, Pa., International Airport ILS localizer 256° course; 12 AGL Woodstoen, N. J.; 12 AGL Millville, N. J.; 12 AGL Atlantic City, N. J.

AMENDMENTS 5/23/68 33 F. R. 5214 (Changed)

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.

V-186 From Fillmore, Calif., 12 AGL Van Nuys, Calif.; 12 AGL Ontario, Calif.

V-187 From Albuquerque, N. Mex., 12 AGL via Farmington, N. Mex.; 50 miles 12 AGL, 62 miles 115 MSL, 12 AGL Grand Junction, Colo., including a west alternate from Farmington 12 AGL Cortez, Colo., 12 AGL Dove Creek, Colo., 17 miles 12 AGL, 28 miles 115 MSL, 12 AGL to Grand Junction, excluding the airspace between the main and west alternate; 75 miles, 12 AGL, 50 miles, 112 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.; 9 miles, 12 AGL, 78 miles, 105 MSL, 12 AGL Billings, Mont., including a west alternate from Boysen Reservoir, 9 miles, 12 AGL, 56 miles, 91 MSL, 12 AGL via Cody, Wyo., 12 AGL Billings, excluding the airspace between the main and this west alternate; 40 miles, 12 AGL, 75 MSL INT Billings 317° and Great Falls, Mont., 122° radials; 12 AGL Great Falls; 12 AGL Missoula, Mont.

AMENDMENTS 2/1/68 32 F. R. 17517 (Changed); 5/23/68 33 F. R. 5350 (Changed)
AMENDMENTS 8/22/68 33 F. R. 9067 (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 Wilkes-Barre, Pa.; 12 AGL Tannersville, Pa. The airspace within Canada is excluded.

AMENDMENTS 10/17/68 33 F. R. 11450 (Changed)

V-189 From Rocky Mount, N. C., 12 AGL Franklin, Va.; 12 AGL Hopewell, Va.

V-190 From Phoenix, Ariz., 54 miles, 12 AGL, 19 miles, 95 MSL, 59 miles, 115 MSL, 12 AGL 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.

PENDING AMENDMENT

In V-190 all between "12 AGL Albuquerque, N. Mex.," and "12 AGL Las Vegas, N. Mex.;" is deleted and "including a 12 AGL south alternate via INT St. Johns 092° and Albuquerque 238° radials;" is substituted therefor.

AMENDMENTS 3/6/69 34 F. R. 1011 (Changed)

V-191 From Troy, Ill.; 12 AGL Decatur, Ill.; 12 AGL Roberts, Ill., including a 12 AGL east alternate from Decatur to Roberts via Champaign, 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., including a 12 AGL E alternate from Oshkosh direct to Rhinelander; 12 AGL Ironwood, Mich.; 12 AGL Duluth, Minn.

AMENDMENTS 6/20/68 33 F. R. 5950 (Changed); 6/20/68 33 F. R. 6287 (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.

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. 12 AGL INT Norfolk 001° and Harcum, Va., 075° radials; 12 AGL INT Harcum 075° and Snow Hill 211° radials.

AMENDMENTS 2/1/68 32 F. R. 17574 (Changed)
PENDING AMENDMENT
In V-194 "12 AGL Meridian, Miss." is deleted and "12 AGL INT McComb 055° and Meridian, Miss., 221° radials; 12 AGL Meridian." is substituted therefor.
AMENDMENTS 4/3/69 34 F. R. 1370 (Changed)

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.

V-196 From Utica, N. Y., 12 AGL Saranac Lake, N. Y.; 12 AGL Plattsburgh, N. Y.

V-197 From Ontario, Calif., 12 AGL Pomona, Calif.; 12 AGL Palmdale, Calif.

V-198 From San Simon, Ariz., 12 AGL Columbus, N. Mex.;
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.

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.

V-200 From Ukiah, Calif., 12 AGL Williams, Calif.; 12 AGL Reno, Nev. From Provo, Utah, 10 miles, 12 AGL, 35 miles, 125 MSL, 12 AGL Myton, Utah; 30 miles
79 MSL, 31 miles, 12 AGL, 98 MSL Meeker, Colo.; 37 miles, 12 AGL, 26 miles, 140 MSL, 130 MSL, Kremmling, Colo.; 9 miles, 130 MSL, 29 miles, 144 MSL, 11 miles, 127 MSL, 12 AGL Denver, Colo.

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.

V-202 From Cochise, Ariz., 12 AGL via San Simon, Ariz.; 12 AGL Silver City, N. Mex.; 12 AGL Truth or Consequences, N. Mex.

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.

V-204 From Hoquiam, Wash., 12 AGL Olympia, Wash.; 12 AGL INT Olympia 114° and Yakima, Wash., 271° radials; 12 AGL Yakima.

AMENDMENTS 6/20/68 33 F. R. 6084 (Changed)

V-206 From Blue Springs, Mo., 12 AGL INT Blue Springs 056° and Kirksville, Mo., 225° radials; 12 AGL Kirksville.

V-207 From Denver, Colo., 12 AGL Gill, Colo.; 12 AGL Scottsbluff, Nebr.

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.

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.

V-210 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.; 10 mi. 90 MSL, 91 mi. 105 MSL, 12 AGL Farmington, N. Mex.; 12 AGL Alamosa, Colo., including a 12 AGL south alternate via INT Farmington 086° and Alamosa 232° radials; 12 AGL INT Alamosa 075° and Lamar, Colo., 250° radials; 40 miles, 12 AGL, 51 miles, 65 MSL, 12 AGL Lamar. From Indianapolis, Ind., 12 AGL Muncie, Ind.; 12 AGL Rosewood, Ohio; 12 AGL Tiverton, Ohio; 12 AGL Imperial, Pa.; 12 AGL INT Imperial 074° and Revloc, Pa., 276° radials; 12 AGL Revloc; 12 AGL INT Revloc 096° and Harrisburg, Pa., 289° radials; 12 AGL Harrisburg; 12 AGL Lancaster, Pa.; 12 AGL INT Lancaster 095° and Pottstown, Pa., 143° radials.

AMENDMENTS 11/14/68 33 F. R. 14403 (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.

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.

V-214 From Richmond, Ind., 12 AGL INT Richmond 090° 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.

V-215 From INT Muskegon, Mich., 208° and Fullman, Mich., 259° radials; 12 AGL Muskegon; 12 AGL White Cloud, Mich.

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 INT of Polo, Ill., 268° and Janesville, Wis., 238° radials, 12 AGL Janesville; 12 AGL 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.

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; 32 miles, 12 AGL, 39 miles, 31 MSL, 12 AGL Rhinelander, Wis.; 24 miles, 12 AGL, 80 miles, 55 MSL, 12 AGL Duluth, Minn.

V-218 From Fairmont, Minn., 12 AGL Rochester, Minn.; 12 AGL Waukon, Iowa; 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.

AMENDMENTS 8/22/68 33 F. R. 9333 (Changed)

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.; 12 AGL Farmington, Minn.

V-220 From Kremmling, Colo., 12 miles, 130 MSL, 32 miles, 147 MSL, 8 miles, 115 MSL, 12 AGL INT Kremmling 081° and Denver, Colo., 334° radials; 12 AGL Akron, Colo., 12 AGL INT Akron 094° and McCook, Nebr., 264° radials; 12 AGL McCook; 12 AGL INT McCook 072° and Grand Island, Nebr., 241° radials; 12 AGL Kearney, Nebr.; 12 AGL Hastings, Nebr.; 12 AGL Columbus, Nebr.

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.

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 north 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 INT Lynchburg 058° and Brooke, Va., 230° radials; 12 AGL Brooke; 12 AGL INT Brooke 045° and Richmond, Va., 009° radials.

AMENDMENTS 8/22/68 33 F. R. 9334 (Changed); Corr: 33 F. R. 11001

V-223 From Flat Rock, Va., 12 AGL INT Brooke, Va., 300° and Herndon, Va., 202° radials; 12 AGL Herndon; 12 AGL Harrisburg, Pa.

V-224 From Carleton, Mich., 12 AGL INT Carleton 082° and Windsor, Ont., Canada, 100° radials. The airspace within Canada is excluded.

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.

V-226 From Ellwood City, Pa., 12 AGL Clarion, Pa.; 12 AGL Keating, Pa.; 12 AGL Williamsport, Pa., 12 AGL Wilkes-Barre, Pa.; 12 AGL Stillwater, N. J.; 12 AGL INT Stillwater 110° and Sparta, N. J., 194° radials.

AMENDMENTS 10/17/68 33 F. R. 11450 (Changed)

V-227 From Indianapolis, Ind., 12 AGL INT Indianapolis 312° and Lafayette, Ind., 159° radials; 12 AGL Lafayette; 12 AGL Roberts, Ill.; 12 AGL Pontiac, Ill.; 12 AGL INT Pontiac 338° and Rockford, Ill., 172° radials; 12 AGL Rockford.

AMENDMENTS 9/19/68 33 F. R. 11002 (Changed)

V-228 From Northbrook, Ill., 12 AGL South Bend, Ind., including a 12 AGL N alternate via INT Northbrook 093° and South Bend 310° radials.

AMENDMENTS 10/17/68 33 F. R. 11537 (Rewritten)

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.

V-231 From Missoula, Mont., 12 AGL INT Missoula 354° and Kalispell, Mont., 180° radials; 12 AGL Kalispell.

V-232 From INT of Waterville, Ohio, 013° and Sandusky, Ohio, 296° radials, 12 AGL Sandusky; 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.

AMENDMENTS 2/1/68 32 F. R. 17517 (Changed)

V-234 From Anton Chico, N. Mex., 12 AGL via INT Anton Chico 057° and Dalhart, Tex., 243° radials; 12 AGL Dalhart; 12 AGL Liberal, Kans.; 32 miles 12 AGL, 74 miles 75 MSL, 12 AGL Hutchinson, Kans.

V-235 From Provo, Utah, 10 miles, 12 AGL, 15 miles, 135 MSL, 46 miles, 125 MSL, 12 AGL Fort Bridger. From Rock Springs, Wyo., 20 miles, 12 AGL, 41 miles, 95 MSL, 37 miles, 107 MSL, 12 AGL to Casper, Wyo.

AMENDMENTS 2/1/68 32 F. R. 17517 (Changed)

V-236 From INT Bonneville, Utah, 084° and Ogden, Utah, 235° radials; 12 AGL Ogden.

V-237 From Needles, Calif., 25 miles 12 AGL, 24 miles 71 MSL, 12 AGL Boulder City, Nev.; 12 AGL INT Boulder City 347° and Las Vegas, Nev., 081° radials; 12 AGL Las Vegas.

AMENDMENTS 6/18/68 33 F. R. 9334 (Changed)

V-240 From New Orleans, La., 12 AGL via INT New Orleans 085° and Mobile, Ala., 224° radials; 12 AGL Mobile.

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 175° radials.

V-242 From Mobile, Ala., 12 AGL Brookley, Ala.

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., 208° 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.

V-244 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.; 12 AGL Tonopah, Nev.; 40
miles 12 AGL 115 MSL Wilson Creek, Nev.; 28 miles 115 MSL, 12 AGL Milford, Utah, 12 AGL Hanksville, Utah; 63 miles 12 AGL, 13 miles 140 MSL, 36 miles 115 MSL, 12 AGL Montrose, Colo.; 12 AGL Gunnison, Colo.; 33 miles, 122 MSL, 27 miles, 155 MSL, 12 AGL Pueblo, Colo.; 18 miles, 12 AGL, 48 miles, 60 MSL, 12 AGL Lamar, Colo.; 20 miles, 12 AGL, 57 miles, 65 MSL, 61 miles, 95 MSL, 24 miles, 50 MSL, 12 AGL Russell, Kansas. The airspace within R-2531 is excluded.

AMENDMENTS 8/22/68 33 F. R. 9334 (Changed)
PENDING AMENDMENT
In V-244 all after "12 AGL Lamar, Colo.;" is deleted and "20 miles 12 AGL, 56 miles 65 MSL, 60 miles 85 MSL, 12 AGL Hays, Kans.; 12 AGL Salina, Kans. The airspace within R-2531 is excluded." is substituted therefor.
AMENDMENTS 5/29/69 34 F. R. 1721 (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.

V-247 From Douglas, Wyo., 90 miles 75 MSL, 12 AGL, to Crazy Woman, Wyo.

V-248 From Paso Robles, Calif., 12 AGL Avenal, Calif.; 12 AGL Bakersfield, Calif.

V-249 From Sparta, N. J. 12 AGL Huguenot, N. Y.; 12 AGL DeLancey, N. Y.; 12 AGL Utica, N. Y.

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.

V-253 From Provo, Utah, 12 AGL INT Provo 326° and Salt Lake City, 265° radials; 24 miles, 12 AGL, 85 MSL Bonneville; 5 miles, 85 MSL, 90 MSL Lucin, Utah; 14 miles, 90 MSL 19 miles, 105 MSL, 12 AGL Twin Falls, Idaho; 12 AGL Boise, Idaho; 42 miles, 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 2/29/68 32 F. R. 20630 (Changed)

V-254 From INT Pottstown, Pa., 278° and East Texas, Pa., 325° radials; 12 AGL Pottstown; 12 AGL INT Pottstown 104° and Robinsville, N. J., 239° radials.

V-257 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; 12 AGL INT Bryce Canyon 338° and Delta, Utah, 186° radials, 12 AGL Delta; 39 miles, 12 AGL 105 MSL INT Delta 004° and Malad City, Idaho, 179° radials; 20 miles, 118 MSL, 12 AGL Malad City; 12 AGL Pocatello, Idaho; 12 AGL DuBois, Idaho; 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; 73 miles, 56 MSL, 12 AGL Havre, Mont. The airspace within R-6401 and R-6403 is excluded.

AMENDMENTS 10/17/68 33 F. R. 12086 (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.

V-259 From Fort Mill, S. C., 12 AGL Holston Mountain, Tenn.

V-260 From Charleston, W. Va., 12 AGL Rainelle, W. Va.; 12 AGL Roanoke, Va., 12 AGL Lynchburg, Va.; 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.

V-262 Fort Peoria, Ill., 12 AGL Bradford, Ill.; 12 AGL Joliet, Ill; 12 AGL Kedzie, Ill., RBN.

V-263 From Cimarron, N. Mex., 12 AGL Tobe, Colo., 54 miles, 69 MSL, 12 AGL Lamar, Colo.; 17 miles, 12 AGL, 63 MSL Hugo, Colo.; 12 AGL INT Hugo 327° and Gill, Colo., 157° radials; 12 AGL Gill. From Pierre, S. Dak., 12 AGL Aberdeen, S. Dak.

AMENDMENTS 2/20/68 33 F. R. 452 (Changed)

V-264 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, 12 AGL Socorro, N. Mex.; 12 AGL Corona,
N. Mex.; 15 miles 12 AGL, 35 miles 105 MSL, 12 AGL Tucumcari, N. Mex.

PENDING AMENDMENT

In V-264 all between "12 AGL St. Johns, Ariz.;" and "12 AGL Corona, N. Mex.;" is deleted and "55 miles, 12 AGL, 25 miles, 115 MSL, 12 AGL Socorro, N. Mex.;" is substituted therefor.

AMENDMENTS 3/6/69 34 F. R. 1011 (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.

V-266 From Hickory, N. C., 12 AGL South Boston, Va.; 12 AGL Lawrenceville, Va.; 12 AGL Franklin, Va.; 12 AGL INT Franklin 087° and Norfolk, Va., 226° radials; 12 AGL Norfolk.

V-267 From Biscayne Bay, Fla., 12 AGL Miami, Fla.; 12 AGL Pahokee, Fla.; 12 AGL Orlando, Fla.; including a 12 AGL east alternate from Miami to Orlando via Palm Beach, Fla., and INT Palm Beach 321° and Orlando 162° radials; 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.

AMENDMENTS 2/6/69 33 F. R. 18009 (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 Kenton 086° and Sea Isle, N. J., 050 radials. The airspace within R-4001 and the airspace below 2,000 feet MSL outside the United States is excluded.

V-269 From Ely, Nev., 125 MSL to INT Ely 007° and Bonneville, Utah, 272° radials. From Wells, Nev., 12 AGL 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.

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.

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.

V-274 From Pullman, Mich., 12 AGL Grand Rapids, Mich.; 12 AGL Saginaw, Mich.

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.

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.

V-277 From Rosewood, Ohio, 12 AGL Fort Wayne, Ind.; 12 AGL Keeler, Mich.

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.

V-279 From the Columbus, Ohio, RBN 12 AGL Findlay, Ohio.

V-280 From El Paso, Texas, 12 AGL INT El Paso 069° 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 south alternate via INT Roswell 080° and Texico 216° radials; 12 AGL INT Texico 021° and Amarillo, Tex., 252° radials; 12 AGL Amarillo; 12 AGL 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.

V-282 From Saranac Lake, N. Y., 12 AGL St. Eustache, Quebec, Canada. The airspace within Canada is excluded.

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.

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.

V-287 From Medford, Oreg., 12 AGL North Bend, Oreg.; 12 AGL Newberg, Oreg., including a 12 AGL west alternate from North Bend to Newberg via Newport, Oreg.; excluding the airspace between the main and this west alternate; 12 AGL Portland, Oreg., including a 12 AGL east alternate via INT Newberg 069° and Portland 196° radials; 20 miles, 12 AGL, 51 miles, 45 MSL, 12 AGL Olympia, Wash.; 12 AGL INT Olympia 010° and Seattle, Wash., 329° radials; 12 AGL INT Seattle 329° and Port Angeles, Wash., 090° radials; 12 AGL Port Angeles, 12 AGL Neah Bay, Wash., RBN. The airspace within Canada is excluded.

AMENDMENTS 9/19/68 33 F. R. 9875 (Changed)

V-288 From Lucin, Utah, 50 miles, 85 MSL, 12 AGL INT Lucin 080° and Fort Bridger, Wyo., 278° radials; 17 miles, 12 AGL, 50 miles, 105 MSL, 12 AGL Fort Bridger.

V-289 From Beaumont, Tex., 12 AGL via INT Beaumont 323° and Lufkin, Tex., 161° 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.; 12 AGL Harrison, Mo.; 12 AGL Dogwood, Mo.; 12 AGL INT Dogwood 026° and Vichy, Mo., 239° radials; 12 AGL to Vichy.

AMENDMENTS 4/25/68 33 F. R. 3508 (Changed)

V-290 From Rainelle, W. Va., 12 AGL Montebello, Va.; 12 AGL Flat Rock, Va. From Franklin, Va., 12 AGL Elizabety City, N. C.

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.

PENDING AMENDMENT

In V-291 all before "12 AGL Winslow, Ariz.;" is deleted and "From Albuquerque, N. Mex.; 12 AGL Gallup, N. Mex., including a 12 AGL north alternate via INT Albuquerque 303° and Gallup 089° radials;" is substituted therefor.

AMENDMENTS 3/6/69 34 F. R. 1011 (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.

V-293 From Mormon Mesa, Nev., 30 miles, 12 AGL, 95 MSL INT Cedar City, Utah, 294° and Milford, Utah 213° radials; 8 miles, 95 MSL, 108 MSL Wilson Creek, Nev.; 5 miles, 108 MSL, 37 miles, 115 MSL, 12 AGL Ely, Nev.; 125 MSL Elko, Nev.; 28 miles, 12 AGL, 57 miles, 99 MSL, 12 AGL Twin Falls, Idaho; 37 miles, 12 AGL, 33 miles, 87 MSL, 76 miles, 113 MSL, 99 MSL McCall, Idaho.

V-294 From Des Moines, Iowa, 12 AGL INT Des Moines 086° and Cedar Rapids, Iowa, 238° radials; 12 AGL Cedar Rapids; 12 AGL Cordova, Ill.

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., 162° radials; 12 AGL Orlando; 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.

AMENDMENTS 2/6/69 33 F. R. 18009 (Changed)

V-296 From Asheville, N. C., 12 AGL Fort Mill, S. C.

PENDING AMENDMENT

V-296 From Asheville, N. C. 12 AGL Fort Mill, S. C.; 27 MSL INT Fort Mill 093° and Fayetteville, N. C. 267° radials; 27 MSL Fayetteville.

AMENDMENTS 3/6/69 33 F. R. 18929 (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; 12 AGL INT Carleton 327° and Saginaw, Mich., 182° radials; 12 AGL Saginaw; 12 AGL INT Saginaw 353° and Pellston, Mich., 164° radials; 12 AGL Pellston. The airspace within Canada is excluded.

V-298 From Yakima, Wash., 12 AGL INT Yakima 129° and Pasco, Wash.; 276° radials; 12 AGL Pasco; 12 AGL 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. The airspace within R-6715 is excluded.

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.

V-300 From Victoria, British Columbia, Canada, RR to Vancouver, British Columbia, Canada. From Lakehead, Ontario, Canada, 12 AGL Sault Ste, Marie, Mich.; 12 AGL
Wiarton, Ontario, Canada, including a 12 AGL 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 8/22/68 33 F. R. 9333 (Changed)

V-301 From Point Reyes, Calif., 12 AGL Santa Rosa, Calif.; 12 AGL Williams, Calif.

V-302 From Augusta, Maine, 12 AGL INT Augusta 123° and Bangor, Maine, 192° radials.

V-303 From Hot Springs, Ark., 12 AGL Fort Smith, Ark.

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; 15 miles 12 AGL, 79 miles 55 MSL, 12 AGL Lamar, Colo.

AMENDMENTS 6/20/68 33 F. R. 6084 (Changed)

V-305 From El Dorado, Ark., 12 AGL Little Rock, Ark.

V-306 From Austin, Tex., 12 AGL via Navasota, Tex.; 12 AGL Daisetta, Tex.; 12 AGL Lake Charles, La., including a 12 AGL south alternate from Daisetta to Lake Charles via Beaumont.

V-307 From Chanute, Kans., 12 AGL Emporia, Kans., 12 AGL INT of Emporia 336° and Pawnee City, Nebr., 193° radials; 35 MSL Pawnee City.

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 Sea Isle, N. J.; 12 AGL INT Sea Isle 050° 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 9/19/68 33 F. R. 11001 (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; 12 AGL Raleigh-Durham, N. C.; 12 AGL Rocky Mount, N. C.; 12 AGL Elizabeth City, N. C.

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.

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.

V-313 From Malden, Mo., 12 AGL Cape Girardeau, Mo.; 12 AGL Centralia, Ill.; 12 AGL Decatur, Ill.; 12 AGL Pontiac, Ill.

AMENDMENTS 6/20/68 33 F. R. 6287 (Changed)

V-314 From Quebec, Province of Quebec, Canada, 99 miles 65 MSL, 12 AGL Millinocket, Maine; 12 AGL Princeton, Maine; 12 AGL St. John, New Brunswick, Canada. The airspace within Canada is excluded.

V-315 From Paris, Tex., 12 AGL Page, Okla.

V-316 From Lakehead, Ontario, Canada; 65 miles 26 MSL, 12 AGL Houghton, Mich.; 12 AGL Marquette, Mich.; 15 miles 12 AGL, 100 miles 40 MSL, 12 AGL Sault Ste. Marie, Mich.; 12 AGL Sudbury, Ontario, Canada. The airspace within Canada is excluded.

AMENDMENTS 8/22/68 33 F. R. 9333 (Changed); Corr: 33 F. R. 10443

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.

V-319 From Boysen Reservoir, Wyo., 12 AGL Worland, Wyo.; 12 AGL Cody, Wyo.

V-320 From Peck, Mich., 12 AGL Toronto, Ont., Canada. The airspace within Canada is excluded.

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.

V-322 From Concord, N. H., 12 AGL INT Concord, 022° and Berlin, N. H., 161° radials; 12 AGL Berlin, N. H.; 12 AGL Sherbrooke, Quebec, Canada. The airspace within Canada is excluded.

AMENDMENTS 12/12/68 33 F. R. 15089 (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.

V-326 From Fillmore, Calif., 12 AGL INT Fillmore 163° and Van Nuys, Calif., 270° radials; 12 AGL Van Nuys.

V-327 From Phoenix, Ariz., 12 AGL via INT of Phoenix 004° and Flagstaff, Ariz., 187° radials; 12 AGL Flagstaff.

V-328 From Dubois, Idaho, 12 AGL Jackson, Wyo.; 12 AGL Big Piney, Wyo.; 53 miles 95 MSL, 12 AGL Rock Springs, Wyo.

AMENDMENTS 8/22/68 33 F. R. 9465 (Rewritten)

V-329 From INT Crestview, Fla., 091° and Eglin, Fla., 003° radials, 12 AGL INT Eglin 003° and Montgomery, Ala., 188° radials; 12 AGL Montgomery.

AMENDMENTS 2/20/68 33 F. R. 530 (Added)

V-330 From Jackson, Wyo., 12 AGL, Idaho Falls, Idaho.

V-331 From Whitesburg, Ky., 12 AGL Newcombe, Ky.

AMENDMENTS 3/28/68 33 F. R. 1070 (Added)

V-332 From Moline, Ill., 12 AGL Bradford, Ill.; 12 AGL Peotone, Ill.; 12 AGL Knox, Ind.; 12 AGL South Bend, Ind. From Lansing, Mich., 12 AGL Mount Pleasant, Mich.; 12 AGL Traverse City, Mich.

V-333 From Crossville, Tenn., 12 AGL Lexington, Ky.

AMENDMENTS 6/20/68 33 F. R. 5580 (Added)

V-334 From San Jose, Calif., 12 AGL INT San Jose 025° and Sacramento, Calif., 192° radials; 12 AGL Sacramento.

AMENDMENTS 6/20/68 33 F. R. 6084 (Added)

V-335 From Maryland Heights, Mo., 12 AGL Marion, Ill.

V-336 From Ellensburg, Wash., 12 AGL to Ephrata, Wash.

AMENDMENTS 5/23/68 33 F. R. 5142 (Added)

V-337 From Akron, Ohio, 12 AGL INT Akron 328° and Windsor, Ontario, Canada, 116° radials; 12 AGL Windsor, excluding the portion within Canada.

AMENDMENTS 6/20/68 33 F. R. 6859 (Added)

V-339 From Whitesburg, Ky., 12 AGL Falmouth, Ky.

AMENDMENTS 4/25/68 33 F. R. 3267 (Added)

V-341 From Dubuque, Iowa, 12 AGL Madison, Wis.; 12 AGL INT Madison 042° and Oshkosh, Wis., 208° radials; 12 AGL to Oshkosh.

AMENDMENTS 6/20/68 33 F. R. 5950 (Added); 10/17/68 33 F. R. 11593 (Changed)

V-343 From Dubois. Idaho. 12 AGL Bozeman. Mont.. 51 miles. 12 AGL. 34 miles. 103 MSL. 84 MSL Drummond. Mont.

AMENDMENTS 5/23/68 33 F. R. 4562 (Added)

V-345 From Dell, Wis., 12 AGL INT Dells 321° and Eau Claire, Wis., 134° radials; 12 AGL to Eau Claire.

AMENDMENTS 4/25/68. 33 F. R. 3110 (Added)

V-420 From Green Bay, Wis., 12 AGL Traverse City, Mich.

AMENDMENTS 2/29/68 33 F. R. 452 (Added)

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.

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.

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.

V-424 From Blue Springs, Mo., 12 AGL INT Blue Springs 078° and Macon, Mo., 236° radials; 12 AGL Macon.

V-425 From Brookley, Ala., 12 AGL INT Boookley 357° and Mobile, Ala., 048° radials.

V-426 From St. Louis, Mo., 12 AGL to INT of St. Louis 062° radial and Troy, Ill., direct radial to Decatur, Ill.

AMENDMENTS 4/25/68 33 F. R. 4404 (Changed)

V-427 From Newcomerstown, Ohio, 12 AGL Briggs, Ohio.

V-428 From Elmira, N. Y., 12 AGL Ithaca, N. Y.; 12 AGL Georgetown, N. Y.; 12 AGL Utica, N. Y.

V-429 From Cape Girardeau, Mo., 12 AGL Marion, Ill.; 12 AGL INT Marion 011° and Bible Grove, Ill., 207° radials; 12 AGL Bible Grove; 12 AGL Mattoon, 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 6/20/68 33 F. R. 8287 (Changed)

V-430 From Cut Bank, Mont., 10 miles 12 AGL, 74 miles 55 MSL, 12 AGL Havre, Mont.; 14 miles 12 AGL, 103 miles 50 MSL, 12 AGL Glasgow, Mont.; 13 miles 12 AGL, 79 miles 50 MSL, 12 AGL Williston, N. Dak., including a south alternate 12 AGL INT Glasgow 117° and Williston 263° radials, 22 miles 12 AGL, 33 miles 55 MSL, 12 AGL Williston; 12 AGL Minot, N. Dak.; 35 miles, 7 miles wide (3 miles N and 4 miles S of center-line) 12 AGL INT Minot 097° and Devils Lake, N. Dak., 273° radials; 12 AGL Devils Lake; 12 AGL Grand Forks, N. Dak.; 12 AGL Bemidji, Minn., including a 12 AGL north alternate via Thief River Falls, Minn.; 12 AGL Grand Rapids, Minn.; 12 AGL Duluth, Minn., including a 12 AGL N alternate from Grand Rapids, to Duluth via Bibbing, Minn., excluding the airspace between the main and this N alternate airway; 12 AGL Ironwood, Mich.; 12 AGL Iron Mountain, Mich.; 12 AGL Escanaba, Mich. From Traverse City, Mich.; 12 AGL Gaylord, Mich.; 12 AGL Alpena, Mich.

AMENDMENTS 12/12/68 33 F. R. 15109 (Changed)

V-431 From Boston, Mass., 12 AGL INT Boston 015° and Gardner, Mass., 097° radials; 12 AGL Gardner; 12 AGL Keene, N. H., 12 AGL Glens Falls, N. Y.; 12 AGL INT Glens Falls 286° and Albany, N.Y., 350° radials.

AMENDMENTS 9/19/68 33 F. R. 9876 (Changed)

V-432 From Thermal, Calif., 12 AGL Parker, Calif.

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.

V-434 From Ottumwa, Iowa, 12 AGL Moline, Ill.; 12 AGL Peoria, Ill.

V-435 From Rosewood, Ohio, 12 AGL Attica, Ohio.

V-437 From Daytona Beach, Fla., 37 miles 12 AGL, 76 miles 75 MSL, 12 AGL Savannah, Ga.; 12 AGL Charleston, S.C.; 12 AGL Florence, S. C., including a 12 AGL E alternate via INT Charleston 029° and Florence 178° radials.

V-439 From Dickinson, N. Dak., 13 miles, 12 AGL, 62 miles, 40 MSL, 12 AGL Williston, N. Dak.

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.

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.

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.

V-445 From La Guardia, N. Y., 12 AGL INT La Guardia 034° and Hartford, Conn., 245° radials.

V-446 From Troy, Ill., 12 AGL INT Troy 099° and Centralia, Ill., 056° radials; 12 AGL Samsville, Ill.

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.

V-448 From Portland, Oreg., 12 AGL Yakima, Wash., including a 12 AGL south alternate; 12 AGL Moses Lake, Wash.; 12 AGL Spokane, Wash., 45 miles 12 AGL, 21 miles 75 MSL, 20 miles 80 MSL, 12 AGL Kalispell, Mont.

AMENDMENTS 5/23/68 33 F. R. 5142 (Changed); 8/22/68 33 F. R. 8773 (Changed)

V-449 From DeLancey, N. Y., 12 AGL Rockdale, N. Y.; 12 AGL INT Rockdale 348° and Utica, N. Y., 280 radials.

V-450 From Muskegon, Mich., 12 AGL Green Bay, Wis.

V-451 From INT Whitman, Mass., 177° and Providence, R.I., 118° radials, 12 AGL Whitman; 12 AGL Boston, Mass.

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.

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.

PENDING AMENDMENT

In V-455 "and Meridian 230° radials." is deleted and "and Meridian 221° radials." is substituted therefor.

AMENDMENTS 4/3/69 34 F. R. 1370 (Changed)

V-457 From Norwich, Cann., 12 AGL Providence, R. I.; 12 AGL INT Providence 013° and Boston, Mass., 223° radials; 12 AGL Boston.

V-458 From Julian, Calif., 12 AGL INT Julian 130° and Imperial, Calif., 272° radials; 12 AGL Imperial.

V-459 From Seal Beach, Calif., 12 AGL Lake Hughes, Calif.; 12 AGL Porterville, Calif., 12 AGL Friant, Calif.; 12 AGL INT Friant 319° and Linden, Calif., 124° radials; 12 AGL Linden.

AMENDMENTS 12/12/68 33 F. R. 15544 (Changed)

V-460 From Julian, Calif., 12 AGL INT Julian 055° and Blythe, Calif., 272° radials; 12 AGL Blythe.

V-461 From Gila Bend, Ariz., 12 AGL Buckeye, Ariz.

V-464 From Dunkirk, N. Y., 12 AGL Geneseo, N. Y.

V-465 From Elko, Nev., 12 AGL Wells, Nev.; 12 miles; 12 AGL, 30 miles, 115 MSL, 20 miles, 90 MSL, 36 miles, 115 MSL, 24 miles, 95 MSL, 12 AGL Malad City, Idaho; 39 miles 12 AGL, 53 miles 124 MSL, 12 AGL Jackson, Wyo.; 12 AGL Dunoir, Wyo.;
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.

V-467 From La Guardia, N. Y., 12 AGL Madison, Conn.

V-469 From Danville, Va., 12 AGL Lynchburg, Va.

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.

V-472 From Elizabeth City, N. C., 12 AGL via INT Elizabeth City 243° and Kinston, N. C., 029° radials; 12 AGL Kinston.

V-474 From Bellaire, Ohio, 12 AGL Indian Head, Pa.; 12 AGL St. Thomas, Pa.; 12 AGL INT St. Thomas 088° and Modena, Pa., 274° radials; 12 AGL Modena; 12 AGL INT Modena 095° and Woodstown, N. J., 043° radials.

AMENDMENTS 5/23/68 33 F. R. 5214 (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.

V-476 From Washington, D. C., 12 AGL Baltimore, Md.; 12 AGL Millville, N. J.

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.

V-478 From Falmouth, Ky., 12 AGL Newcombe, Ky.; 12 AGL Beckley, W. Va.

V-479 From Northbrook, Ill., 12 AGL INT Northbrook 347° and Milwaukee, Wis., 161° radials; 12 AGL Milwaukee.

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.

V-484 From Twin Falls, Idaho, 49 miles 12 AGL, 34 miles 114 MSL, 12 AGL Salt Lake City, Utah; 25 miles, 12 AGL, 31 miles, 125 MSL, 12 AGL Myton, Utah;
14 miles, 79 MSL, 33 miles, 100 MSL, 12 AGL Grand Junction, Colo.; 12 AGL Gunnison, Colo., including a 12 AGL south alternate from Grand Junction to Gunnison via Montrose, Colo.; 13 miles, 112 MSL, 131 MSL INT Gunnison 110° and Alamosa, Colo., 339° radials; 12 AGL Alamosa.

AMENDMENTS 8/22/68 33 F. R. 9334 (Changed)

V-485 From Ventura, Calif., 6 miles wide, 12 AGL INT Ventura 331° and Fellows, Calif., 142° radials; 12 AGL Fellows; 12 AGL 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.

V-487 From INT LaGuardia, N. Y., 034° and Carmel, N. Y., 188° radials; 12 AGL Carmel; 12 AGL Pawling, 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. Jean, Quebec, Canada, 158° radials; 12 AGL St. Jean. The airspace within Canada is excluded.

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.

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.

V-491 From Lafayette, Ind., 12 AGL INT Lafayette 313° and Peotone, Ill., 153° radials; 12 AGL Peotone.

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.

V-493 From Livingston, Tenn., 12 AGL Lexington, Ky.; 12 AGL York, Ky.; 12 AGL Appleton, Ohio; 12 AGL Waterville,
Ohio; 12 AGL Carleton, Mich.; 12 AGL INT Carleton 327° and Flint, Mich., 202° radials; 12 AGL Flint.

V-494 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; 12 AGL INT Lake Tahoe 078° and Hazen, Nev., 244° radials; 12 AGL Hazen.

V-496 From Utica, N. Y., 12 AGL Glens Falls, N. Y.

V-497 From John Day, Oreg., 49 miles, 65 MSL, 12 AGL The Dalles, Oreg.

V-500 From Portland, Oreg., 12 AGL Newberg, Oreg.; 41 miles, 12 AGL, 70 MSL John Day, Oreg.; 30 miles, 12 AGL, 71 miles, 105 MSL, 12 AGL Boise, Idaho; 25 miles, 12 AGL, 25 miles, 90 MSL, 48 miles, 95 MSL, 25 miles, 75 MSL, 12 AGL Pocatello, Idaho.

AMENDMENTS 2/29/68 32 F. R. 20630 (Changed)

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.

V-502 From Louisville, Ky., 12 AGL Falmouth, Ky.

V-516 From Liberal, Kans., 12 AGL Anthony, Kans.; 12 AGL Ponca City, Okla.; 12 AGL Oswego, Kans.

V-518 From Fillmore, Calif., 12 AGL INT Fillmore 102° and Ventura, Calif., 061° radials; 12 AGL INT Ventura 061° and Palmdale, Calif., 233° radials; 12 AGL Palmdale,

V-520 From Portland, Oreg., via The Dalles, Oreg.; Pasco, Wash.; 12 AGL Walla Walla, Wash.; 12 AGL to Lewiston, Idaho.

V-524 From Laramie, Wyo., 12 AGL INT Laramie 069° and Scottsbluff, Nebr., 254° radials; 12 AGL Scottsbluff; 18 miles, 12 AGL, 93 miles, 54 MSL, 12 AGL North Platte, Nebr.

V-530 From Texico, N. Mex., 12 AGL Childress, Tex.

V-536 From Corvallis, Oreg., 12 AGL Redmond, Oreg., 32 miles, 12 AGL, 58 miles, 71 MSL, 12 AGL Pendleton, Oreg.; 12 AGL
Walla Walla, Wash.; 12 AGL Pullman, Wash.; 27 mi. 12 AGL, 85 MSL Mullan Pass, Idaho; 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.

AMENDMENTS 8/22/68 33 F. R. 8773 (Changed)

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.

§71.125 **Alaskan VOR Federal Airways.**

V-307 From Sandspit, British Columbia, Canada, 12 AGL Annette Island, Alaska; 42 miles, 12 AGL, 99 miles, 55 MSL, 12 AGL, Biorka Island, Alaska; 12 AGL Sisters Island, Alaska. The airspace within Canada is excluded.

AMENDMENTS 1/9/69 33 F. R. 17103 (Rewritten)

V-317 From Ethelda Bay, British Columbia, Canada, RBN 12 AGL Annette Island, Alaska, including a 12 AGL west alternate via INT Sandspit, British Columbia, Canada, 039° and Annette Island 167° radials; 42 miles, 12 AGL, 52 MSL Level Island, Alaska; 12 AGL Sisters Island, Alaska; 12 AGL INT Sisters Island 272° and Yakutat, Alaska, 139° radials; 86 miles, 20 MSL, 12 AGL Yakutat; 12 AGL Johnstone Point, Alaska; 12 AGL INT Johnstone Point 286° and Anchorage, Alaska 117° radials; 12 AGL Anchorage, including a 12 AGL south alternate via INT Johnstone Point 275° and Anchorage 130° radials. The airspace within Canada is excluded.

AMENDMENTS 1/9/69 33 F. R. 17103 (Rewritten)

V-436 From King Salmon, Alaska, 12 AGL INT King Salmon 068° and Kenai, Alaska, 217° radials; 12 AGL Kenai, including a 12 AGL east alternate from King Salmon to Kenai via INT King Salmon 068° and Kenai 217° radials, and Homer, Alaska; 12 AGL Anchorage, Alaska.

AMENDMENTS 1/9/69 33 F. R. 17103 (Rewritten)

V-438 From Kodiak, Alaska, 27 miles, 12 AGL, 24 miles, 35 MSL, 29 miles, 55 MSL, 12 AGL Homer, Alaska, including a west alternate from Kodiak 27 miles, 12 AGL, 24 miles, 35 MSL, 33 miles, 55 MSL, 12 AGL to Homer; 12 AGL INT Homer 027° and Anchorage, Alaska, 198° radials; 12 AGL Anchorage; 12 AGL Big Lake, Alaska; 12 AGL Fairbanks, Alaska; 54 miles, 12 AGL, 31 miles, 65 MSL, 12 AGL Fort Yukon, Alaska, including an east alternate from Fairbanks 54 miles, 12 AGL, 34 miles, 65 MSL, 12 AGL to Fort Yukon.

AMENDMENTS 1/9/69 33 F. R. 17103 (Rewritten)

V-440 From Seattle, Wash., 12 AGL Victoria, British Columbia, Canada. From Sandspit, British Columbia; 83 miles; 115 miles, 35 MSL, 12 AGL Biorka Island, Alaska; 31 miles, 12 AGL, 50 miles, 48 MSL, 108 miles, 20 MSL, 12 AGL Yakutat, Alaska; 50 miles, 12 AGL, 105 miles, 75 MSL, 12 AGL Middleton Island, Alaska; 56 miles, 12 AGL, 48 miles, 80 MSL, 12 AGL Anchorage, Alaska, including a south alternate from Middleton Island, 56 miles, 12 AGL, 85 MSL INT Middleton Island 298° and Anchorage 163° radials; 12 AGL to Anchorage, excluding the airspace between the main and this south alternate; 12 AGL McGrath, Alaska; 23 miles, 12 AGL, 54 miles, 55 MSL, 46 miles, 40 MSL, 12 AGL Unalakleet, Alaska; 52 miles, 12 AGL, 51 miles, 25 MSL, 12 AGL Nome, Alaska. The airspace within Canada is excluded.

AMENDMENTS 1/9/69 33 F. R. 17103 (Rewritten)

V-444 From Bettles, Alaska, 12 AGL Fairbanks, Alaska, including a 12 AGL south alternate via INT Bettles 155° and Fairbanks 307° radials; 12 AGL Big Delta, Alaska; 12 AGL Northway, Alaska; 12 AGL Burwash, Yukon Territory, Canada. The airspace within Canada is excluded.

AMENDMENTS 1/9/69 33 F. R. 17103 (Rewritten)

V-452 From Nome, Alaska, 12 AGL Moses Point, Alaska, including a 12 AGL north alternate; 47 miles, 12 AGL, 57 miles, 55 MSL, 12 AGL Galena, Alaska; 12 AGL Nenana, Alaska.

AMENDMENTS 1/9/69 33 F. R. 17103 (Rewritten)

V-453 From King Salmon, Alaska, 12 AGL Dillingham, Alaska, including a 12 AGL south alternate; 38 miles, 12 AGL, 60 MSL INT Dillingham 308° and Bethel, Alaska, 143° radials; 50 miles, 60 MSL, 12 AGL Bethel.

AMENDMENTS 1/9/69 33 F. R. 17103 (Rewritten)

V-456 From King Salmon, Alaska, 93 miles, 12 AGL, 61 miles, 125 MSL, 15 miles, 105 MSL, 12 AGL Anchorage, Alaska; 12 AGL Big Lake, Alaska; 12 AGL Gulkana, Alaska; 12 AGL Northway, Alaska.

AMENDMENTS 4/25/68 33 F. R. 4368 (Rewritten); 1/9/69 33 F. R. 17103 (Rewritten)

V-463 From Anchorage, Alaska, 12 AGL INT Anchorage 330° and Big Lake, Alaska, 294° radials.

AMENDMENTS 1/9/69 33 F. R. 17103 (Rewritten)

V-480 From Bethel, Alaska, 105 miles, 12 AGL, 89 miles, 55 MSL, 12 AGL McGrath, Alaska, 28 miles, 12 AGL, 55 miles, 45 MSL, 12 AGL Nenana, Alaska; 12 AGL Fairbanks, Alaska.

AMENDMENTS 1/9/69 33 F. R. 17103 (Rewritten)

V-488 From Galena, Alaska, 12 AGL INT Galena 074° and Tanana, Alaska, 260° radials; 12 AGL Tanana, including a 12 AGL south alternate; 12 AGL Fairbanks, Alaska.

AMENDMENTS 1/9/69 33 F. R. 17103 (Rewritten)

V-498 From McGrath, Alaska, 24 miles, 12 AGL, 54 miles, 55 MSL, 12 AGL Galena, Alaska; 68 miles, 12 AGL, 88 miles, 55 MSL, 12 AGL Kotzebue, Alaska.

AMENDMENTS 1/9/69 33 F. R. 17103 (Rewritten)

V-504 From Nenana, Alaska, 12 AGL Bettles, Alaska.

AMENDMENTS 1/9/69 33 F. R. 17103 (Rewritten)

V-506 From INT Kodiak, Alaska, 107° radial and northwest boundary Anchorage Oceanic Control Area at lat. 57° 28" N., long. 150° 32" W.; 37 miles, 20 MSL, 12 AGL Kodiak; 27 miles, 12 AGL, 40 MSL INT Kodiak 332° and King Salmon, Alaska, 097° radials; 50 miles, 95 MSL, 12 AGL King Salmon; 41 miles 12 AGL, 94 miles, 70 MSL, 12 AGL Bethel, Alaska; 47 miles, 12 AGL, 173 miles, 30 MSL, 12 AGL Nome, Alaska; 35 miles, 12 AGL, 90 miles, 55 MSL, 12 AGL Kotzebue, Alaska.

AMENDMENTS 1/9/69 33 F. R. 17103 (Rewritten)

V-508 From Middleton Island, Alaska, 56 miles, 12 AGL, 58 miles, 85 MSL, 12 AGL, Kenai, Alaska.

AMENDMENTS 1/9/69 33 F. R. 17103 (Rewritten)

V-510 From McGrath, Alaska, 12 AGL INT McGrath 123° and Big Lake, Alaska, 294° radials; 12 AGL Big Lake.

AMENDMENTS 1/9/69 33 F. R. 17103 (Rewritten)

§71.127 Hawaiian VOR Federal Airways.

V-1 HAWAII From INT Upolu Point, Hawaii, 093° and Hilo, Hawaii 334° radials, 12 AGL INT Upolu Point 093° and Hilo 013° radials; 12 AGL Hilo.

AMENDMENTS 2/29/68 33 F. R. 2765 (Rewritten)

V-2 HAWAII From South Kauai, Hawaii, 12 AGL Lihue, Hawaii, 12 AGL INT Lihue 130° and Honolulu, Hawaii, 269° radials; 12 AGL Honolulu; 12 AGL INT Honolulu 113° and Lanai, Hawaii, 304° radials; 12 AGL Lanai, including a 12 AGL south alternate; 12 AGL INT Lanai 107° and Upolu Point, Hawaii, 305° radials; 12 AGL Upolu Point; 12 AGL INT Upolu Point 093° and Hilo, Hawaii, 334° radials; 12 AGL Hilo; 12 AGL INT Hilo 091° and the 022° bearing from Pahoa, Hawaii, RBN. The airspace within R-3104 is excluded.

V-3 HAWAII From INT Kamuela, Hawaii, 245° and Upolu Point, Hawaii, 211° radials, 12 AGL Kamuela; 12 AGL INT Kamuela 067° and Hilo, Hawaii, 334° radials.

V-4 HAWAII From INT Lihue, Hawaii, 186° and Koko Head, Hawaii, 254° radials, 54 miles, 35 MSL, 12 AGL Koko Head; 15 miles, 12 AGL, 25 MSL INT Koko Head 065° and Upolu Point, Hawaii, 002° radials.

V-5 HAWAII From Kona, Hawaii, 12 AGL INT Kona 338° and Maui, Hawaii, 179° radials, including a 12 AGL west alternate via INT Kona 323° and Maui 179° radials.

V-6 HAWAII From INT Molokai, Hawaii, 067° and Maui, Hawaii 331° radials, 12 AGL Maui; 12 AGL INT Maui 080° and Hilo, Hawaii, 334° radials; 12 AGL Hilo.

V-7 HAWAII From Lanai, Hawaii, 12 AGL Molokai, Hawaii.

V-8 HAWAII From INT Honolulu, Hawaii, 179° and Molokai, Hawaii, 268° radials, 12 AGL Molokai; 30 miles 12 AGL, 25 MSL INT Molokai 067° and Upolu Point, Hawaii, 010° radials.

V-9 HAWAII From INT Lanai, Hawaii, 224° and Honolulu, Hawaii, 179° radials, 12 AGL Honolulu. The airspace above FL-300 within W-321 (Area C) is excluded.

V-10 HAWAII From Hilo, Hawaii, 12 AGL to INT Hilo 057° radial and the Honolulu FIR/Oceanic CTA.

AMENDMENTS 2/29/68 33 F. R. 2765 (Rewritten)

V-11 HAWAII From INT Kona, Hawaii, 323° and Upolu Point, Hawaii 211° radials; 12 AGL Upolu Point; 12 AGL INT Upolu Point 349° and Maui, Hawaii, 080° radials.

V-12 HAWAII From INT Lihue, Hawaii, 195° and Honolulu, Hawaii, 269° radials, 38 miles, 35 MSL, 12 AGL Honolulu; 12 AGL Koko Head, Hawaii; 14 miles 12 AGL, 25 MSL INT Koko Head 050° and Maui, Hawaii, 012° radials.

V-13 HAWAII From Lihue, Hawaii, 12 AGL INT Lihue 145° and Honolulu, Hawaii, 269° radials; 12 AGL INT South Kauai, Hawaii, 133° and Koko Head, Hawaii 254° radials; 12 AGL Koko Head.

V-14 HAWAII From INT South Kauai, Hawaii, 271° radial and longitude 161°20'00" W.; 50 MSL longitude 159°42'00" W.; 12 AGL South Kauai; 12 AGL INT South Kauai 133° and Koko Head, Hawaii, 254° radials; 12 AGL Koko Head.

V-15 HAWAII From INT South Kauai, Hawaii, 288° radial and longitude 161°15'00" W.; 50 MSL longitude 159°42'00" W.; 12 AGL South Kauai; 12 AGL INT South Kauai, 108° and Lihue, Hawaii, 130° radials; 12 AGL INT Lihue 130° and Honolulu, Hawaii, 269° radials; 12 AGL Honolulu, 12 AGL Koko Head, Hawaii; 12 AGL Molokai, Hawaii, 12 AGL Maui, Hawaii; 12 AGL INT Maui 095° and Hilo, Hawaii, 334° radials; 12 AGL Hilo.

V-16 HAWAII From Honolulu, Hawaii, 12 AGL INT Honolulu 179° and Lanai, Hawaii, 289° radials; 12 AGL Lanai; 12 AGL Upolu Point, Hawaii; 12 AGL INT Upolu Point 108° and Hilo, Hawaii 013° radials; 12 AGL Hilo.

AMENDMENTS 2/29/68 33 F. R. 2765 (Changed)

V-17 HAWAII From INT Lanai, Hawaii, 118° and Maui, Hawaii, 201° radials; 12 AGL Maui.

V-18 HAWAII From Upolu Point, Hawaii, 12 AGL to INT Upolu Point 076° radial and the Honolulu FIR/Oceanic CTA.

AMENDMENTS 2/29/68 33 F. R. 2765 (Added)

V-19 HAWAII From Hilo, Hawaii, 12 AGL to the INT Hilo 013° radial and the Honolulu FIR/Oceanic CTA.

AMENDMENTS 2/29/68 33 F. R. 2765 (Added)

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.
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-2306C Yuma West, Ariz. 3/28/68 33 F. R. 2991 (Added)
R-2307 Yuma, Arizona
R-2308A Yuma East, Ariz.
R-2308B Yuma East, Ariz.
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.
R-2513 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-2532 Blythe, Calif.
R-2601 Fort Carson, Colo.
R-2602 Fort Carson, Colo.
R-2901C Avon Park West, Fla.
R-2902A Cape Kennedy, Fla.
R-2902B Cape Kennedy, Fla.
R-2903B Stevens Lake, Fla.
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.
R-3004 Fort Gordon, Ga.
R-3005A Fort Stewart, Ga.
R-3005B Fort Stewart, Ga.
R-3202 Sailor Creek, Idaho. 10/17/68 33 F. R. 12891 (Added)
R-3401 Camp Atterbury, Ind.
R-3403 Jefferson Proving Ground, Ind.
R-3601 Brookville, Kansas
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.
R-4001 Aberdeen, Md.
R-4005 Patuxent River, Md.
R-4006 Patuxent River, Md.
R-4105 No Man's Land Island, Mass.
R-4201 Camp Grayling, Mich.
R-4207 Upper Lake Huron, Mich.
R-4301 Camp Ripley, Minn.
R-4305 Lake Superior, Minn.
R-4401 Camp Shelby, Miss.
R-4803 Fallon, Nev.
R-4804 Twin Peaks, Nev.

R-4806	Las Vegas, Nev.	
R-4810	Desert Mountains, Nevada	
R-4812	Sand Springs, Nev.	
R-4813	Carson Sink, Nev.	
R-4814A	Tonopah, Nev.	
R-4814B	Tonopah, Nev.	
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-5107D	White Sands Proving Grounds, N. Mex.	
R-5109A	White Sands, N. Mex.	
R-5109B	White Sands, N. Mex.	
R-5111A	Elephant Butte, N. Mex. (East)	
R-5111B	Elephant Butte, N. Mex. (West)	
R-5112	Magdalena, N. Mexico	
R-5114	Fort Wingate, N. Mex.	
R-5116A	White Sands Proving Grounds, N. Mex.	6/1/68 33 F. R. 6085 (Added)
R-5116B	White Sands Proving Grounds, N. Mex.	6/20/68 33 F. R. 7719 (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.	
R-5601C	Fort Sill, Okla.	
R-5701	Boardman, Oreg.	
R-6001	Fort Jackson, S. C.	
R-6302A	Fort Hood, Texas	
R-6302B	Fort Hood, Texas	
R-6302C	Fort Hood, Texas	
R-6303	Matagorda Island, Tex.	
R-6312	Cotulla, Texas	
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-6604	Chincoteague Inlet, Va.	
R-6609	Tangier Island, Va.	4/25/68 33 F. R. 3508 (Added)
R-6611	Dahlgren Complex, Va.	
R-6613	Dahlgren Complex, Va.	
R-6714	Yakima, Wash.	
R-6903	Sheboygan, Wis.	
R-6904	Volk Field, Wis.	
R-7001	Guernsey, Wyo.	

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-41 From Key West, Fla., to Tallahassee, Fla.

J-43 From St. Petersburg, Fla., to Tallahassee, Fla.

Jet Route No. 53 from Key West, Fla., to Miami, Fla.

Jet Route No. 55 from Sea Isle, N. J., to Putnam, Conn.
AMENDMENTS 10/17/68 33 F. R. 11150 (Added)

Jet Route No. 63 From Kennedy, N. Y., to Tuna INT.
AMENDMENTS 7/25/68 33 F. R. 8434 (Added)

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. 86 from Houston, Tex., to Sarasota, Fla.

Jet Route No. 103 from Daytona Beach, Fla., to Savannah, Ga.

Jet Route No. 111, from Nome, Alaska, to McGrath, Alaska.

Jet Route No. 120, from Fort Yukon, Alaska, to Barter Island, Alaska, RBN.
AMENDMENTS 12/12/68 33 F. R. 15860 (Added); Eff. date Changed 1/9/69 33 F. R. 18135
Eff: date changed 1/20/69 34 F. R. 250

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.

Jet Route No. 125, From Kodiak, Alaska, to Anchorage, Alaska.

Jet Route No. 133, From Annette Island, Alaska, to Anchorage, Alaska.
AMENDMENTS 2/6/69 33 F. R. 18010 (Changed)

Jet Route No. 150, from Hampton, N. Y., via Hyannis, Mass., to Striper INT.
AMENDMENTS 6/20/68 33 F. R. 6287 (Added)

Jet Route No. 153 From Sea Isle, N. J., to Shad INT.
AMENDMENTS 7/25/68 33 F. R. 8434 (Added)

Jet Route No. 174, from Hampton, N. Y., via Hyannis, Mass., to Herring INT.
AMENDMENTS 6/20/68 33 F. R. 6287 (Added)

Jet Route No. 501, from the United Staes/Canadian border, via Yakutat, Alaska, to Anchorage, Alaska.

Jet Route No. 502 from Tofino, British Columbia, Canada, RBN via Neah Bay, Wash., RBN; Hoquiam, Wash.; to Medford, Oreg.; from Ukiah, Calif., to Oakland, Calif. excluding the portion within Canada.
AMENDMENTS 6/20/68 33 F. R. 6917 (Added)

§ 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 at latitude 42°23'23" N., longitude 70°59'10" W., to a 15 mile radius circle centered on the midway point of a direct line between latitude 42°23'23" N., longitude 70°59'10" W., 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 7/30/68 33 F. R. 10799 (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.

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.

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.

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 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 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, and that airspace bounded by a line beginning at latitude 40°02'15" N., longitude 73°13'45" W.; to latitude 40°05'45" N., longitude 73°09'15" W.; to latitude 39°26'35" N., longitude 72°24'25" W.; to the point of beginning. That airspace below 2,000 feet outside the confines of Federal airways is excluded.

AMENDMENTS 7/25/68 33 F. R. 8434 (Changed)

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., and that airspace which is within 5 miles southwest of and parallel to the Sea Isle, N. J., VORTAC 134° radial, extending from Sea Isle to a point 40 miles southeast of Sea Isle. That airspace below 2,000 feet outside the United States is excluded.

AMENDMENTS 7/25/68 33 F. R. 8434 (Changed)

Control 1149

That airspace within tangent lines drawn from the circumference of a 5-mile radius circle centered on the Norfolk, Va., VORTAC 088° radial at Long. 75° 32' 00" W. to the circumference of a 15-mile radius circle centered on the Norfolk, Va., VORTAC 088° radial on the west boundary of the New York Oceanic Control Area at Lat. 36° 57' 30" N., Long. 73° 00' 00" W., excluding the portion below 2,000 feet MSL outside the United States.

AMENDMENTS 2/6/69 33 F. R. 17766 (Added)

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. The airspace above FL 430 south of latitude 30°36'50" N., and north of a line from latitude 29°06'30" N., longitude 79°09'10" W.; to latitude 29°20'00" N., longitude 78°20'20" W. is excluded.

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.

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 airspace below 2,000 feet MSL outside the United States.

AMENDMENTS 10/24/68 33 F. R. 16109 (Changed)

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.

Control 1176
That airspace extending upward from 2,000 feet MSL, within lines 5 miles each side of the Santa Barbara, Calif., VORTAC 247° 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 east boundary of the Oakland Oceanic Control Area, excluding the portion east of longitude 120°30'00" W.

AMENDMENTS 2/29/68 33 F. R. 531 (Rewritten)

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. 90°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.

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 Portland, Fla., RBN to the INT of the Portland 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.

AMENDMENTS 9/19/68 33 F. R. 14220 (Changed)

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 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.

PENDING AMENDMENT
Control 1233
That airspace extending upward from 2,000 feet MSL bounded on the north by V-35; on the east by a line 5 miles east of and parallel to the 187° bearing from the Marathon, Fla., RBN; on the south by latitude 24°00'00" N.; on the west by a line extending from the intersection of latitude 24°00'00" N., and a line 5 miles west of and parallel to the 187° bearing from the Marathon RBN, thence via this parallel line to its intersection with latitude 24°25'00" N., thence west via latitude 24°25'00" N., to the arc of a 35-mile radius circle centered at the Key West, Fla., VORTAC, thence northward via this arc to V-35, excluding the portion within W-465.
AMENDMENTS 3/6/69 34 F. R. 429 (Rewritten)

Control 1234
That airspace extending upward from 2,000 feet above the surface within an area bounded by a line beginning at: latitude 58°07'00" N., longitude 160°00'00" W.; to latitude 53°30'00" N., longitude 160°00'00" W.; to latitude 51°24'00" N., longitude 167°49'00" W.; to latitude 50°08'00" N., longitude 176°34'00" W.; to latitude 51°05'00" N., longitude 173°44'00" E.; to latitude 51°30'00" N., longitude 170°00'00" E.; to latitude 54°40'40" N., longitude 170°00'00" E.; to latitude 54°49'00" N., longitude 170°12'30" E.; to latitude 54°23'00" N., longitude 174°30'00" E.; to latitude 53°36'00" N., longitude 176°47'00" W.; to latitude 54°33'00" N., longitude 169°58'00" W.; to latitude 56°39'00" N., longitude 164°25'00" W.; to latitude 57°46'00" N., longitude 161°46'00" W.; thence to point of beginning.

AMENDMENTS 12/7/67 32 F. R. 14061 (Added); Corr: 32 F. R. 14757; Eff. date changed 2/29/68 32 F.R. 16482

Control 1235
That airspace extending upward from 14,500 feet MSL to FL 450 within the area bounded by a line beginning at latitude 53°30'00" N., longitude 160°00'00" W.; to latitude 56°00'00" N., longitude 153°00'00" W.; to latitude 59°09'00" N., longitude 147°18'00" W.; thence clockwise via the arc of a 172-mile radius circle centered on the Anchorage, Alaska, VORTAC to latitude 58°50'00" N., longitude 151°58'00" W.; thence clockwise via the arc of a 172-mile radius circle centered on the King Salmon, Alaska, VORTAC to longitude 160°00'00" W.; thence to point of beginning, excluding the portion that lies within the Continental Control Area, Control 1217, Control 1218, Control 1484, Federal airways and the Kodiak, Alaska, transition area.
AMENDMENTS 12/7/67 32 F. R. 14061 (Added); Eff. date changed 2/29/68 32 F. R. 16482

Control 1236
That airspace extending upward from 14,500 feet MSL to FL 450 within the area bounded by a line beginning at: latitude 60°00'00" N., longitude 170°00'00" W.; to latitude 61°00'00" N., longitude 165°00'00" W.; to latitude 60°00'00" N., longitude 164°00'00" W.; to latitude 60°00'00" N., longitude 160°00'00" W.; to latitude 57°00'00" N., longitude 160°00'00" W.; to latitude 60°00'00" N., longitude 168°00'00" W.; thence to the point of beginning, excluding the portion that lies within the Continental Control Area, Control 1234, Control 1483 and Control 1400.

AMENDMENTS 12/7/67 32 F. R. 14061 (Added); Eff. date changed 2/29/68 32 F. R. 16482

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.

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 and between lines diverging at an angle of 4.5° from the centerline at the Orlando VOR excluding the airspace below 14,000 feet MSL and above FL 430 between the E boundary of R-2902B 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 longitude 160°00'00" W, and between lines diverging at an angle of 5° from the King Salmon 248° bearing extending from the RR to longitude 160°00'00" W, excluding the airspace below 2,000 feet MSL outside the United States.

AMENDMENTS 12/7/67 32 F. R. 14061 (Changed); Eff. date changed 2/29/68 32 F. R. 16482

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.

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.

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.

Control 1445
That airspace S of the United States-Canadian border and the Vancouver Flight Information Region 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.

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 longitude 160°00'00" W, and between lines diverging at a 5° angle from the King Salmon 227° bearing extending from the King Salmon RR to longitude 160°00'00" W, excluding the airspace below 2,000 feet MSL outside the United States.

AMENDMENTS 12/7/67 32 F. R. 14061 (Changed); Eff. date changed 2/29/67 32 F. R. 16482

Control 1485
That airspace extending upward from FL-230 bounded by a line beginning at latitude 68°00'00" N., longitude 169°00'00" W., to latitude 72°00'00" N., longitude 158°00'00" W.; to latitude 72°00'00" N., longitude 141°00'00" W.; to latitude 68°00'00" N., longitude 141°00'00" W.; to the point of beginning.

AMENDMENTS 2/6/69 33 F. R. 18928 (Rewritten)

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.

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.

Avon Park, Fla.
That airspace extending upward from 1,200 feet above the surface bounded on the east by V-267, on the southeast by V-225, on the southwest by V-157 and on the north by latitude 27°45'00" N.

AMENDMENTS 11/14/68 33 F. R. 12891 (Added)

Bettles, Alaska
That airspace within 5 nautical miles each side of a direct line extending from the Bettles, Alaska, RBN to the Point Barrow, Alaska, RBN (PBA) including the additional airspace between lines diverging at 5° angles from the centerline extending northwest from the Bettles RBN and southeast from the Point Barrow RBN (PBA) and which terminate at the intersecting points midway between Bettles and Point Barrow, excluding the airspace within the continental control area, and the airspace above FL-450 north of latitude 68°00'00" N., and excluding the airspace below 3,000 feet MSL from Bettles to 48 nautical miles northwest of Bettles; and below 9,500 feet MSL from 48 nautical miles northwest of Bettles to 176 nautical miles northwest of Bettles, and below 1,500 feet MSL from 176 nautical miles northwest of Bettles to Point Barrow. This additional control area is effective during the specific dates and times established in advance by a Notice to Airmen and continuously published in the Alaska Airman's Guide and Chart Supplement.

AMENDMENTS 6/20/68 33 F. R. 5535 (Added)

Bettles/Prudhoe Bay, Alaska
From the Bettles, Alaska RBN, 59 nautical miles 12 AGL, 76 nautical miles 95 MSL, 12 AGL Prudhoe Bay, Alaska, RBN (latitude 70°14'55" N., longitude 148°23'28" W.).

AMENDMENTS 12/12/68 33 F. R. 15860 (Added); Eff. date changed 1/9/69 33 F. R. 18135; Corr: 33 F. R. 18930 Eff. date changed 1/20/69 34 F. R. 250

Bettles/Umiat, Alaska
From the Bettles, Alaska, RBN, 59 nautical miles 12 AGL, 31 nautical miles 95 MSL, 12 AGL Umiat, Alaska, RBN (latitude 69°23'15" N., longitude 152°11'10" W.).

AMENDMENTS 12/12/68 33 F. R. 15860 (Added); Eff. date changed 1/9/69 33 F. R. 18135
Eff. date changed 1/20/69 34 F. R. 250

Corona, N. Mex.
That airspace extending upwards from 11,500 feet MSL, within 4 nautical miles each side of a direct line from the Holloman, N. Mex., VOR to the Corona, N. Mex., VOR extending from the arc of a 35-mile radius circle centered at latitude 32°51'04" N., longitude 106°06'05" W., to the Corona VOR, excluding the airspace within R-5107B and the Corona, N. Mex., transition area.

AMENDMENTS 3/28/68 33 F. R. 1070 (Added)

Coyote, N. Mex.
That airspace extending upward from 11,000 feet MSL bounded on the north by V-264, on the west by longitude 106°04'00" W., on the southeast by the Corona, N. Mex., additional control area.

AMENDMENTS 9/19/68 33 F. R. 11002 (Added)

Fairbanks/Oliktok, Alaska
From the Fairbanks, Alaska, LF RR, 48 nautical miles , 12 AGL, 65 MSL Chandalar, Alaska, RBN (latitude 67°30'44" N., longitude 148°29'26" W.) 90 nautical miles, 95 MSL, 12 AGL Sagwon, Alaska, RBN (latitude 69°22'18" N., longitude 148°41'57" W.) 12 AGL Prudhoe Bay, Alaska, RBN (latitude 70°14'55" N., longitude 148°23'28" W.) 12 AGL Oliktok, Alaska, RBN.

AMENDMENTS 12/12/68 33 F. R. 15860 (Added); Eff. date Changed 1/9/69 33 F. R. 18135; Corr: 33 F. R. 18930 ; Eff. date changed 1/20/69 34 F. R. 250

Gage, Okla.
From Gage, Okla., VORTAC 12 AGL to Woodring, Okla., VOR.

AMENDMENTS 2/29/68 33 F. R. 530 (Added); Corr: 33 F. R. 2991

Greenville, Miss.
That airspace extending from the Greenville, Miss., VOR, 25 MSL INT Greenville VOR 036° and Memphis, Tenn., VORTAC 205° radials.

AMENDMENTS 6/20/68 33 F. R. 6859 (Added)

Kirksville, Mo.
From Kirksville, Mo., VORTAC 12 AGL to Moline, Ill., VORTAC, and from Kirksville VORTAC 45 MSL to St. Louis, Mo., VORTAC.
AMENDMENTS 5/23/68 33 F. R. 4510 (Added); 6/20/68 33 F. R. 5950 (Rewritten)

Langston, Ala.
That airspace extending upward from 3,000 feet MSL bounded on the north by V-54S, on the southeast by V-115, on the southwest by V-321 and on the northwest by the arc of a 31-mile radius circle centered at latitude 34°46'30" N., longitude 86°36'30" W.

AMENDMENTS 8/22/68 33 F. R. 9333 (Added)

Macon, Mo.
From Macon, Mo., VOR 12 AGL to Columbia, Mo., VOR.

AMENDMENTS 5/23/68 33 F. R. 5035 (Added)

Menominee, Mich.
From the Menominee, Mich., VORTAC, 12 AGL Marquette, Mich., VORTAC.

AMENDMENTS 10/17/68 33 F. R. 11537 (Added)

Omak, Wash.
That airspace extending upward from 5,500 feet MSL within 5 miles each side of a line extending from the Omak RBN to the Ephrata, Wash., VOR.

AMENDMENT 9/14/67 32 F. R. 10444 (Added)

Ottumwa, Iowa
From the Ottumwa, Iowa, VORTAC 12 AGL 26 miles, 50 MSL to Kansas City, Mo., VORTAC.

AMENDMENTS 5/23/68 33 F. R. 5035 (Added)

Piedmont, Ala.
That airspace extending upward from 3,000 feet MSL beginning at latitude 34°36'00" N., longitude 85°21'00" W., thence south to latitude 33°59'00" N., longitude 85°21'00" W., thence east via latitude 33°59'00" N., to the arc of a 50-mile circle centered on the Atlanta, Ga., Airport (latitude 33°38'42" N., longitude 84°25'37" W.), thence counterclockwise along this arc to a line 12 miles north of and parallel to the Atlanta, Ga., Airport Runway 9L ILS localizer west course, thence west along this line to longitude 85°33'00" W., thence south via longitude 85°33'00" W., to the northeast boundary of V-321, thence northwest along the northeast boundary of V-321 to the southeast boundary of V-115E, thence northeast along the southeast boundary of V-115E to the point of beginning.
AMENDMENTS 8/22/68 33 F. R. 9333 (Added)

Quincy, Ill.
That airspace extending from Quincy, Ill., VORTAC 12 AGL INT Quincy 247° and Macon, Mo., 172° radials.

AMENDMENTS 9/19/68 33 F. R. 11002 (Added)

PENDING AMENDMENT
Rattlesnake, Wyo.
That airspace extending upward from 8,500 feet MSL bounded on the north by V-298S, on the east by Casper, Wyo., 1,200-foot transition area, on the south and southwest by a line 4 NM south and southwest and parallel to the Casper ILS west course and Riverton, Wyo., VOR 099° radial and on the west by the Riverton, Wyo., 1,200-foot transition area.

AMENDMENTS 4/3/69 34 F. R. 1010 (Added)

Sagwon/Flaxman Island, Alaska
From the Sagwon, Alaska, RBN (latitude 69°22'18" N., longitude 148°41'57" W.) 12 AGL Flaxman Island, Alaska, RBN.

AMENDMENTS 12/12/68 33 F. R. 15860 (Added); Eff. date changed 1/9/69 33 F. R. 18135
Eff. date changed 1/20/69 34 F. R. 250

St. Louis, Mo.
From St. Louis, Mo., VORTAC 60 MSL to Moline, Ill., VORTAC.

AMENDMENTS 4/25/68 33 F. R. 3507 (Added)

Sault Ste. Marie, Mich.
That airspace extending upward from 1,200 feet AGL within 4 nautical miles each side of a direct line extending from the Lakehead, Ontario, Canada, RBN to the Sault Ste. Marie, Mich., RBN, including the additional airspace between lines diverging at 4.5° from the centerline at the Lakehead and Sault Ste. Marie RBNs and extending until the meet. The airspace within Canada is excluded.

AMENDMENTS 2/1/68 32 F. R. 17518 (Added)

Sidney, Mont.
That airspace extending upward from 1,200 feet AGL within 4 nautical miles each side of a direct line extending from latitude 47°41'00" N., longitude 104°06'15" W., to latitude 48°06'45" N., longitude 105°36'00" W.

AMENDMENTS 9/19/68 33 F. R. 10799 (Added)

Umiat/Point Barrow, Alaska
From the Umiat, Alaska, RBN (latitude 69°23'15" N., longitude 152°11'10" W.) 21 nautical miles 12 AGL, 112 nautical miles 25 MSL, 12 AGL Point Barrow, Alaska, RBN. This additional control area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will be continuously published in the Alaska Airman's Guide and Chart Supplement.

AMENDMENTS 12/12/68 33 F. R. 15860 (Added); Eff. date changed 1/9/69 33 F. R. 18135
Eff. date changed 1/20/69 34 F. R. 250

Umiat/Prudhoe Bay, Alaska
From the Umiat, Alaska, RBN (latitude 69°23'15" N., longitude 152°11'10" W.) 12 AGL Prudhoe Bay, Alaska, RBN (latitude 70°14'55" N., longitude 148°23'28" W.).

AMENDMENTS 12/12/68 33 F. R. 15860 (Added); Eff. date changed 1/9/69 33 F. R. 18135; Corr: 33 F. R. 18930
Eff. date changed 1/20/69 34 F. R. 250

PENDING AMENDMENT
Zuni, N. Mex.
From the Zuni, N. Mex., VORTAC 12,500 feet MSL to INT of Zuni VORTAC 226° and St. Johns, Ariz., VORTAC 247° radials.

AMENDMENTS 3/6/69 34 F. R. 593 (Added)

§ 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.

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).

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.

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.

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.

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.

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 Tuscola 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.

AMENDMENTS 3/20/68 33 F. R. 5213 (Changed)

Adak, Alaska
Within a 5-mile radius of the NS Adak Airport (latitude 51°52'59" N., longitude 176°38'54" W.); within 2 miles each side of the 054° bearing from the Adak RBN, extending from the 5-mile radius zone to 8 miles northeast of the RBN, and within 2 miles each side of the Navy Adak TACAN 067° radial, extending from the 5-mile radius zone to 8 miles northeast of the TACAN.

AMENDMENTS 7/25/68 33 F. R. 7669 (Rewritten)

Aguadilla, P. R.
Within a 6-mile radius of Ramey AFB (latitude 18°29'50" N., longitude 67°07'45" W.); within 2 miles each side of the 253° bearing from the Ramey RBN, extending from the 6-mile radius zone to 12 miles west of the RBN; within 2 miles each side of the ILS localizer west course, extending from the 6-mile radius zone to 11 miles west of the Airport; within 2 miles each side of the Ramey VORTAC 256° radial, extending from the 6-mile radius zone to 8 miles west of the airport.

AMENDMENTS 8/22/68 33 F. R. 9509 (Rewritten)

Akron, Colo.
Within a 4-mile radius of Akron-Washington County Airport (latitude 40° 10' 30" N., longitude 103° 12' 45" W.).

Akron, Ohio (Akron-Canton Airport)
Within a 5-mile radius of the center, 40°55'05" N., 81°26'30" W., of Akron-Canton Airport, Akron, Ohio, and within 2 miles each side of the Akron VORTAC 223° radial extending from the 5-mile radius zone to 12.5 miles southwest of the VORTAC, excluding the portion subtended by a chord drawn between the points of INT of the 5-mile radius zone with the Akron, Ohio (Akron Municipal Airport) control zone.

AMENDMENTS 5/23/68 33 F. R. 5450 (Added)

Akron, Ohio (Akron Municipal Airport)
Within a 5-mile radius of the center 41°02'15" N., 81°28'05" W., of Akron Municipal Airport, Akron, Ohio, excluding the portion subtended by a chord drawn between the point of INT of the 5-mile radius zone with the Akron, Ohio (Akron-Canton Airport), control zone.

AMENDMENTS 5/23/68 33 F. R. 5450 (Added)

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.

Alamogordo, N. Mex.
Within a 5-mile radius of the Holloman Air Force Base Airport (latitude 32°51'04" N., longitude 106°06'05" W.); within 2 miles each side of the Holloman VOR 015° radial extending from the 5-mile radius zone to 8 miles north of the VOR; within 2 miles each side of the extended centerline of Runway 3 extending from the 5-mile radius zone to 4.5 miles northeast of the northeast end of Runway 3; within 2 miles each side of the extended centerline of Runway 15 extending from the 5-mile radius zone to 4.5 miles south of the south end of Runway 15; within 2 miles each side of the extended centerline of Runway 21 extending from the 5-mile radius zone to 4.5 miles southwest of the southwest end of Runway 21; within 2 miles each side of the Holloman TACAN 349° radial extending from the 5-mile radius zone to 17.5 miles north of the TACAN; and within 2 miles each side of the VOR 350° radial extending from the 5-mile radius zone to 8 miles north of the VOR; excluding that portion within a 2-mile radius of the Alamogordo Municipal Airport (latitude 32°50'27" N., longitude 105°59'17" W.) and within a 2-mile radius of the Midway Airport (latitude 32°52'04" N., longitude 105°59'26" W.). The portion of this control zone within R-5107D extends upward to 22,000 feet MSL.

AMENDMENTS 2/29/68 33 F. R. 66 (Added)

Albany, Ga. (Municipal Airport)
Within a 5-mile radius of the Albany Municipal Airport (latitude 31°32'08" N., longitude 84°11'34" W.); within 2 miles each side of the Albany VORTAC 145° radial, extending from the 5-mile radius zone to 1 mile SE of the VORTAC.

NAS Albany, Ga.
Within a 5-mile radius of NAS Albany (latitude 31°35'50" N., longitude 84°05'05" W.); within 2 miles each side of the Albany VORTAC 110° radial, extending from the 5-mile radius zone to 1.5 miles E of the VORTAC; within 2 miles each side of the NAS Albany TACAN 038° radial, extending from the 5-mile radius zone to 7.5 miles NE of the TACAN; within 2 miles each side of the 031° bearing from the NAS Albany LF RBN (latitude 31°35'52" N., longitude 84°05'42" W.), extending from the 5-mile radius zone to 8 miles NE of the RBN; within 2 miles each side of the 031° bearing from the NAS Albany UHF RBN (latitude 31°35'58" N., longitude 84°05'56" W.), extending from the 5-mile radius zone to 12 miles NE of the RBN; excluding the airspace which coincides with the Albany, Ga. (Municipal Airport), control zone.
AMENDMENTS 10/17/68 33 F. R. 11332 (Rewritten)

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; within 2 miles each side of the Albany ILS localizer south course extending from the 5-mile radius zone to 5 miles south of the localizer and within 2 miles each side of the Albany VOR 182° radial extending from the 5-mile radius zone to 5.5 miles south of the VOR.

AMENDMENTS 7/25/68 33 F. R. 8591 (Changed)

Albuquerque, N. Mex.
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 7 miles north of the north end of Runway 35; within 2 miles each side of the extended centerline of Runway 17, extending from the 5-mile radius zone to 5 miles south of the south 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 1.5 miles southeast of the VORTAC; within 2 miles each side of the Alexandria VORTAC 327° radial, extending from the 5-mile radius zone to 11.5 miles northwest 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 northwest 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 north 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 south of the airport.

Alexandria, La. (Esler Field)
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 VOR 338° radial, extending from the 5-mile radius zone to 8 miles north of the VOR; within 2 miles each side of the Esler VOR 358° radial, extending from the 5-mile radius zone to 6 miles north of the VOR, and within 2 miles each side of the 347° bearing from latitude 31°23'42" N., longitude 92°17'45" W., extending from the 5-mile radius zone to 14 miles north of latitude 31°23'42" N., longitude 92°17'45" W.

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.

Alice, Tex.
That airspace 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 southeast of the VOR; within 2 miles each side of the Alice VOR 270° radial, extending from the 5-mile radius zone to 8 miles west of the VOR; and within 2 miles each side of the 134° bearing from latitude 27°44'20" N., longitude 98°01'46" W., extending from the 5-mile radius zone to 8 miles southeast of latitude 27°44'20" N., longitude 98°01'46" W.

AMENDMENTS 2/29/68 33 F. R. 66 (Rewritten)

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.

Alma, Ga.
Within a 3-mile radius of Bacon County Airport (latitude 31°32'20" N., longitude 82°30'30" W.); within 2 miles each side of the Alma VORTAC 146° and 334° radials, extending from the 3-mile radius zone to 8 miles southeast and northwest of the VORTAC. This control zone is effective from 0600 to 2200 hours, local time, daily.

AMENDMENTS 12/12/68 33 F. R. 15412 (Added)

Alpena, Mich.
That airspace within a 5-mile radius of Phelps-Collins Airport, Alpena, Mich. (latitude 45°05'00" N., longitude 83°33'00" W.); within 2 miles each side of the Alpena VORTAC 346° radial, extending from the 5-mile radius zone to 8 miles north of the VORTAC; within 2 miles each side of the Alpena VORTAC 186° radial, extending from the 5-mile radius zone to 8 miles south of the VORTAC; within 2 miles each side of the Alpena VORTAC 306° radial extending from the 5-mile radius zone to 8 miles northwest of the VORTAC; 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 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.

Alton, 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.

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, excluding that airspace within a 1½ mile radius of the Altus, Okla., Municipal Airport, (latitude 34°41'57" N., longitude 99°20'21" W.).

Amarillo, Tex.
That airspace within a 5-mile radius of the Amarillo 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.

AMENDMENTS 4/29/68 33 F. R. 7020 (Changed)

Amchitka, Alaska
Within a 5-mile radius of the Amchitka, Alaska Airport (latitude 51°22'45" N., longitude 179°15'42" E.); within 2 miles each side of runway 7-25 centerlines extending from the 5-mile radius zone to 5.5 miles east and 5.5 miles west of the Amchitka Airport; within 2 miles each side of the 082° bearing from the Amchitka RBN extending from the RBN to 8 miles east; and within 2 miles each side of the 247° bearing from the Amchitka RBN, extending from the RBN to 8 miles southwest. 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 Alaska Airman's Guide and Chart Supplement.

AMENDMENTS 6/20/68 33 F. R. 9067 (Changed)

Anaheim, Calif. (Disneyland Heliport)
Within a 3-mile radius of Disneyland Heliport (latitude 33° 48' 40" N., longitude 117° 55' 30" W.), excluding that airspace within the Fullerton and Long Beach, Calif., airport control zones. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time thereafter will be continuously published in the Airman's Information Manual.

AMENDMENTS 1/9/69 33 F. R. 17767 (Added)

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.

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.

Annette Island, Alaska
Within a 5-mile radius of the Annette Island Airport (latitude 55°02'34" N., longitude 131°34'14" W.); within 3 miles each side of the Annette Island VOR 170° radial, extending from the 5-mile radius zone to 12 miles south of the VOR, and within 2 miles each side of the Annette Island VOR 311° radial, extending from the 5-mile radius zone to 8 miles northwest of the VOR.

AMENDMENTS 5/23/68 33 F. R. 5214 (Rewritten)

Anniston, Ala.
Within a 5-mile radius of the Anniston-Calhoun County 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.).

Appleton, Wis.
That airspace within a 5-mile radius of Outagamie County Airport (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 zone to 7 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 zone to 8 miles west of the airport. 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.

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.

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 Biltmore 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 9/19/68 33 F. R. 10799 (Changed)

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 Municipal Airport (latitude 33°56'54" N., longitude 83°19'37" W.); within 2 miles each side of the Athens VORTAC 078° radial, extending from the 5-mile radius zone to 8 miles east of the VORTAC; and within 2 miles each side of the Athens VORTAC 192° radial, extending from the 5-mile radius zone to 8 miles south of the VORTAC.

AMENDMENTS 2/2/68 33 F. R. 2991 (Rewritten)

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.
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., VORTAC 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 8/15/68 33 F. R. 12085 (Changed)

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 VORTAC 141° radial, extending from the 5-mile radius zone to 8 miles SE of the VORTAC; within
2 miles each side of the 166° bearing from the Emory 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.).

AMENDMENTS 8/22/68 33 F. R. 12178 (Changed); 10/17/68 33 F. R. 11449 (Changed)
AMENDMENTS 1/16/69 33 F. R. 19899 (Changed)

Augusta, Maine
Within a 5-mile radius of the center (44°19'15" N., 69°47'45" W.), of Augusta State Airport, Augusta, Maine; within 2 miles each side of the Augusta VOR 327° radial extending from the 5-mile radius zone to 6 miles northwest of the VOR; and within 2 miles each side of the Capital City, Maine, RBN (44°20'18" N., 69°48'42" W.) 333° bearing extending from the 5-mile radius zone to 6 miles northwest of the RBN.

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 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.

AMENDMENTS 6/17/68 33 F. R. 9254 (Changed)

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.; and within 2 miles each side of the Baltimore ILS west course extending from the 5-mile radius zone to 10 miles west of the OM.

Bangor, Maine
Within a 5 mile radius of the center (44°48'20" N., 68°49'32" W.) of Bangor International Airport, Bangor, Maine excluding the portion within a 1-mile radius of the center (44°49'15" N., 68°43'00" W.) of the Down East Seaplane Base, Brewer, Maine; within 2 miles each side of the Bangor VORTAC 318° radial, extending from the 5-mile radius zone to 7 miles NW of the VORTAC; within 2 miles each side of the extended centerline of Runway 33 extending from the 5-mile radius zone to 4.5 miles NW of the lift-off end of the runway; within 2 miles each side of the Bangor VORTAC 135° radial, extending from the 5-mile radius zone to 12 miles SE of the VORTAC; within 2 miles each side of the Bangor ILS localizer SE course extending from the 5-mile radius zone to 8 miles SE of the OM.

AMENDMENTS 11/14/68 33 F. R. 14587 (Changed); 11/16/68 33 F. R. 17102 (Changed)

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.

Beaufort, S. C.
Within a 5-mile radius of MCAS Beaufort (latitude 32°28'40" N., longitude 80°43'20" W.); within 2 miles each side of the 042° bearing from the MCAS Beaufort RBN, extending from the 5-mile radius zone to 8 miles northeast of the RBN; within 2 miles each side of the MCAS Beaufort TACAN 037° radial, extending from the 5-mile radius zone to 6.5 miles northeast of the TACAN.

AMENDMENTS 1/30/68 33 F. R. 2764 (Rewritten)

Beaumont, Tex.
Within a 5-mile radius of Jefferson County Airport, Beaumont, Tex. (latitude 29°57'05" N., longitude 94°01'10" W.), within 2 miles each side of the Beaumont ILS localizer northwest course extending from the 5-mile radius zone to the OM, within 2 miles each side of the Beaumont ILS localizer southeast course extending from the 5-mile radius zone to 5.5 miles southeast, within 2 miles each side of the Beaumont VOR 076° radial extending from the 5-mile radius zone to 7 miles east of the VOR, within 2 miles each side of the Beaumont VOR 255° radial extending from the 5-mile radius zone to 7 miles west of the VOR, and within 2 miles each side of the Beaumont VOR 307° radial extending from the 5-mile radius zone to 6 miles northwest of the VOR.

AMENDMENTS 4/25/68 33 F. R. 4093 (Changed); 7/25/68 33 F. R. 7718 (Rewritten)

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.).

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.

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.

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 (latitude 42°07'40" N., longitude 86°25'40" W.). 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 2/1/68 32 F. R. 15523 (Rewritten)

Bethel, Alaska
Within a 5-mile radius of the Bethel Municipal Airport (latitude 60°47'01" N., longitude 161°49'59" W.); within 3 miles each side of the BEA RBN 014° bearing extending from the 5-mile radius zone to 8 miles N of the RBN; within 2 miles each side of the BET RBN 293° bearing extending from the 5-mile radius zone to 8 miles NW of the RBN; and within 2 miles each side of the Bethel VORTAC 213° radial extending from the 5-mile radius zone to 8 miles SW of the VORTAC.

Bettles, Alaska
Within a 5-mile radius of the Bettles Municipal Airport (latitude 66°55'00" N., longitude 151°31'00" W.); within 2 miles southeast and 3 miles northwest of the 210° bearing from the Bettles RBN extending from the 5-mile radius zone to 8 miles southwest of the RBN.

AMENDMENTS 2/1/68 32 F. R. 16483 (Rewritten)

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 (latitude 45°48'25" N., longitude 108°31'55" W.); within 2 miles each side of the Billings ILS west and east courses, extending from the 5-mile radius zone to 8 miles west of the OM on the west and to the RBN on the east; and within 2 miles each side of the Billings VORTAC 095° and 267° radials, extending from the 5-mile radius zone to 8 miles west and 12 miles east 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 the Keesler RBN, extending from the 5-mile radius zone to 8 miles northeast of the RBN; within 2 miles each side of the Keesler TACAN 041° radial, extending from the 5-mile radius zone to 6.5 miles northeast of the TACAN; within 2 miles each side of the Keesler TACAN 208° radial, extending from the 5-mile radius zone to 6 miles southwest of the TACAN, excluding the portion west of longitude 89°00'00" W.; effective from 0600 to 2200 hours, local time daily.

AMENDMENTS 8/22/68 33 F. R. 9599 (Rewritten)

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 33°33'50" N., longitude 86°45'30" 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.

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. This control zone is effective from 0600 to 2200 hours local time.

AMENDMENTS 11/14/68 33 F. R. 14587 (Changed)

Bloomington, Ill.
Within a 5-mile radius of Bloomington Normal Airport (latitude 40°28'55" N., longitude 88°55'40" W.); and within 2 miles each side of the Bloomington VOR 043°, 105°, and 319° radials, extending from the 5-mile radius zone to 8 miles northeast, east, and northwest 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 4/25/68 33 F. R. 1070 (Rewritten)

Bloomington, Ind.
Within a 5-mile radius of Monroe County Airport (latitude 39°08'25" N., longitude 86°37'00" W.) and within 2 miles each side of the Bloomington, Ind., VOR 072°, 181°, 236° and 341° radials extending from the 5-mile radius zone to 8 miles east, south, southwest, and north 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 2/29/68 33 F. R. 451 (Rewritten)

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 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.

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 Field (latitude 45°46'50" N., longitude 111°09'20" W.); within 2 miles each side of the Bozeman VOR 308° radial, extending from the 5-mile radius zone to 8 miles northwest of the VOR; and within 2 miles each side of the 308° bearing from the Bozeman RBN, extending from the 5-mile radius zone to 8 miles northwest of the RBN.

AMENDMENTS 9/19/68 33 F. R. 10563 (Rewritten)

Bradford, Pa.
Within a 5-mile radius of the Bradford Regional Airport (latitude 41°48'10" N., longitude 78°38'20" W.); within 2 miles each side of the Bradford VOR 139° radial, extending from the 5-mile radius zone to 7 miles SE of the VOR; within 2 miles each side of the Bradford VOR 316° radial extending from the 5-mile radius zone to 7 miles NW of the VOR; and within 2 miles each side of the Bradford RBN 135° bearing, extending from the 5-mile radius zone to 7 miles SE of the RBN.

AMENDMENTS 3/21/68 33 F. R. 4795 (Changed)

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

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.

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.

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.

Brownsville, Tex.
That airspace overlying the United States 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 Brownsville VORTAC 071° radial extending from the 5-mile radius zone to 8 miles east of the VORTAC, and within 2 miles each side of the Brownsville ILS localizer northwest course extending from the 5-mile radius zone to the OM.

AMENDMENTS 11/14/68 33 F. R. 12775 (Rewritten)

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 VORTAC 023° radial, extending from the 5-mile radius zone to the VORTAC,
excluding the portion within the Brunswick, Ga. (NAS Glynco), control zone and the portion within a 1.5-mile radius of Brunswick Municipal Airport (latitude 31°11'10" N., longitude 81°28'50" W.).

AMENDMENTS 7/15/68 33 F. R. 10563 (Changed); 8/22/68 33 F. R. 12178 (Changed)

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; excluding the portion south of a line 3.5 miles south of and parallel to the NAS Glynco Runway 7 centerline extended and the portion within a 1.5-mile radius of Brunswick Municipal Airport (latitude 31°11'10" N., longitude 81°28'50" W.)
AMENDMENTS 7/15/68 33 F. R. 10563 (Changed)

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 the center, 42°56'20" N., 78°43'50" W., of Greater Buffalo International Airport, Buffalo, N. Y.; within 2 miles each side of the Greater Buffalo International Airport northeast localizer course extending from the 5-mile radius zone to the OM; within 2 miles each side of the Greater Buffalo International Airport southwest localizer course extending from the 5-mile radius zone to the OM; and within 2 miles each side of the Buffalo VORTAC 096° radial extending from the 5-mile radius zone to 6 miles east of the VORTAC excluding the portion within a 1-mile radius of Buffalo Airpark, 42°51'45" N., 78°43'00" W.

Burbank, Calif.
Within a 5-mile radius of Hollywood-Burbank Airport, Calif. (latitude 34°12'15" N., longitude 118°21'30" W.), and within 2 miles each side of the Van Nuys, Calif., VOR 111° 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.

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.

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 Municipal 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 021° radial extending from the 5-mile radius zone to the VOR.
AMENDMENTS 5/23/68 33 F. R. 5950 (Changed)

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.

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.

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 Cape Girardeau Municipal Airport (latitude 37°13'30" N., longitude 89°34'10" W.); within 2 miles each side of the Cape Girardeau VOR 036° radial extending from the 5-mile radius zone to 10½ miles northeast of the VOR; within 2 miles each side of the Cape Girardeau VOR 196° radial extending from the 5-mile radius zone to 8 miles south of the VOR; and within 2 miles each side of the Cape Girardeau VOR 279° radial, extending from the 5-mile radius zone to 8 miles west of the VOR.

AMENDMENTS 7/25/68 33 F. R. 7231 (Rewritten)

Carlsbad, N. Mex.
Within a 5-mile radius of Cavern City Air Terminal (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
That airspace 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 west course extending from the 5-mile radius zone to 8 miles west of the OM, within 2 miles each side of the Cedar Rapids, Iowa, VORTAC 264° radial extending from the 5-mile radius zone to 8 miles west of the VORTAC, and within 2 miles each side of the Cedar Rapids VORTAC 092° radial extending from the 5-mile radius zone to 9.5 miles east of the VORTAC.

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 (latitude 40°02'25" N., longitude 88°16'35" W.); within 2 miles each side of the Champaign VORTAC 030°, 123°, 237°, 328° radials, extending from the 5-mile radius zone to 12 miles northeast, southeast, southwest, and northwest of the VORTAC; and within 2 miles each side of the University of Illinois-Willard Airport ILS localizer southeast course, extending from the 5-mile radius zone to the OM.

AMENDMENTS 9/19/68 33 F. R. 10563 (Rewritten)

Chandler, Ariz.
Within a 5-mile radius of Williams AFB (latitude 33°18'30" N., longitude 111°39'27" W.); within 2 miles each side of the Chandler VOR 290° radial extending from the 5-mile radius zone to the VOR, within 2 miles northeast and 3 miles southwest of the Chandler TACAN 130° radial extending from the 5-mile radius zone to 9 miles southeast of the TACAN, and within 2 miles each side of the Chandler TACAN 319° radial extending from the 5-mile radius zone to 9 miles northwest of the TACAN. This control zone is effective from 0630 to 2200 hours local time Monday through Friday, 0800 to 1600 hours local time Saturday, and 1000 to 1600 hours local time Sunday, excluding Federal legal holidays.

AMENDMENTS 4/25/68 33 F. R. 4171 (Rewritten); 6/20/68 33 F. R. 6237 (Rewritten)
AMENDMENTS 2/6/69 33 F. R. 18477 (Rewritten); Corr: 34 F. R. 131

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 Charleston VORTAC 135° radial, extending from the 5-mile radius zone to 5.5 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.

AMENDMENTS 2/29/68 33 F. R. 67 (Changed); 2/6/69 33 F. R. 18478 (Changed)

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°12'53" N., longitude 80°56'18" 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 VORTAC 223° radial, extending from the 5-mile radius zone to 6 miles SW of the VORTAC; within 2 miles each side of the Charlotte VORTAC 058° radial, extending from the 5-mile radius zone to 5.5 miles NE of the VORTAC.

AMENDMENTS 2/1/68 32 F. R. 17575 (Changed); 8/15/68 33 F. R. 12085 (Changed)

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.). This control zone is effective during specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the FAA publication International Notams.

Charlottesville, Va.
Within a 4-mile radius of the Charlottesville-Albemarle Airport (latitude 38°08'25" N., longitude 78°27'10" W.) and within 2 miles each side of the Charlottesville-Albemarle ILS localizer south course extending from the 4-mile radius zone to 4.5 miles south of the Charlottesville RBN.
AMENDMENTS 7/25/68 33 F. R. 8732 (Changed)

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 (Spirit of St. Louis), 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.

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 316° radial, extending from the 5-mile radius zone to 8 miles northwest of the VOR, excluding the portion within a 1-mile radius of Ranchaero Airport, Chico, Calif. (latitude 39°43'10" N., longitude 121°52'10" W.). 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 4/25/68 33 F. R. 3216 (Rewritten)

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 south of the VOR. 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 249° and 069° radials, extending from the 5-mile radius zone to 8 miles east of the VOR; within 2 miles each side of the 207° bearing from the St. Croix RBN, extending from the 5-mile radius zone to 8 miles southwest of the RBN. This control zone is effective during specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the FAA publication International Notams.

Cincinnati, Ohio
Within a 5-mile radius of the center, 39°06'14" N., 84°25'18" W., of Cincinnati Municipal (Lunken Field) Airport, Cincinnati, Ohio; within 2 miles each side of the Cincinnati Municipal ILS localizer north course extending from the 5-mile radius zone to the Madeira, Ohio, RBN and within 2 miles each side of a 227° bearing from the Lunken RBN extending from the 5-mile radius zone to the RBN.

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 0600 to 2000 hours on Saturday.

Cleveland, Ohio (Burke-Lakefront Airport)
Within a 4-mile radius of the center, 41°31'00" N., 81°41'00" W., of Burke-Lakefront Airport, Cleveland, Ohio, and within 2 miles each side of the Burke-Lakefront ILS localizer NE course extending from the 4-mile radius zone to the OM. This control zone shall be effective 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.).

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.

Clovis, N. Mex.
Within a 6-mile radius of Cannon AFB, N. Mex. (latitude 34°23'01" N., longitude 103°18'58" W.); within 2 miles each side of the Cannon AFB TACAN 040° radial extending from the 6-mile radius zone to 9.5 miles northeast of the TACAN; within 2 miles each side of a 045° bearing from latitude 34°18'48" N., longitude 103°25'12" W., extending from the 6-mile radius zone to latitude 34°18'48" N., longitude 103°25'12" W.; within 2 miles each side of the Cannon AFB TACAN 230° radial extending from the 6-mile radius zone to 9.5 miles southwest of the TACAN, and within 2 miles each side of the Cannon AFB TACAN 232° radial extending from the 6-mile radius zone to 7 miles southwest of the TACAN.

AMENDMENTS 5/23/68 33 F. R. 5142 (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.

Cody, Wyo.
That airspace within a 5-mile radius of the Cody Municipal Airport, Cody, Wyo. (latitude 44°31'09" N., longitude 109°01'25" W.). This control zone is effective from 0600 until 1700 hours, local time, daily.

Cold Bay, Alaska
Within a 5-mile radius of Cold Bay Airport (latitude 55°12'22" N., longitude 162°43'22" 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; Eff: 12/7/67 32 F. R. 14891 Eff: date changed 2/29/68 32 F. R. 16482

College Station, Tex.
Within a 5-mile radius of Easterwood Field, College Station, Tex. (latitude 30°35'00" N., longitude 96°22'00" W.), within 2 miles each side of the College Station VOR 287° radial extending from the 5-mile radius zone to 8 miles west of the VOR, within 2 miles each side of the College Station VOR 307° radial extending from the 5-mile radius zone to 9 miles northwest of the VOR, and within 2 miles each side of the College Station VOR 107° radial extending from the 5-mile radius zone to 10 miles east of the VOR.
AMENDMENTS 1/9/69 33 F. R. 15990 (Rewritten)

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-3002A.

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 VORTAC 149° radial extending from the 5-mile radius zone to the VORTAC, 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-3002A.

AMENDMENTS 8/15/68 33 F. R. 12085 (Changed)

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, Miss. (latitude 33°38'38" N., longitude 88°26'39" W.); within 2 miles each side of the Colubus AFB localizer northwest course, extending from the 5-mile radius zone to 2 miles southeast of the LOM.

AMENDMENTS 11/20/68 33 F. R. 17102 (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 ½-mile radius of the center, 39°54'20" N., 82°51'20" W., of Esselburne Airport.

Columbus, Ohio (Ohio State University Airport)
Within a 5-mile radius of the center 40°04'45" N., 83°04'20" W., of Ohio State University Airport, Columbus, Ohio, and within 2 miles each side of the Ohio State University RBN (40°04'47" N., 83°04'54" W.) 273° bearing extending from the Ohio State University 5-mile radius zone to 7 miles west of the RBN, excluding that portion within the control zone designated as Columbus, Ohio, control zone. This control zone shall be effective from 0700 to 2300 hours, local time, daily,

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 284° radial extending from the 5-mile radius zone to 7 miles W of the VOR; within 2 miles each side of the 133° 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 137° and 139° radials, 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 6/20/68 33 F. R. 6532 (Changed)

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.

Covington, Ky.
Within a 5-mile radius of the center of Greater Cincinnati Airport 39°02'50" N., 84°40'00" 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 and within 2 miles each side of the Greater Cincinnati Airport ILS localizer south course, extending from the 5-mile radius zone to the Runway 36 OM.

AMENDMENTS 8/22/68 33 F. R. 9876 (Changed)

Crescent City, Calif.
Within a 5-mile radius of Jack McNamara Field Crescent City (latitude 41°46'50" N., longitude 124°14'00" W.), within 2 miles each side of the Crescent City VORTAC 325° radial, extending from the 5-mile radius zone to 8 miles northwest of the VORTAC and within 2 miles each side of the Crescent City VORTAC 180° radial extending from the 5-mile radius zone to 7 miles south of the VORTAC. 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.

Crestview, Fla.
Within a 5-mile radius of Bob Sikes Airport (lat. 30° 46' 45" N., long. 86° 31' 10" W.); within 2 miles each side of the Crestview VORTAC 109° radial, extending from the 5-mile radius zone to 0.5 mile east of the VORTAC.
AMENDMENTS 2/6/69 33 F. R. 17625 (Rewritten)

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.

Cut Bank, Mont.
Within a 5-mile radius of the Cut Bank Airport (latitude 48°36'41" N., longitude 112°22'45" 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.

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. (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. (Love Field)
That airspace bounded by a line beginning at latitude 32°53'15" N., longitude 96°59'35" W.; thence northeast to latitude 32°56'30" N.; thence clockwise along the arc of a 5-mile radius circle centered at Addison Airport (latitude 32°58'05" N., longitude 96°50'05" W.) to latitude 32°59'30" N., longitude 96°55'30" W., through latitude 32°56'30" N., longitude 96°51'30" W., and continuing southeast along a line to latitude 32°54'00" N., longitude 96°46'30" W. until interception of the arc of a 5-mile radius circle centered at Addison Airport, southeast of Addison Airport; then clockwise along the arc of the 5-mile radius centered at Addison Airport to interception with and then 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., southeast of Love Field; thence south along longitude 96°49'30" W. to and counterclockwise along the arc of a 5-mile radius circle centered at Redbird Airport (latitude 32°40'50" N., longitude 96°52'00" W.) until interception with and then northeast along a line drawn between latitude 32°39'35" N. longitude 96°54'15" W., and longitude 96°53'30" W. and the arc of a 5-mile radius circle centered at Love Field, southwest of Love Field; thence clockwise along the arc of a 5-mile radius circle centered at Love Field to latitude 32°49'40" N., west of Love Field, to point of beginning; and within 2 miles each side of the Love Field No. 2 ILS localizer southeast course, extending from the arc of a 5-mile radius circle centered at Love Field to the Runway 31L OM (latitude 32°46'39" N., longitude 96°46'28" W.).
AMENDMENTS 4/30/68 33 F. R. 6342 (Rewritten)

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.

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 8 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.

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.

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.

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°50'20" N., 83°50'25" 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 6/28/68 33 F. R. 9465 (Changed)

Daytona Beach, Fla.
Within a 5-mile radius of the Daytona Beach Municipal Airport (latitude 29°11'05" N., longitude 81°03'20" W.; within a 3-mile radius of the Ormond Beach Municipal Airport (latitude 29°18'00" N., longitude 81°06'49" W.); within 2 miles each side of the Daytona Beach VORTAC 156° radial, extending from the 3-mile radius zone to the 5-mile radius zone; within 2 miles each side of the Daytona Beach VORTAC 256° radial, extending from the 3-mile radius zone to 8 miles west of the VORTAC; and within 2 miles each side of the 065° bearing from the Daytona Beach LOM, extending from the 5-mile radius zone to the LOM.

AMENDMENTS 3/26/68 33 F. R. 5215 (Changed)

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.

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 8 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 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 149° radial extending from the 5-mile radius zone to 8 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.
AMENDMENTS 5/23/68 33 F. R. 4509 (Changed)

PENDING AMENDMENT
Del Rio, Tex.
Within a 5-mile radius of Laughlin AFB (latitude 29°21'35" N., longitude 100°46'35" W.), within 2 miles each side of the Laughlin ILS NW course extending from the 5-mile radius zone to the OM, within 2 miles each side of the Laughlin TACAN 305° radial extending from the 5-mile radius zone to 8 miles northwest of the TACAN, within 2 miles each side of the Laughlin TACAN 149° radial extending from the 5-mile radius zone to 8 miles southeast of the TACAN, within 2 miles each side of the Laughlin VOR 148° radial extending from the 5-mile radius zone to 12 miles southeast of the VOR, within 2 miles each side of the Laughlin VOR 330° radial extending from the 5-mile radius zone to 8 miles northwest of the VOR, and within 2 miles each side of the Laughlin VOR 295° radial extending from the 5-mile radius zone to 12 miles northwest of the VOR.
AMENDMENTS 3/6/69 34 F. R. 131 (Rewritten)

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.), within a 9-mile radius of Buckley ANGB Airport (latitude 39°42'05" N., longitude 104°45'10" W.), and within 2 miles each side of the 151° bearing from Buckley ANGB, extending from the 9-mile radius zone to 15 miles southeast of Buckley ANGB, excluding the portion within a 1-mile radius of Skyline Airport (latitude 39°46'37" N., longitude 104°36'57" W.).

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 Detroit Metropolitan Wayne County Airport (latitude 42°13'05" N., longitude 83°21'00" W.); within 2 miles each side of the Detroit Metropolitan Wayne County Airport ILS localizer southwest course, extending from the 5-mile radius zone to the OM; within 2 miles each side of the Detroit Metropolitan Wayne County Airport ILS localizer northeast course, extending from the 5-mile radius zone to the OM; and within 2 miles each side of the Detroit Metropolitan Wayne County Airport ILS east course, extending from the 5-mile radius zone to the OM, excluding the portion west of a line between the points of intersection of the 5-mile radius zone and the Detroit, Mich. (Willow Run) control zone.

AMENDMENTS 4/25/68 33 F. R. 2991 (Rewritten)

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.

Devils Lake, N. Dak.
Within a 5-mile radius of Devils Lake Municipal Airport (latitude 48°06'50" N., longitude 98°54'30" W.); within 2 miles each side of the Devils Lake VOR 134° radial, extending from the 5-mile radius zone to 10½ miles southeast of the VOR; within 2 miles each side of the Devils Lake VOR 324° radial, extending from the 5-mile radius zone to 10½ miles northwest of the VOR; and within 2 miles each side of the 026° bearing from Devils Lake Municipal Airport, extending from the 5-mile radius zone to 8 miles northeast of the airport. 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 9/19/68 33 F. R. 10563 (Rewritten)

Dickinson, N. Dak.
Within a 5-mile radius of Dickinson Municipal Airport (latitude 46°47'51" N., longitude 102°47'49" W.).

Dillingham, Alaska
Within a 5-mile radius of the Dillingham Municipal Airport (latitude 59°02'36" N., longitude 158°30'20" W.); within 2 miles each side of the Dillingham VOR 025° radial extending from the 5-mile radius zone to 14 miles northeast of the VOR; within 2 miles each side of the Dillingham VOR 205° radial extending from the 5-mile radius zone to 8 miles southwest of the VOR; and within 2 miles each side of the 053° bearing from the Northern Consolidated Airlines RBN (latitude 59°04'12" N., longitude 158°26'30" W.) extending from the 5-mile radius zone to 8 miles northeast of the RBN. This control zone would be effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time would thereafter be continuously published in the Alaska Airman's Guide and Chart Supplement.

AMENDMENTS 4/25/68 33 F. R. 3507 (Added)

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 Dothan Airport (latitude 31°19'10" N., longitude 85°27'30" W.); within 2 miles each side of the Dothan VORTAC 156° radial, extending from the 5-mile radius zone to 8 miles southeast of the VORTAC; and within a 1.5-mile radius of the Baker's Skytel Airport (latitude 31°11'55" N., longitude 85°20'55" W.).

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°27'50" W. of Dover AFB, Dover, Del., excluding a 1-mile radius of the center 39°11'15" N., 75°32'00" W. of Dover Airpark, Dover, 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.); 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.

Duluth, Minn.
Within a 5-mile radius of Duluth, Minn., International Airport (latitude 46°50'30" N., longitude 92°11'25" W.); within 2 miles each side of the Duluth ILS west course, extending from the 5-mile radius zone to the OM; within 2 miles each side of the Duluth ILS east course, extending from the 5-mile radius zone to 8 miles east of the intersection of the Duluth ILS east 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 south 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 northeast of the VORTAC.

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.

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°45'10" N., 72°37'25" 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 182° bearing from the Hartford RBN extending from the 5-mile radius zone to 7 miles S of the RBN and within 2 miles each side of the Hartford VOR 327° radial extending from the 5-mile radius zone to the VOR. This control zone is effective from 0700 to 2300 hours local time daily.

AMENDMENTS 4/25/68 33 F. R. 4367 (Changed)

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.

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 Elizabeth City VOR 194° radial, extending from the 5-mile radius zone to 8 miles S of the VOR; and 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.

PENDING AMENDMENT
Elizabeth City, N. C.
Within a 5-mile radius of CGAS Elizabeth City (latitude 36°15'35" N., longitude 76°10'20" W.); within 2 miles each side of the Elizabeth City VOR 195° radial, extending from the 5-mile radius zone to 8 miles south of the VOR; within 2 miles each side of the Elizabeth City VOR 357° radial, extending from the 5-mile radius zone to 8 miles north of the VOR.

AMENDMENTS 3/6/69 34 F. R. 248 (Rewritten)

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 Randolph County Radio Range extending from the 5-mile radius zone to 8 miles NE of the range, effective sunrise to sunset.

AMENDMENTS 8/22/68 33 F. R. 9810 (Changed)

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.

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 2 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 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 Enid Woodring Municipal Airport (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. This control zone is effective during the dates and times published in the Airman's Information Manual.

AMENDMENTS 4/29/68 33 F. R. 7019 (Changed); 9/19/68 33 F. R. 14534 (Changed)

Ephrata, Wash.
Within a 5-mile radius of Ephrata Municipal Airport (latitude 47°18'27" N., longitude 119°30'38" W.), and within 2 miles each side of the Ephrata VORTAC 223° radial, extending from the 5-mile radius zone to the VORTAC.

AMENDMENTS 4/11/68 33 F. R. 5615 (Changed)

Erie, Pa.
Within a 5-mile radius of Erie International Airport (latitude 42°04'56" N, longitude 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.

AMENDMENTS 3/21/68 33 F. R. 4795 (Changed)

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 VORTAC 007°, 101°, and 266° radials, extending from the 5-mile radius zone to 8 miles north, east, and west of the VORTAC; and within 2 miles each side of the 349° bearing from Escanaba Municipal Airport, extending from the 5-mile radius zone to 11 miles north of the airport. 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 2/29/68 33 F. R. 451 (Rewritten)

Eugene, Oreg.
Within a 5-mile radius of Mahlon-Sweet Field (latitude 44°07'25" N., longitude 123°13'05" W.); within 2 miles each side of the Eugene VORTAC 007° radial, extending from the 5-mile radius zone to 8 miles north of the VORTAC, and within 2 miles each side of the Eugene VORTAC 172° radial, extending from the 5-mile radius zone to 8.5 miles south of the VORTAC.

Evansville, Ind.
Within a 5-mile radius of Dress Memorial Airport, Evansville, Ind., (38°02'13" N., 87°31'58" W.).
PENDING AMENDMENT
Evansville, Ind.
Within a 5-mile radius of Dress Memorial Airport (latitude 38°02'15" N., longitude 87°32'00" W.); and within 2 miles each side of the Evansville ILS localizer northeast course, extending from the 5-mile radius zone to 1 mile southwest of the OM.

AMENDMENTS 3/6/69 34 F. R. 1369 (Rewritten)

Everett, Wash.
Within a 5-mile radius of the Snohomish County Airport (Paine Field), Wash. (latitude 47°54'40" N., longitude 122°16'50" W.), and within 2 miles each side of the Paine VOR 356° radial, extending from the 5-mile radius zone to 8 miles north of the VOR. This control zone shall be 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 9/20/68 33 F. R. 12543 (Changed); 2/6/69 33 F. R. 18477 (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.

Fairmont, Minn.
Within a 5-mile radius of Fairmont Municipal Airport (latitude 43°38'45" N., longitude 94°25'15" W.); within 2 miles each side 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 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.

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.

Farewell, Alaska
Within a 5-mile radius of Farewell Airport (lat. 62°30'25" N, Long. 153°53'25" W, from 0745 to 1545 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.

Farmingdale, N. Y.
Within a 5-mile radius of the center, 40°43'45" N., 73°24'45" W., of Republic Airport, Farmingdale, N. Y.; within 2 miles each side of the Babylon, N. Y., RBN 158° bearing extending from the 5-mile radius zone to 7 miles south of the RBN and within 1.5-mile radius of the center, 40°44'45" N., 73°29'35" W., of Grumman-Bethpage Airport. This control zone shall be in effect from 0700 to 2400 hours, local time, daily.

AMENDMENTS 12/12/68 33 F. R. 15990 (Added)

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 Fayetteville Municipal Airport (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.

AMENDMENTS 1/26/68 33 F. R. 2627 (Changed)
PENDING AMENDMENT
The Fayetteville, N. C., control zone is amended as follows: "within 2 miles each side of the Fayetteville ILS localizer southwest course, extending from the 5-mile radius zone to the LOM" is deleted.
AMENDMENTS 4/3/69 34 F. R. 1522 (Changed)

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.

Flint, Mich.
Within a 5-mile radius of Flint, Mich., Bishop Airport (latitude 42°57'55" N., longitude 83°44'30" W.), and within 2 miles each side of the Flint VORTAC 052° 075°, 187°, 219°, 280° and 351° radials extending from the 5-mile radius zone to 8 miles NE, E, S, SW, W, and N of the VORTAC.

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.

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.
PENDING AMENDMENT
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 the portion southeast 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.

AMENDMENTS 4/3/69 34 F. R. 1522 (Rewritten)

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.

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.

Fort Lauderdale, Fla.
Within a 5-mile radius of Fort Lauderdale-Hollywood International Airport (latitude 26°04'15" N., longitude 80°09'15" W.); within 2 miles each side of the Fort Lauderdale VOR 084° radial, extending from the 5-mile radius zone to 10 miles east 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 west of the VOR; within 2 miles each side of the Fort Lauderdale VOR 306° radial, extending from the 5-mile radius zone to 8 miles northwest of the VOR; within 2 miles each side of the 135° bearing from the Fort Lauderdale RBN, extending from the 5-mile radius zone to the RBN.

AMENDMENTS 6/7/68 33 F. R. 7717 (Changed); 8/22/68 33 F. R. 9333 (Rewritten)

Fort Leonard Wood, Mo.
That airspace within a 4-mile radius of the Forney AAF (latitude 37°44'30" N., longitude 92°08'25" W.), within 2 miles each side of the Forney AAF VOR 152° and 323° radials extending from the 4-mile radius zone to 8 miles southeast and northwest of the VOR, and within 2 miles each side of the 146° bearing from the Forney AAF RBN extending from the 4-mile radius zone to 8 miles southeast 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 east of a line 2 miles west of and parallel to the McChord AFB VOR, 182° radial. This control zone is effective from 0600 to 2200 hours local time daily.

AMENDMENTS 10/5/68 33 F. R. 12543 (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.

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.

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 7-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 7-mile radius zone to 8 miles southwest of the VOR; within 2 miles each side of the Lowe, Ala., RBN 242° bearing, extending from the 7-mile radius zone to 8 miles southwest of the RBN; within 2 miles each side of the Hanchey, Ala., VOR 358° radial, extending from the 7-mile radius zone to 8 miles north of the VOR; and within a 2-mile radius of Blackwell Field, Ozark, Ala. (latitude 31°25'50" N., longitude 85°37'10" W.); within a 2-mile radius of Hooper, Ala., Army Stage Field (latitude 31°24'25" N., longitude 85°41'20" W.); and within a 2-mile radius of the Allen, Ala., Army Stage Field (latitude 31°13'50" N., longitude 85°38'40" W.); excluding that portion within R-2103.

AMENDMENTS 1/26/68 33 F. R. 2627 (Changed)

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 Lyle H. Wright AAF (latitude 31°53'20" N., longitude 81°33'45" W.); within a 1.5 mile radius of Liberty County Airport (latitude 31°47'22" N., longitude 81°38'15" W.); within 2 miles each side of the 231° bearing from the Liberty RBN, extending from the 5-mile radius zone to 8 miles southwest of the RBN; within 2 miles each side of the 049° bearing from the Allenhurst RBN, extending from the 5-mile radius zone to 2 miles northeast of the RBN; within 2 miles each side of the Liberty TVOR 242° radial, extending from the 5-mile radius zone to 8 miles southwest of the TVOR.

AMENDMENTS 2/1/68 32 F. R. 17653 (Rewritten); 7/10/68 33 F. R. 10281 (Changed)

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 2 miles each side of the Eagle Mountain Lake VOR 180° radial, extending from the 5-mile radius zone to the VOR; within 2 miles each side of the Carswell AFB TACAN 358° radial extending from the TACAN to 12 miles north; within 2 miles each side of the Benbrook VOR 360° radial extending from the 5-mile radius zone to the VOR; within 2 miles each side of the Carswell AFB TACAN 194° radial extending from the TACAN to 11.5 miles south; excluding the portion east 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 Monday through Saturday.

AMENDMENTS 3/28/68 33 F. R. 3055 (Changed)

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 Chandler 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.

AMENDMENTS 12/12/68 33 F. R. 17233 (Changed)

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°52'30" 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 Municipal Airport (latitude 29°41'22" N., longitude 82°16'28" W.) and within 2 miles each side of the Gainesville VORTAC 033° radial, extending from the 5-mile radius zone to the VORTAC.

AMENDMENTS 6/20/68 33 F. R. 6342 (Rewritten); Corr: 33 F. R. 7299

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.

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.

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 International Airport (latitude 48°12'50" N., longitude 106°37'10" W.); within 2 miles each side of the 079° bearing from Glasgow International Airport, extending from the 5-mile radius zone to 8 miles east of the airport; and within 2 miles each side of the 290° bearing from Glasgow International Airport; extending from the 5-mile radius zone to 8 miles west of the airport.

AMENDMENTS 12/12/68 33 F. R. 15108 (Added)

Glens Falls, N. Y.
Within a 5-mile radius of the center, latitude 43°20'32" N., longitude 73°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.

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.
PENDING AMENDMENT
The Goldsboro, N. C., control zone is amended as follows: "within 2 miles each side of the 256° radial of the Seymour Johnson VOR, extending from the 5-mile radius zone to 8 miles west of the VOR" is deleted from the present description.
AMENDMENTS 4/3/69 34 F. R. 1586 (Changed)

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.

Grand Forks, N. Dak. (International Airport)
Within a 5-mile radius of Grand Forks International Airport (latitude 47°57'05" N., longitude 97°10'35" 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 north and south of the VOR.

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.), within 2 miles each side of the Red River VOR 360° radial extending from the 5-mile radius zone to 1 mile NE of the VOR, and within 2 miles each side of the Red River TACAN 004° radial, extending from the 5-mile radius zone to 7 miles N of the TACAN.

Grand Island, Nebr.
Within a 5-mile radius of Grand Island Municipal Airport (latitude 40°58'05" N., longitude 98°18'20" W.); within 2 miles each side of the Grand Island VORTAC 360° radial, extending from the 5-mile radius zone to 8 miles north of the VORTAC; and within 2 miles each side of the Grand Island VORTAC 304° radial, extending from the 5-mile radius zone to 8 miles northwest of the VORTAC.

AMENDMENTS 4/25/68 33 F. R. 3055 (Rewritten); 8/22/68 33 F. R. 10203 (Rewritten)

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 Richards-Gebaur AFB TACAN 195° radial extending from the 5-mile radius zone to 8 miles south of the TACAN, excluding the portion north of latitude 38°52'30" N., and west of longitude 94°35'50" W.

AMENDMENTS 6/20/68 33 F. R. 6237 (Rewritten)

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.

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 south 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 southwest of the VOR; and within 2 miles each side of the Malmstrom AFB TACAN 230° radial, extending from the arc of a 5-mile radius circle centered on Malmstrom AFB (latitude 47°30'25" N., longitude 111°11'05" W.), to 10 miles southwest of the Malmstrom AFB TACAN, excluding the portion which overlies the Great Falls (Malmstrom AFB), control zone.

Great Falls, Montana (Malmstrom Air Force Base)
Within a 5-mile radius of Malmstrom AFB (latitude 47°30'25" N., longitude 111°11'05" W.); within 2 miles each side of the Malmstrom AFB VOR 036° radial, extending from the 5-mile radius zone to 8 miles northeast of the VOR; within 2 miles each side of the Malmstrom AFB TACAN 039° radial, extending from the 5-mile radius zone to 10 miles northeast of the TACAN; and within 2 miles each side of the Malmstrom AFB ILS localizer northeast course, extending from the 5-mile radius zone to the OM, excluding the portion southwest of a line between the INTs of the 5-mile radius zone and the 5-mile radius of 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/Winston-Salem Regional 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.

AMENDMENTS 1/26/68 33 F. R. 2627 (Changed)

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.

Greenville, S. C.
Within a 5-mile radius of Greenville Downtown Airport (latitude 34°50'52" 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 Runway 4 extended centerline, extending from the Donaldson Center Airport 5-mile radius zone to 5.5 miles northeast of the airport; excluding the portion within a 5-mile radius of Greenville-Spartanburg Airport (latitude 34°53'45" N., longitude 82°13'04" W.), effective from 0700 to 2300 hours, local time, daily.

Greenwood, S. C.
Within a 5-mile radius of Greenwood County Airport (latitude 34°15'00" N., longitude 82°09'35" W.); within 2 miles each side of the Greenwood VORTAC 099° and 259° radials, extending from the 5-mile radius zone to 8 miles East and West of the VORTAC, effective 0700 to 2300 local time, Monday through Friday, 0700 to 1730 local time Saturday, and 1045 to 2230 local time, Sunday.

AMENDMENTS 11/14/68 33 F. R. 14285 (Added); Corr: 33 F. R. 17625

Greer, S. C. (Greenville-Spartanburg Airport)
Within a 5-mile radius of Greenville-Spartanburg Airport (latitude 34°53'45" N., longitude 82°13'04" W.); within a 5-mile radius of Greenville Downtown Airport (latitude 34°50'52" 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 northeast course, extending from the 5-mile radius zone to 6.5 miles northeast 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, excluding the portion within the Greenville, S. C., control zone.

Grosse Ile, Mich.
Within a 5-mile radius of NAS Grosse Ile (latitude 42°05'55" N., longitude 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.

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.); within 2 miles each side of the Gulfport VORTAC 050° radial, extending from the 5-mile radius zone to 8 miles northeast of the VORTAC; within 2 miles each side of the Gulfport VORTAC 129° radial, extending from the 5-mile radius zone to 8 miles southeast of the VORTAC; within 2 miles each side of the Gulfport VORTAC 213° radial, extending from the 5-mile radius zone to 8 miles southwest of the VORTAC; within 2 miles each side of the Gulfport VORTAC 325° radial, extending from the 5-mile radius zone to 8 miles northwest of the VORTAC, excluding the portion that coincides with the Biloxi, Miss., control zone. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time thereafter will be continuously published in the Airman's Information Manual.

AMENDMENTS 8/22/68 33 F. R. 9599 (Rewritten)

Gulkana, Alaska
Within a 5-mile radius of the Gulkana Airport (latitude 62°09'20" N., longitude 145°27'15" W.); within 3 miles each side of the Gulkana VOR 349° radial extending from the 5-mile radius zone to 13.5 miles north of the VOR; and within 2 miles each side of the Gulkana VOR 182° radial extending from the 5-mile radius zone to 8 miles south of the VOR.

AMENDMENTS 4/25/68 33 F. R. 4171 (Rewritten)

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 0600 to 2100 hours local time, daily.

AMENDMENTS 12/12/68 33 F. R. 15859 (Changed)

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.

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°11'35" N., 76°45'47" W. of Olmsted State Airport; 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 centerline of Olmsted State Airport Runway 13 extended from the Olmsted State Airport 5-mile radius zone to 5 miles southeast of the end of the runway.

AMENDMENTS 2/1/68 33 F. R. 10202 (Changed)

Harrison, Ark.
Within a 5-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 140° radial extending from the 5-mile radius zone to the VOR.

AMENDMENTS 1/9/69 33 F. R. 16556 (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.

Havre, Mont.
Within a 5-mile radius of City-County Airport (latitude 48°32'45" N., longitude 109°45'40" W.); within 2 miles each side of the 287° bearing from City-County Airport, extending from the 5-mile radius zone to 8 miles west of the airport; within 2 miles each side of the 080° bearing from City-County Airport, extending from the 5-mile radius zone to 8 miles east of the airport, and within 2 miles each side of the 261° bearing from City-County Airport, extending from the 5-mile radius zone to 8 miles west of the airport.

AMENDMENTS 10/17/68 33 F. R. 12137 (Added)

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°59'05" N., 75°59'40" 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, or 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.

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°44'25" N., longitude 81°23'28" 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.

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.).

Hollywood, Fla.
Within a 3-mile radius of the North Perry Airport (latitude 26°00'06" N., longitude 80°14'24" W.); excluding the portion which coincides with the Fort Lauderdale and Miami, Fla., control zones. This control zone is effective during the specific dates and time 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 6/7/68 33 F. R. 7717 (Added)

Homer, Alaska
Within a 5-mile radius of Homer Airport (Lat. 59°38'35" N, Long. 151°28'55" W).
This control zone is effective from 0600 Mondays through 2145 Saturdays and from 0600 through 2145 Sundays, local time, or during the specific dates and times established in advance by Notice to Airmen. The effective date and time will thereafter be continuously published in the Alaska Airman's Guide and Chart Supplement.

AMENDMENTS 4/25/68 33 F. R. 4093 (Changed)

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 OM; 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°40'25" N., 87°29'30" W. of Campbell Army Airfield, excluding the area within a 1.5-mile radius of the center, 36°37'15" N., 87°24'55" W. of Outlaw Field, Clarksville, Tenn.; within 2 miles each side of the 224° bearing from the Campbell RBN extending from the 5-mile radius zone to the RBN and within 2 miles each side of the Campbell TACAN 053° radial extending from the 5-mile radius zone to 6 miles northeast of the TACAN.

AMENDMENTS 11/14/68 33 F. R. 12543 (Rewritten)

Hoquiam, Wash.
Within a 5-mile radius of Bowerman Field, Hoquiam, Wash. (latitude 46°58'15" N., longitude 123°56'05" W.), within 2 miles each side of the Hoquiam VORTAC 081° radial, extending from the 5-mile radius zone to the VORTAC, and within 2 miles each side of the Hoquiam VORTAC 080° radial, extending from the 5-mile radius zone to 20.5 miles east of the VORTAC.

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. This control zone is effective from 0700 to 2300 hours, local time, daily.
AMENDMENTS 12/8/68 33 F. R. 18134 (Changed)

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 016° radial extending from the 4-mile radius zone to 2 miles north of the VOR, excluding the airspace within Canada.

AMENDMENTS 11/14/68 33 F. R. 12544 (Changed)

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.

Houston, Tex. (William P. Hobby)
Tnat 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, witnin 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.

Huntington, W. Va.
Within a 5-mile radius of the center, 38°22'00" N., 82°33'25" W., of Tri-State Airport (Walker-Long Field), Huntington, W. Va., including a 1-mile radius of the center, 38°25'10" N., 82°29'45" W., of Huntington-Downtown Airport, Chesapeake, Ohio; within 2 miles each side of the Tri-State Airport ILS localizer east course extending from the 5-mile radius zone to.13 miles east of the Shoals, W. Va., FM and within 2 miles each side of the Tri-State Airport ILS localizer west course extending from the 5-mile radius zone to the OM.

Huntsville, Ala.
Within a 5-mile radius of the Huntsville-Madison County Airport (latitude 34°38'19" N., longitude 86°46'25" W.); within 2 miles each side of the Huntsville ILS localizer north course, extending from the 5-mile radius zone to 2.5 miles south of the Capshaw RBN; within 2 miles each side of the Huntsville VOR 217° radial, extending from the 5-mile radius zone to 5 miles southwest of the VOR; within 2 miles each side of the Huntsville VOR 220°
radial, extending from the 5-mile radius zone to 7 miles southwest of the VOR; within 2 miles each side of the Huntsville ILS localizer south course, extending from the 5-mile radius zone to 5 miles south of the south end of runway 36L; within 2 miles each side of the Decatur VOR 093° radial, extending from the 5-mile radius zone to 3 miles east of the VOR; within a 5-mile radius of the Redstone AAF (latitude 34°40'29" N., longitude 86°40'54" W.); within 2 miles each side of the 356° bearing from the Restone RBN, extending from the 5-mile radius zone to 3 miles north of the RBN; within 2 miles each side of the 352° bearing from the Whitesburg RBN, extending from the 5-mile radius zone to 1 mile north of the RBN.
AMENDMENTS 1/26/68 33 F. R. 2627 (Changed); 3/28/68 33 F. R. 4094 (Changed)

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 Hutchinson Municipal Airport (latitude 38°03'55" N., longitude 97°51'35" W.); and within 2 miles each side of the Hutchinson VORTAC 042° radial, extending from the 5-mile radius zone to the VORTAC.

AMENDMENTS 2/29/68 33 F. R. 450 (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. This control zone is effective from 0700 to 2300 hours, local time, daily or during the specific dates and times established in advance by a Notice to Airmen which thereafter will be continuously published in the Airmen's Information Manual.

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 0745 to 1545 hours, local time, daily.

Imperial Beach, Calif.
Within a 3-mile radius of NAS Imperial Beach (latitude 32°34'00" N., longitude 117°06'50" W.); that airspace W of NAS Imperial Beach within the arc of a 6-mile radius circle centered in the Imperial Beach TACAN, extending counterclockwise from a line 2 miles north of and parallel to the Imperial Beach TACAN 288° radial to the United States/Mexican Flight Information Region Boundary, excluding the portion under the jurisdiction of Mexico; and that airspace east of a NAS Imperial Beach within the arc of a 6-mile radius circle centered on the Imperial Beach TACAN, extending clockwise from a line 2 miles north of and parallel to the Imperial Beach TACAN 065° radial to the United States/Mexican Border.

AMENDMENTS 4/5/68 33 F. R. 5401 (Rewritten)

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.

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 325° 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°48'55" N., longitude 88°07'00" W.) and within 2 miles each side of the Iron Mountain VOR 141° and 193° radials extending from the 5-mile radius zone to 8 miles SE and S of the VOR; and within 2 miles each side of the 182° and 276° bearings from Ford Airport extending from the 5-mile radius zone to 8 miles S and W 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.

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.

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.

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.

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.

Jacksonville, Fla. (International Airport)
Within a 5-mile radius of Jacksonville International Airport (latitude 30°29'16" N., longitude 81°41'20" W.); within 2 miles each side of the Jacksonville VORTAC 284° radial, extending from the 5-mile radius zone to 2 miles west of the VORTAC.

AMENDMENTS 10/6/68 33 F. R. 11977 (Added); Eff: date changed 10/27/68 33 F. R. 14862

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 085° 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 084° radial, extending from the 5-mile radius zone to the VOR. The portion within a 5-mile radius of NAS Cecil Field (latitude 30°13'05" N., longitude 81°52'45" W.) is excluded.

AMENDMENTS 7/25/68 33 F. R. 6913 (Rewritten)

Jacksonville, Fla. (NAS Cecil Field)
Within a 5-mile radius of the NAS Cecil Field (latitude 30°13'05" N., longitude 81°52'45" W.); within 2 miles each side of the Navy Cecil VOR 180° radial, extending from the 5-mile radius zone to 12 miles south of the VOR; within 2 miles each side of the 180° 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 south of the RBN; and within 2 miles each side of the Navy Cecil TACAN 355° radial, extending from the 5-mile radius zone to 7 miles north of the TACAN.

AMENDMENTS 7/25/68 33 F. R. 6913 (Rewritten)

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. 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.

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.

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.

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.

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 0600 to 2200 hours, local time, daily.

AMENDMENTS 10/1/68 33 F. R. 14219 (Changed)

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.).

Kaneohe, Hawaii
Within a 5-mile radius of MCAS Kaneohe (latitude 21°27'30" N., longitude 157°46'30" W.).

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. (International Airport)
Within a 5-mile radius of Kansas City International Airport (latitude 39°18'20" N., longitude 94°43'30" W.); and within 2 miles each side of the Kansas City VORTAC 276° radial, extending from the VORTAC to 14 miles west of the VORTAC, excluding that portion which coincides with the Kansas City, Mo., and Leavenworth, Kans., control zone.

AMENDMENTS 3/28/68 33 F. R. 2504 (Rewritten)

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.); within 2 miles northwest and 3 miles southeast of the Kenai VOR 031° radial extending from the 5-mile radius zone to 8 miles northeast of the VOR.

AMENDMENTS 2/1/68 32 F. R. 16482 (Rewritten)
AMENDMENTS 7/18/68 33 F. R. 7874 (Rewritten); Eff: date changed 7/25/68 33 F. R. 8592

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.

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.

King Salmon, Alaska
Within a 5-mile radius of the King Salmon Airport (latitude 58°40'40" N., longitude 156°38'55" W.); within 2 miles each side of the King Salmon VORTAC 312° and 132° radials, extending from the 5-mile radius zone to 9.5 miles NW of the VORTAC.

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.

Kinston, N. C.
Within a 5-mile radius of Stallings Field (latitude 35°19'40" N., longitude 77°37'05" W.), effective from 0600 to 0030 hours, local time, daily.

Kirksville, Mo.
Within a 5-mile radius of Clarence Cannon Memorial Airport (latitude 40°05'45" N., longitude 92°32'50" W.).

AMENDMENTS 10/17/68 33 F. R. 11147 (Rewritten)

Klamath Falls, Oreg.
Within a 5-mile radius of Kingsley Field (latitude 42°09'20" N., longitude 121°43'57" W.), within 3 miles east and 2 miles west of the Klamath Falls VORTAC 171° radial extending from the 5-mile radius 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.

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 Singleton RBN, extending from the 5-mile radius zone to 6 miles NE of the RBN.

AMENDMENTS 11/14/68 33 F. R. 12179 (Changed)

Kodiak, Alaska
Within a 5-mile radius of Navy Station Kodiak Airport (latitude 57°44'50" N., longitude 152°29'40" W.); within 2 miles each side of the Kodiak TACAN 094° radial, extending from the 5-mile radius zone to 7 miles E of the TACAN; and within 2 miles S and 2.5 miles N of the Kodiak RR E and W courses, extending from the 5-mile radius zone to 8 miles E of 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.

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.

Lafayette, Ind.
Within a 5-mile radius of Purdue University Airport (latitude 40°24'45" N., longitude 86°56'10" W.); 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 localizer west course, extending from the 5-mile radius zone to the OM.

AMENDMENTS 2/6/69 33 F. R. 17101 (Rewritten)

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 VORTAC 172° radial extending from the 5-mile radius zone to 7 miles S of the VORTAC.

AMENDMENTS 5/23/68 33 F. R. 5142 (Changed)

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.

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 0600 to 2200 hours, local time, daily.

AMENDMENTS 12/2/68 33 F. R. 16109 (Changed)

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.
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 Laredo VORTAC 326° radial extending from the 5-mile radius zone to 16 miles northwest of the VORTAC, within 2 miles each side of the Laredo VORTAC 149° and 329° radials, extending from the 5-mile radius zone to 8 miles southwest of the VORTAC, within 2 miles each side of the Border TACAN 185° radial extending from the 5-mile radius zone to 12 miles south of the TACAN, within 2 miles each side of the Border TACAN 337° radial extending from the 5-mile radius zone to 12 miles northwest of the TACAN, within 2 miles each side of the Border TACAN 348° radial extending from the 5-mile radius zone to 12 miles north of the TACAN, and within 2 miles each side of the Border TACAN 360° radial extending from the 5-mile radius zone to 6.5 miles north of the TACAN, excluding those portions outside the United States.

AMENDMENTS 11/14/68 33 F. R. 14402 (Rewritten)

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, and within 2 miles each side of the Las Vegas VORTAC 025° radial, extending from the 5-mile radius zone to 8 miles north 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 179° radial, extending from the 3-mile radius zone to 3 miles S of the VOR. This control zone is effective from 0700 to 2300 hours, local time, daily.

PENDING AMENDMENT

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 179° radial, extending from the 3-mile radius zone to 3 miles south of the VOR. This control zone shall be effective during 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 4/3/69 34 F. R. 1010 (Rewritten)

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.

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.

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 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.

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, Kansas
Within a 5-mile radius of Liberal Municipal Airport (latitude 37°02'35" N., longitude 100°57'45" W.); within 2 miles each side of the Liberal VORTAC 025° radial, extending from the 5-mile radius zone to 8 miles NE of the VORTAC; and within 2 miles each side of the Liberal VORTAC 153° radial, extending from the 5-mile radius zone to 8 miles SE of the VORTAC. 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.

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.

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.).

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 2 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.

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.); within 2 miles each side of the Gregg County VORTAC 313° radial extending from the 5-mile radius zone to 7 miles NW of the VORTAC, within 2 miles each side of the Gregg County VORTAC 149° radial extending from the 5-mile radius zone to 9 miles southeast of the VORTAC, 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.

AMENDMENTS 1/9/69 33 F. R. 17101 (Changed)

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 Runway 25L ILS localizer east course, extending from the 5-mile radius zone to the Lima 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.

AMENDMENTS 5/30/68 33 F. R. 7874 (Changed)

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, Tex. (West Texas Air Terminal of Lubbock)
That airspace within a 5-mile radius of West Texas Air Terminal of Lubbock (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.

AMENDMENTS 10/21/68 33 F. R. 15989 (Changed)

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 016° radial extending from the Reese AFB 5-mile radius zone to 8 miles north of the TACAN, within 2 miles each side of the Reese AFB ILS localizer north course extending from the Reese AFB 5-mile radius zone to 8 miles north of the TACAN, and within 2 miles each side of the Reese AFB TACAN 167° radial extending from the 5-mile radius zone to 9.5 miles south of the TACAN, excluding that portion which lies within the West Texas Air Terminal of Lubbock control zone. This control zone is effective during the dates and times published in the Airman's Information Manual.

AMENDMENTS 4/25/68 33 F. R. 3266 (Rewritten); 10/21/68 33 F. R. 15989 (Changed)

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.

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. This control zone is effective from 0700 to 2400 hours, local time, daily.

MacDill AFB, Fla.
Within a 5-mile radius of MacDill AFB (latitude 27°51'00" N., longitude 82°30'25" W.); within a 3-mile radius of Peter O. Knight Airport (latitude 27°54'55" N., longitude 82°27'05" W.); within 2 miles each side of the MacDill TACAN, 216° radial, extending from the 5-mile radius zone to 6 miles southwest of the TACAN, excluding the portion within the Tampa (International Airport) control zone.

AMENDMENTS 2/6/69 33 F. R. 18477 (Rewritten)

Macon, Ga.
Within a 5-mile radius of Lewis B. Wilson 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 Lewis B. Wilson airport 5-mile radius zone to 8 miles NW of the VORTAC; within 2 miles each side of the Macon VORTAC 325° radial extending from the Lewis B. Wilson airport 5-mile radius zone to 8 miles NW of the VORTAC; within 2 miles each side of the Macon VORTAC 140° 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.

AMENDMENTS 7/15/68 33 F. R. 10280 (Changed); 1/9/69 33 F. R. 19077 (Changed)

Madison, Wis.
Within a 5-mile radius of Truax Field (latitude 43°08'15" N., longitude 89°20'10" W.); within 2 miles each side of the Madison ILS localizer south course, extending from the 5-mile radius zone to the OM; within 2 miles each side of the Madison VOR 134° radial, extending from the 5-mile radius zone to 7 miles southeast of the VOR; within 2 miles each side of the Madison VOR 320° radial, extending from the 5-mile radius zone to 7 miles northwest of the VOR; and within 2 miles each side of the Madison VOR 359° radial, extending from the 5-mile radius zone to 7 miles north of the VOR.

AMENDMENTS 10/17/68 33 F. R. 12136 (Rewritten)

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 (42°52'12" N., 71°23'52" W.); 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.

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 Lahm Municipal Airport (latitude 40°49'15" N., longitude 82°30'45" W.).

AMENDMENTS 3/22/68 33 F. R. 4872 (Changed)

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°, 155° and 211° radials extending from the 5-mile radius zone to 8 miles northeast, southeast, and southwest 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 2/1/68 32 F. R. 17426 (Rewritten)

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.

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.

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 during 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.

Martinsburg, Pa.
Within a 5-mile radius of the center, 40°17'45" N., 78°19'10" W., of Blair County Airport, Martinsburg, Pa., within 2 miles each side of the centerline of runway 2 extended from the 5-mile radius zone to 6.5 miles north of the end of the runway; and within 2 miles each side of the centerline of runway 20 extended from the 5-mile radius zone to 9 miles south of the end of the runway.

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.

Mattoon, Ill.
Within a 5-mile radius of Coles County Memorial Airport (latitude 39°28'45" N., longitude 88°17'05" W.); within 2 miles each side of the Mattoon VOR 060° radial, extending from the 5-mile radius zone to 8 miles northeast of the VOR; within 2 miles each side of the Mattoon VOR 229° radial, extending from the 5-mile radius zone to 8 miles southwest of the VOR; and 2 miles each side of the 128° bearing from Coles County Memorial Airport, extending from the 5-mile radius zone to 8 miles southeast of the airport. 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 4/25/68 33 F. R. 3508 (Rewritten)

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 041° radial, extending from the 5-mile radius zone to 6 miles northeast of the TACAN; and within 2 miles each side of the 057° 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 northeast of the RBN.

AMENDMENTS 7/25/68 33 F. R. 6913 (Rewritten)

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°12'29" N., longitude 98°16'15" W., extending from the 5-mile radius zone to 8 miles NW of latitude 26°12'29" N., longitude 98°16'15" W., and within 2 miles each side of the 309° 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 9/19/68 33 F. R. 12178 (Changed)

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 VORTAC 254° radial, extending from the 3-mile radius zone to the VORTAC.

AMENDMENTS 8/15/68 33 F. R. 12085 (Changed)

McCook, Nebr.
That airspace within a 5-mile radius of McCook Municipal Airport (latitude 40°12'25" N., longitude 100°35'25" W.); within 2 miles each side of the 120° bearing from McCook Municipal Airport, extending from the 5-mile radius zone to 8 miles southeast of the airport; and within 2 miles each side of the 324° bearing from McCook Municipal Airport, extending from the 5-mile radius zone to 8 miles northwest of the airport. 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.

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.

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.

Melbourne, Fla.
Within a 5-mile radius of Cape Kennedy Regional Airport (latitude 28°06'05" N., longitude 80°38'40" 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.

AMENDMENTS 5/23/68 33 F. R. 5351 (Changed)

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 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 Runway 35 ILS localizer south course, extending from the 5-mile radius zone to the OM; within 2 miles each side of the Memphis VORTAC 349° 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)
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 035° radial, extending from the 5-mile radius zone to 6.5 miles northeast 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.); 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.

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 south course, extending from the 5-mile radius zone to the Meridian RBN; within 2 miles each side of the Meridian VORTAC 135° radial, extending from the 5-mile radius zone to 13 miles southeast of the VORTAC; within 2 miles each side of the Meridian VORTAC 155° radial, extending from the 5-mile radius zone to 13.5 miles southeast of the VORTAC; within 2 miles each side of the Meridian VORTAC 310° radial, extending from the 5-mile radius zone to 6 miles northwest of the airport.

AMENDMENTS 2/29/68 33 F. R. 67 (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 Miami International Airport (latitude 25°47'35" N., longitude 80°17'10" W.); within 2 miles each side of the Miami VORTAC 139° radial, extending from the 5-mile radius zone to 10 miles southeast of the VORTAC; within 2 miles each side of the Miami Runway 9L ILS localizer west course, extending from the 5-mile radius zone to the Runway 9L LOM; and within 2 miles each side of the Miami Runway 27L ILS localizer west course, extending from the 5-mile radius zone to the intersection of the runway 27L ILS localizer west course and the Miami VORTAC 161° radial.

AMENDMENTS 3/15/68 33 F. R. 4367 (Changed); 7/25/68 33 F. R. 9706 (Rewritten)

Miami, Fla. (Opa Locka Airport)
Within a 5-mile radius of 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 5-mile radius zone to 5.5 miles east of the VORTAC; excluding the portion which coincides with the Miami (International Airport) control zone. 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 by continuously published in the Airman's Information Manual.

AMENDMENTS 7/25/68 33 F. R. 9706 (Added)

Miami, Fla. (Tamiami Airport)
Within a 5-mile radius of the Tamiami Airport, Fla. (latitude 25°38'49" N., longitude 80°25'59" W.). 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 3/15/68 33 F. R. 4367 (Changed)

Midland, Tex.
Within a 5-mile radius of Midland-Odessa Ragional 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.); within 2 miles each side of the 252° bearing from the Miles City RBN, extending from the 5-mile radius zone to 8 miles west of the RBN; within 2 miles each side of the Miles City VORTAC 225° radial, extending from the 5-mile radius zone to 8 miles southwest of the VORTAC; and within 2 miles each side of the Miles City VORTAC 057° radial, extending from the 5-mile radius zone to 12 miles northeast 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.

AMENDMENTS 2/29/68 33 F. R. 688 (Changed)

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.

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.

Milwaukee, Wis. (Timmerman Airport)
Within a 5-mile radius of Timmerman Airport (latitude 43°06'40" N., longitude 88°02'05" W.); within 2 miles each side of the Timmerman VOR 336° radial, extending from the 5-mile radius zone to 7 miles northwest of the VOR; and within 2 miles each side of the Timmerman VOR 214° radial, extending from the 5-mile zone to 6 miles southwest 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.

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 0745 to 1545 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°53'05" N., longitude 93°13'15" W.); within 2 miles each side of the Minneapolis MSP-ILS localizer front and back courses, extending from the 5-mile radius zone to the MS-OM and to 16 miles northwest of the MS-OM; within 2 miles each side of the Minneapolis APL-ILS localizer front and back courses, extending from the 5-mile radius zone to the AP-OM and to 12 miles northeast of the AP-OM; within 2 miles each side of the 301° bearing from the MS-OM, extending from the 5-mile radius zone to the MS-OM; and within 2 miles each side of the 304° bearing from the MS-OM, extending from the 5-mile radius zone to 14 miles northwest of the MS-OM.

AMENDMENTS 2/6/69 33 F. R. 17850 (Rewritten); Corr: 33 F. R. 18982

Minneapolis, Minn. (Crystal Airport)
Within a 5-mile radius of Crystal Airport (latitude 45°03'45" N., longitude 93°21'20" W.). 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.

Minneapolis, Minn. (Flying Cloud Airport)
That airspace within a 5-mile radius of Flying Cloud Airport latitude 44°49'30" N., longitude 93°27'45" W.); and within 2 miles each side of the Flying Cloud VOR 292° radial, extending from the 5-mile radius zone to 7 miles 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 Airman's Information Manual.

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.

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.

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 Johnson-Bell Airport (latitude 46°55'00" N., longitude 114°05'15" W.).

AMENDMENTS 9/9/68 33 F. R. 14587 (Rewritten)

Mitchell, S. Dak.
Within a 5-mile radius of Mitchell Municipal Airport (latitude 43°46'30" N., longitude 98°02'25" W.); within 2 miles each side of the Mitchell VOR 149° radial, extending from the 5-mile radius zone to 8 miles southeast of the VOR; and within 2 miles each side of the Mitchell VOR 300° radial, extending from the 5-mile radius zone to 8 miles northwest of the VOR. This control zone is effective during the specific 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.

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.

Mobile, Ala. (Brookley AFB)
Within a 5-mile radius of Brookley AFB (latitude 30°37'08.5" N., longitude 88°03'57.2" W.); within 2 miles each side of the Brookley VORTAC 149° radial, extending from the 5-mile radius zone to 12 miles southeast of the VORTAC, effective from 0800 to 2400 hours, local time, daily.

AMENDMENTS 2/29/68 33 F. R. 138 (Changed); 1/9/69 33 F. R. 17101 (Rewritten)

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 west of the VOR; within 2 miles each side of the Modesto VOR 119° radial, extending from the 5-mile radius zone to 8 miles east of the VOR. This control zone is effective from 0600 to 2200 hours local time daily.
AMENDMENTS 10/5/68 33 F. R. 12543 (Rewritten); Corr: 33 F. R. 14161

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.

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 (latitude 41°46'55" N., longitude 122°28'00" W.); within 2 miles each side of the Siskiyou TACAN 194° radial, extending from the 5-mile radius zone to 7 miles south of the TACAN; and within 2 miles each side of the Siskiyou TACAN 014° radial, extending from the 5-mile radius zone to 6.5 miles north 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.

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 311° radial, extending from the Dannelly Field 5-mile radius zone to 14.5 miles northwest of the VORTAC; 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 6/20/68 33 F. R. 6532 (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.

Montrose, Colo.
That airspace within a 5-mile radius of the Montrose County Airport (latitude 38°29'55" N., longitude 107°53'35" W.), and within 2 miles each side of the Montrose, Colo., VOR 313° radial extending from the 5-mile radius zone to 7 miles northwest of the VOR. This control zone is effective during the specific dates and times established in advance by Notice to Airmen. The effective date and time will thereafter be continuously published in the Airman's Information Manual.

AMENDMENTS 8/22/68 33 F. R. 8732 (Added)

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.

Moultrie, Ga.
Within a 5-mile radius of Moultrie-Thomasville Airport (latitude 31°04'58" N., longitude 83°48'15" W.); within 2 miles each side of the Moultrie VOR 230° radial, extending from the 5-mile radius zone to 8 miles southwest of the VOR; within 2 miles each side of the Moultrie VOR 199° radial, extending from the 5-mile radius zone to 11.5 miles south of the VOR; within a 5-mile radius of Spence AF Auxiliary Field (latitude 31°08'26" N., longitude 83°42'24" W.), effective from 0700 to 2245, local time, daily.

AMENDMENTS 6/20/68 33 F. R. 6533 (Added)

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.

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.

Muscle Shoals, Ala.
Within a 5-mile radius of Muscle Shoals Airport (latitude 34°44'41" N., longitude 87°36'39" W.).

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.

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.

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 Conway 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.

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 south 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 north course, extending from the 5-mile radius zone to 8 miles north of the Nashville VORTAC 333° radial, excluding that airspace within a 1-mile radius of Cornelia Fort Airpark Airport (latitude 36°11'28" N., longitude 86°41'53" W.) that is west of a line 2 miles west of and parallel to the Nashville ILS north course Monday through Friday, except Federal legal holidays.

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. This control zone is effective from 0600 Sunday through 2200 Friday and from 0600 through 2200 Saturday, local time, or during the specific days and times established in advance by Notice to Airman. The effective times will thereafter be continuously published in the Alaska Airman's Guide and Chart Supplement.

AMENDMENTS 5/23/68 33 F. R. 6913 (Changed)

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.). This control zone is effective from 0700 to 2300 hours, local time, daily or during the specific dates and times established in advance by a NOtice to Airmen which thereafter will be continuously published in the Airman's Information Manual.

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.

PENDING AMENDMENT
The New Bern, N. C., control zone is amended as follows: "longitude 77°02'35" W." is deleted and "longitude 77°02'38" W." is substituted therefor.
AMENDMENTS 4/3/69 34 F. R. 1010 (Changed)

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.

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 2 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 3/9/68 33 F. R. 4366 (Changed)

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, 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°38'20" 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 037° radial, extending from the 5.5-mile radius zone to 8 miles NE 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; within 2 miles each side of the Canarsie VOR 030° radial, extending from the VOR to 4.5 miles NE of the VOR; 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.

Niagara Falls, N. Y.
Within a 5-mile radius of Niagara Falls International 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 Karl Stefan Memorial Airport (latitude 41°59'05" N., longitude 97°26'10" W.); and within 2 miles each side of the Norfolk VOR 022°, 144°, 195° and 318° radials, extending from the 5-mile radius zone to 8 miles southeast, south, northwest and northeast 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 3/28/68 33 F. R. 849 (Rewritten)

Norfolk, Va. (Norfolk Municipal)
Within a 5-mile radius of the center, 36°53'45" N., 76°12'15" W., of Norfolk Municipal Airport, Norfolk, Va., excluding the northwest 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.

AMENDMENTS 12/12/68 33 F. R. 15989 (Rewritten)

Norfolk, Va. (NAS Norfolk)
Within a 5-mile radius of the center, 36°56'15" N., 76°17'15" W. of NAS Norfolk, Norfolk, Va., excluding the southeastern 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.

AMENDMENTS 12/12/68 33 F. R. 15989 (Rewritten)

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 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.

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 VORTAC 044° radial, extending from the 5-mile radius zone to 6.5 miles northeast of the VORTAC; within 2 miles each side of the North Bend VORTAC 111° radial, extending from the 5-mile radius zone to 4.5 miles east of the VORTAC, and within 2 miles each side of a 337° bearing from the North Bend RBN extending from the 5-mile radius zone to 8 miles northwest of the RBN.

AMENDMENTS 8/22/68 33 F. R. 9466 (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 Lee Bird Field (latitude 41°07'35" N., longitude 100°41'50" W.); within 2 miles each side of the North Platte VOR 029° radial, extending from the 5-mile radius zone to the VOR; within 2 miles each side of the 186° bearing from North Platte RBN, extending from the 5-mile radius zone to 8 miles south of the RBN; and within 2 miles each side of the 131° bearing from Lee Bird Field, extending from the 5-mile radius zone to 10 miles southeast of the airport.

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 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.

AMENDMENTS 2/9/68 33 F. R. 2764 (Changed)

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 357° radial extending from the 5-mile radius zone to 8 miles north of the VOR; within 2 miles each side of the Tinker AFB TACAN 001° radial extending from the 5-mile radius zone to 9.5 miles north of the TACAN; within 2 miles each side of the Tinker AFB ILS south course extending from the 5-mile radius zone to the OM; within 2 miles each side of the Tinker AFB VOR 187° radial extending from the 5-mile radius zone to 8 miles south of the VOR; and within 2 miles each side of the Tinker AFB TACAN 187° radial extending from the 5-mile radius zone to 6 miles south 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.); within 2 miles each side of the Bangor VORTAC
052° radial extending from the VORTAC to the 3-mile radius zone; within 2 miles each side of the Bangor VORTAC 050° radial extending from the 3-mile radius zone to 23 miles northeast of the VORTAC; and within 2 miles each side of a 028° bearing and a 208° bearing from the Old Town, Maine, RBN, 45°00'24" N., 68°38'02" W., extending from the 3-mile radius zone to 7 miles northeast of the RBN, excluding that portion which coincides with the Bangor, Maine, control zone.

AMENDMENTS 11/14/68 33 F. R. 14587 (Changed)

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.

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°07'20" N., longitude 95°54'35" W.); within 2 miles each side of the Offutt AFB TACAN 307° radial, extending from the 5-mile radius zone to 7 miles northwest of the TACAN; within 2 miles each side of the Offutt AFB VOR 310° radial, extending from the 5-mile radius zone to 1 mile northwest of the VOR; and within 2 miles each side of the Offutt AFB ILS localizer southeast course, extending from the 5-mile radius zone to the OM.

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 VORTAC 125° radial extending from the 5-mile radius zone to 7 miles SE of the VORTAC; 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 VORTAC 317° radial extending from the 5-mile radius zone to 7 miles NW of the VORTAC; 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 8/15/68 33 F. R. 12085 (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 (latitude 43°59'20" N., longitude 88°33'15" W.); within 2 miles each side of the Oshkosh VOR 182° radial, extending from the 5-mile radius zone to 7 miles south of the VOR; within 2 miles each side of the Oshkosh VOR 275° radial, extending from the 5-mile radius zone to 7 miles west of the VOR; and within 2 miles each side of the Oshkosh ILS localizer west course, extending from the 5-mile radius zone to 5.5 miles west of the west end of runway 9. 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 9/19/68 33 F. R. 12891 (Rewritten)

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 daily.

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 7 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.) and within 2 miles each side of the 323° bearing from the Palacios DF station (latitude 28°43'22" N, longitude 96°15'07" W.) extending from the 5-mile radius zone to 8 miles northwest of the DF station.

Palm Beach, Fla.
Within a 5-mile radius of Palm Beach International Airport (latitude 26°41'05" N., longitude 80°05'35" 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°35'35" N., longitude 80°05'10" W.).

AMENDMENTS 2/6/69 33 F. R. 18135 (Changed)

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.

Palm Springs, Calif.
Within a 5-mile radius of Palm Springs Airport (latitude 33°49'36" N., longitude 116°30'18" W.), and within 2 miles each side of the Palm Springs VOR 120° and 300° radials, extending from 3.5 miles SE to 3 miles NW of the VOR. This control zone will be effective from 0600 to 2300 hours, local time, daily.

AMENDMENTS 12/12/68 33 F. R. 17233 (Change)

Panama City, Fla.
Within a 5-mile radius of Panama City-Bay County Airport (latitude 30°12'41" N., longitude 85°40'57" W.), and within 2 miles each side of the Panama City VOR 310° and 059° radials, extending from the 5-mile radius zone to 8 miles northwest and northeast of the VOR. The portion within the Tyndall AFB control zone is excluded. 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.

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.

PENDING AMENDMENT
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 to the VOR. The control zone shall be effective during the times established by a Notice to Airmen and published continuously thereafter in the Airman's Information Manual.

AMENDMENTS 3/6/69 34 F. R. 130 (Rewritten)

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.

Pasco, Wash.
That airspace within a 5-mile radius of the Tri-Cities Airport (latitude 46°15'50" N., longitude 119°06'53" 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 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 4/11/68 33 F. R. 5615 (Changed)

Paso Robles, Calif.
Within a 5-mile radius of Paso Robles County Airport (latitude 35°40'15" N., longitude 120°37'35" W.).

Patuxent River, Md.
Within a 5-mile radius of the center, 38°17'15" N., 76°24'30" W., of NAS Patuxent River Airport, Patuxent River, Md.; within 2 miles each side of the Patuxent River VORTAC 043° radial, extending from the 5-mile radius zone to 7 miles northeast of the VORTAC; within 2 miles each side of the Patuxent River VORTAC 234° radial extending from the 5-mile radius zone to 7.5 miles southwest of the VORTAC; within 2 miles each side of the Patuxent River LF RBN 233° bearing extending from the 5-mile radius zone to 7 miles southwest of the RBN; within 2 miles each side of the Patuxent River VORTAC 139° radial, extending from the 5-mile radius zone to 12 miles southeast of the VORTAC; within 2 miles each side of the Patuxent River UHF RBN 139° bearing extending from the 5-mile radius zone to 12 miles southeast of the RBN; within a ½-mile radius of the center, 38°13'30" N., 76°26'30" W., of Park Hall, Md., Airport; and within a ½-mile radius of the center, 38°21'40" N., 76°24'15" W., of Chesapeake Ranch Airpark.

AMENDMENTS 2/1/68 32 F. R. 20704 (Rewritten)

Pellston, Mich.
Within a 5-mile radius of Pellston, Mich., Emmet County Airport (latitude 45°34'40" N., longitude 84°47'40" W.) within 2 miles each side of the Pellston VORTAC 240° radial, extending from the 5-mile radius zone to the VORTAC, and within 2 miles each side of the 132° bearing from Emmet County Airport, extending from the 5-mile radius zone to 8 miles SE of the airport.

Pendleton, Oreg.
Within a 5-mile radius of Pendleton Airport (latitude 45°41'42" N., longitude 118°50'25" 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.
AMENDMENTS 4/11/68 33 F. R. 5615 (Changed)

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.

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.

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.

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 VORTAC 040° and 131° radials extending from the 5-mile radius zone to 8 miles NE and SE of the VORTAC.

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.

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. (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.

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.

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.

Pine Bluff, Ark.
That airspace within a 5-mile radius of Grider Field (latitude 34°10'35" N., longitude 91°55'55" W.), and within 2 miles each side of the Pine Bluff VORTAC 185° radial, extending from the 5-mile radius zone to 10.5 miles south of the VORTAC.

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 Creek, Pa., RBN, 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 Clinton County 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 Clinton County 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 Clinton County Airport 5-mile radius zone to the VOR.

AMENDMENTS 6/28/68 33 F. R. 9465 (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.

Point Barrow, Alaska
Within a 5-mile radius of the Point Barrow AFS Airport, Point Barrow, Alaska (latitude 71°20'18" N., longitude 156°38'00" W.); within an 8-mile radius of the Point Barrow RBN (PBA), extending clockwise from a line 2 miles northwest of and parallel to the 028° bearing from the RBN to a line 2 miles southeast of and parallel to the 041° bearing from the RBN; within a 5-mile radius of the Wiley Post-Will Rogers Memorial Airport, Barrow, Alaska (latitude 71°17'05" N., longitude 156°46'05" W.); within 2 miles each side of the 226° bearing from the Barrow, Alaska RBN (BRW), extending from the 5-mile radius zone to 8 miles southwest of the RBN; and within 2 miles each side of the 266° bearing from the Barrow RBN (BRW), extending from the 5-mile radius zone to 8 miles west of the RBN. 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 Alaska Airman's Guide and Chart Supplement.

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.

Ponce, P. R.
Within a 5-mile radius of the Mercedita Airport, Ponce, P. R., (latitude 18°00'40" N., longitude 66°33'50" W.); within 2 miles each side of the Ponce VOR 111° radial, extending from the 5-mile radius zone to 8 miles southeast of the VOR. This control zone is effective during specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the FAA publication International Notams.

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.

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.

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 VORTAC 158° radial extending from the 5-mile radius zone to the VORTAC; and within 2 miles each side of the Sprague ville RBN 167° bearing extending from the 5-mile radius zone to 7 miles south of the RBN; and within 2 miles each side of the Presque Isle VORTAC 160° radial extending from the 5-mile radius zone to 14 miles south of the VORTAC. This control zone is effective from 0800 to 2000 hours local time, Sunday through Friday; 0800 to 1730 hours, local time Saturday; and during specific times established in the Notices to Airmen.

AMENDMENTS 2/29/68 33 F. R. 688 (Changed)

Providence, R. I.
Within a 5-mile radius of Theodore Francis Green State 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.

AMENDMENTS 2/9/68 33 F. R. 2765 (Changed)

Prudhoe Bay, Alaska
Within a 5-mile radius of Prudhoe Bay Airport (latitude 70°14'55" N., longitude 148°23'28" W.).

AMENDMENTS 12/12/68 33 F. R. 15860 (Added); Eff. date changed 1/9/69 33 F. R. 18135; Corr: 33 F. R. 18930 Eff. date changed 1/20/69 34 F. R. 250

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 049° radial, extending from the 5-mile 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.

Quantico, Va.
Within a 5-mile radius of the center (38°30'10" N., 77°18'20" W.), of MCAS Quantico, Va., and within 2 miles each side of the Brooke, Va., VOR 013° radial extending from the 5-mile radius zone to 2 miles north of the VOR.

Quincy, Ill.
That airspace within a 5-mile radius of Quincy Municipal Airport (latitude 39°56'35" N., longitude 91°11'40" W.), within 2 miles each side of the Quincy VORTAC 034° radial, extending from the 5-mile radius zone to the VORTAC, and within 2 miles each side of the Quincy VORTAC 035° radial extending from the 5-mile radius zone to 12 miles northeast of the airport.

AMENDMENTS 2/1/68 32 F. R. 16483 (Rewritten)

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°52'21" N., longitude 78°47'02" 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.

AMENDMENTS 6/20/68 33 F. R. 6532 (Changed)

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. 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.

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.

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 south 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 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 7/25/68 33 F. R. 7299 (Rewritten)

Redmond, Oreg.
Within a 5-mile radius of Roberts Field, Redmond, Oreg. (latitude 44°15'10" N., longitude 121°08'55" W.), and within 2 miles each side of the Redmond VORTAC 269° and 089° radials, extending from the 5-mile radius zone to 1 mile west of the VORTAC.

AMENDMENTS 11/14/68 33 F. R. 13002 (Rewritten)

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.

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.

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.

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 359° radial, extending from the 5-mile radius zone to 6 miles N of the VOR; and 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.

AMENDMENTS 12/12/68 33 F. R. 15859 (Changed)

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 the VOR, 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 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 11/14/68 33 F. R. 14220 (Changed)

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°19'25" N., 79°58'35" W., of Roanoke Municipal Airport, Roanoke, Va., and within 2 miles each side of the ILS localizer SE course extending from the 5-mile radius zone to 2.5 miles southeast of the OM.

AMENDMENTS 12/12/68 33 F. R. 15859 (Rewritten)

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.

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.

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 Rocky Mount Municipal Airport (latitude 35°58'01" N., longitude 77°47'33" W.).

AMENDMENTS 11/14/68 33 F. R. 14220 (Rewritten)

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 306° 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.

AMENDMENTS 12/12/68 33 F. R. 15860 (Changed)

Roosevelt Roads, Puerto Rico
Within a 5-mile radius of NS Roosevelt Roads (latitude 18°15'05" N., longitude 65°38'35" W.); within 2 miles each side of the Roosevelt Roads TACAN 040° radial, extending from the 5-mile radius zone to 8 miles northeast of the TACAN; within 2 miles each side of the 052° bearing from the Roosevelt Roads RBN, extending from the 5-mile radius zone to 8 miles northeast of the RBN; within 2 miles each side of the extended centerline of the northeast/southwest runway, extending from the 5-mile radius zone to 6 miles southwest of the airport.

AMENDMENTS 8/22/68 33 F. R. 9599 (Rewritten)

Roswell, N. M.
That airspace within a 6-mile radius of the Roswell Industrial Air Center Airport (latitude 33°17'59" N., longitude 104°31'48" W.); within 2 miles each side of the extended centerline of runway 3 extending from the 6-mile radius zone to the LOM; and within 2 miles each side of the extended centerline of runway 21 extending from the 6-mile radius zone to 6 miles southwest of the lift-off end of runway 21. This control zone is effective during the dates and times published in the Airman's Information Manual.

AMENDMENTS 2/1/68 33 F. R. 2628 (Changed); 8/22/68 33 F. R. 9876 (Rewritten); Corr: 33 F. R. 10799

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 Metropolitan Airport)
That airspace within a 5-mile radius of the Sacramento Metropolitan Airport (latitude 38°41'43" N., longitude 121°36'01" W.), and within 2 miles each side of the Sacramento Metropolitan Airport localizer (latitude 38°40'32" N., longitude 121°36'02" W.) N and S courses, extending from the 5-mile radius zone to 6 miles north and south of the airport; and including that airspace adjoining the McClellan AFB and Sacramento Municipal Airport control zones between latitude 38°41'43" N. and the Sacramento VORTAC 351° T radial.

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.

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.

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.

Saginaw, Mich.
That airspace within a 5-mile radius of Tri-City Airport (latitude 43°31'55" N., longitude 84°04'50" W.) within 2 miles each side of the Saginaw, Mich. VORTAC 030°, 156°, 233°, and 310° radials extending from the 5-mile radius zone to 8 miles northeast, southeast, southwest, and northwest of the VORTAC, and within 2 miles northwest and 3 miles southeast of the Saginaw ILS localizer southwest course extending from the 5-mile radius zone to the OM.

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 Chesterfield (Spirit of St. Louis) control zone during the hours it is in effect.

St. Paul, Minn.
Within a 5-mile radius of St. Paul Downtown Airport (Holman Field) (latitude 44°56'10" N., longitude 93°03'40" 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°51'25" N., longitude 93°01'55" W.). 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.

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 St. Petersburg Clearwater International Airport (latitude 27°54'35" N., longitude 82°41'12" W.); within 2 miles each side of the St. Petersburg VORTAC 343° radial, extending from the 5-mile radius zone to 10.5 miles north of the VORTAC.

AMENDMENTS 2/6/69 33 F. R. 18477 (Rewritten)

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.

Salinas, Calif.
Within a 5-mile radius of the Salinas Municipal Airport (latitude 36°39'40" N., longitude 121°36'20" W.), and within 2 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.

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 International Airport (latitude 40°47'10" N., longitude 111°58'05" W.), and within 2 miles each side of the Slat Lake City VORTAC 347° radial extending from the 5-mile radius zone to 1 mile north of the VORTAC.

AMENDMENTS 9/19/68 33 F. R. 9466 (Rewritten)

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 south of the VORTAC; within 2 miles each side of the San Antonio ILS localizer northwest course extending from the 5-mile radius zone to 1 mile southeast of the OM, within 2 miles each side of the San Antonio ILS localizer northeast course extending from the 5-mile radius zone to 6 miles northeast of the airport, and within 2 miles each side of the San Antonio ILS localizer southeast course extending from the 5-mile radius zone to 7 miles southeast of the localizer, and within 2 miles each side of a 132° bearing from the LOM extending from the 5-mile radius zone to 15.5 miles southeast of the LOM.

AMENDMENTS 3/28/68 33 F. R. 2627 (Rewritten)

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. (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 LaVernia, Tex., VOR 329° and 338° radials, extending from the 5-mile radius zone to 1 mile northwest of the VOR, within 2 miles each side of the Randolph AFB TACAN 323° radial extending from the TACAN to 8 miles northwest, and within 2 miles each side of the Randolph AFB TACAN 156° radial extending from the TACAN to 8 miles southeast.

AMENDMENTS 3/28/68 33 F. R. 2627 (Rewritten)

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.); 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, 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.

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 Imperial Beach, Calif., control zone.

AMENDMENTS 4/5/68 33 F. R. 5401 (Changed)

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.

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 Jose, Calif. (Reid-Hillview Airport)
That airspace within a 3-mile radius of the Reid-Hillview Airport (latitude 37°19'55" N., longitude 121° 49'10" W.), excluding that portion within the San Jose control zone. 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.

San Juan, P. R. (International Airport)
Within a 5-mile radius of Puerto Rico International Airport (latitude 18°26'45" N., longitude 66°00'05" W.); within a 3-mile radius of Isla Grande Airport (latitude 18°27'30" N., longitude 66°05'55" W.); within 2 miles each side of the San Juan VORTAC 058° radial, extending from the 5-mile radius zone to 8 miles northeast of the VORTAC; within 2 miles each side of the San Juan VORTAC 086° radial, extending from the 5-mile radius zone to 11 miles east of the VORTAC; within 2 miles each side of the Isla Grande Airport Runway 9/27 extended centerline, extending from the 3-mile radius zone to 5 miles west of the airport.

AMENDMENTS 8/22/68 33 F. R. 9599 (Rewritten); 1/9/69 33 F. R. 16555 (Rewritten)

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 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, 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.

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 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 11/14/68 33 F. R. 14219 (Changed)

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.

PENDING AMENDMENT
The description of the Santa Ana (Orange County Airport) control zone is amended by deleting the geographical coordinates "(latitude 33°40'10" N., longitude 117°52'15" W.)" in the first line, and substituting in place thereof, "(latitude 33°40'32" N., longitude 117°52'00" W.)."
AMENDMENTS 3/6/69 34 F. R. 1369 (Changed)

Santa Barbara, Calif.
Within a 5-mile radius of Santa Barbara Municipal Airport (latitude 34°25'35" N., longitude 119°50'20" W.); within 2 miles each side of the Santa Barbara ILS localizer west course, extending from the 5-mile radius zone to the OM.

AMENDMENTS 2/29/68 33 F. R. 531 (Rewritten)

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.

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.

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 AFB TACAN 143° radial, extending from the 5-mile radius zone to 8 miles southeast of the TACAN; within 2 miles each side of the Kincheloe AFB TACAN 337° radial extending from the 5-mile radius zone to 8 miles northwest of the TACAN; and within 2 miles each side of the Kincheloe AFB ILS localizer northwest course, extending from the 5-mile radius zone to the OM.

AMENDMENTS 2/1/68 32 F. R. 18020 (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.

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.

Savannah, Ga.
Within a 5-mile radius of Savannah Municipal Airport (latitude 32°07'35" N., longitude 81°12'05" W.); within a 5-mile radius of Hunter AAF (latitude 32°00'35" N., longitude 81°08'45" W.); within 2 miles each side of the Hunter AAF ILS localizer E course, extending from the 5-mile radius zone to 2 miles W of the Hunter AAF OM; within 2 miles each side of the Savannah Municipal Airport ILS localizer W course, extending from the 5-mile radius zone to 1 mile E of the Savannah Municipal Airport ILS OM; within 2 miles each side of the Savannah VORTAC 241° radial, extending from the 5-mile radius zone to the VORTAC.

AMENDMENTS 7/18/68 33 F. R. 10203 (Changed)

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° (42°51'15" N., 73°55'45" W.) bearing extending from the 5-mile radius zone to 7 miles northeast of the RBN; within 2 miles each side of the Schenectady VOR 030° radial extending from the 5-mile radius zone to 7 miles northeast of the VOR; 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.

AMENDMENTS 7/25/68 33 F. R. 8591 (Changed)

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. (Boeing Field International)
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 Field International (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.

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.

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.

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 Craig VOR 143° radial extending from the 5-mile radius zone to 11 miles SE of the VOR. Within 2 miles each side of the Craig 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 Craig TACAN 316° radial extending from the 5-mile radius zone to 6 miles NW of the TACAN.

Shemya, Alaska
Within a 5-mile radius of the Shemya Airport (latitude 52°42'50" N., longitude 174°06'57" E.); within 2 miles each side of the 104° bearing from the Shemya RBN, extending from the RBN to 12 miles east of the RBN, and within 2 miles each side of the 284° bearing from the Shemya RBN, extending from the RBN to 8 miles west of the RBN. The portion within R-2204 is excluded.

AMENDMENTS 8/22/68 33 F. R. 8592 (Rewritten)

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. (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. (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. (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 Municipal Airport (latitude 41°05'55" N., longitude 102°58'55" W.); within 2 miles each side of the Sidney VORTAC 128° radial, extending from the 5-mile radius zone to 8 miles SE of the VORTAC; and within 2 miles each side of the Sidney VORTAC 321° radial, extending from the 5-mile radius zone to 8 miles NW of the VORTAC.

AMENDMENTS 5/23/68 33 F. R. 3055 (Rewritten)

Silver City, N. Mex.
That airspace within a 5-mile radius of Silver City-Grant County Airport (latitude 32°38'22" N., longitude 108°09'22" W.); within 2 miles each side of the Silver City VOR 141° radial, extending from the 5-mile radius zone to 8 miles southeast of the VOR. This control zone is effective during the dates and times published in the Airman's Information Manual.

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.

PENDING AMENDMENT
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 8 miles east of the VOR, excluding the portion northwest 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.

AMENDMENTS 4/3/69 34 F. R. 1522 (Rewritten)

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 6 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.

Sitka, Alaska
Within a 5-mile radius of the Sitka Airport (latitude 57°03'00" N., longitude 135°21'51" W.); within 2 miles each side of the Biorka Island VORTAC 029° and 209° radials, extending from the 5-mile radius zone to 2 miles southwest of the VORTAC; within 2 miles each side of the Sitka RR northeast and southwest courses, extending from the 5-mile radius zone to 2 miles southwest of the RR; and within 2 miles each side of the LDA northwest course, extending from the 5-mile radius zone to 10 miles northwest of the LDA.

AMENDMENTS 5/23/68 33 F. R. 5215 (Rewritten)

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.

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 6 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.

Spartanburg, S. C.
Within a 5-mile radius of the Spartanburg Downtown Memorial 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 196° radial extending from the 5-mile radius zone to the VORTAC. This control zone shall be effective from 0600 to 2200 local time daily.

AMENDMENTS 11/22/68 33 F. R. 18009 (Changed)

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. (Felts Field)
That airspace within a 5-mile radius of Felts Field (latitude 47°41'00" N., longitude 117°19'20" 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.
That airspace within a 5-mile radius of Capital Airport (latitude 39°50'35" N., longitude 89°40'35" W.); within 2 miles each side of the Capital ILS localizer southwest course, extending from the 5-mile radius zone to the OM; within 2 miles each side of the Capital VORTAC 040° radial, extending from the 5-mile radius zone to 12 miles northeast of the VORTAC; within 2 miles each side of the Capital VORTAC 036° radial, extending from the 5-mile radius zone to 7 miles northeast of the VORTAC; and within 2 miles each side of the Capital VORTAC 058° radial, extending from the 5-mile radius zone to 8 miles northeast of the VORTAC.

AMENDMENTS 2/1/68 32 F. R. 16392 (Rewritten)

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.); within 2 miles each side of the Shaw AFB TACAN 033° and 213° radials, extending from the 5-mile radius zone to 8 miles northeast and 8 miles southwest of the TACAN.

AMENDMENTS 6/20/68 33 F. R. 6533 (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.

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.

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 (latitude 30°23'59" N., longitude 84°21'22" W.); within 2 miles each side of the Tallahassee VORTAC 175° radial, extending from the 5-mile radius zone to 2 miles south of the VORTAC; within 2 miles each side of the Tallahassee ILS localizer north course, extending from the 5-mile radius zone to 6 miles north of the airport.

AMENDMENTS 7/25/68 33 F. R. 8479 (Rewritten)

Tampa, Fla. (International Airport)
Within a 5-mile radius of Tampa International Airport (latitude 27°58'30" N., longitude 82°31'45" W.); within 2 miles each side of the St. Petersburg VORTAC 064° radial, extending from the 5-mile radius zone to 1.5 miles east of the VORTAC, excluding the portion southeast of a line 2 miles northwest of and parallel to the MacDill AFB ILS localizer northeast course and the portion within the St. Petersburg control zone.

AMENDMENTS 10/17/68 33 F. R. 14403 (Changed); 2/6/69 33 F. R. 18477 (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 (latitude 39°27'00" N., longitude 87°18'40" W.); within 2 miles each side of the Terre Haute ILS localizer southwest course, extending from the 5-mile radius zone to the OM; within 2 miles each side of the Terre Haute VORTAC 051° radial, extending from the 5-mile radius zone to 12 miles northeast of the VORTAC; and within 2 miles each side of the Terre Haute VORTAC 230° radial, extending from the 5-mile radius zone to 19 miles southwest of the VORTAC.

AMENDMENTS 2/6/69 33 F. R. 18929 (Rewritten)

Teterboro, N. J.
Within a 5-mile radius of Teterboro Airport (latitude 40°51'05" N., longitude 74°03'40" W.), and within 2 miles each side of the La Guardia VOR 295° radial extending northwest from the Teterboro, N. J., 5-mile radius zone to 17.5 miles northwest of the La Guardia VOR.

AMENDMENTS 9/19/68 33 F. R. 11148 (Changed)

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°48'23" 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.).

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 2 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.

Trinidad, Colo.
Within a 5-mile radius of Las Animas County Airport (latitude 37°15'40" N., longitude 104°20'30" W.), and within 2 miles each side of the 352° bearing from the Trinidad, Colo. RBN extending from the 5-mile radius zone to 8 miles north of the RBN.

AMENDMENTS 7/25/68 33 F. R. 8480 (Added)

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.

PENDING AMENDMENT
Troy, Ala.
Within a 5-mile radius of Troy Municipal Airport (latitude 31°51'40" N., longitude 86°00'45" W.); within 2 miles each side of the ILS localizer west course, extending from the 5-mile radius zone to the OM. 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 4/3/69 34 F. R. 1522 (Added)

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°56'32" W.); within 2 miles each side of the Tucson VORTAC 273° radial extending from the 5-mile radius zone to 14 miles west of the VORTAC; within 2 miles each side of the extended centerline of Runway 12L extending from the 5-mile radius zone to 5 miles southeast of the lift-off end of Runway 12L; within 2 miles northeast and 2.5 miles southwest of the extended centerline of Runway 30R extending from the 5-mile radius zone to 15.5 miles northwest of the lift-off end of Runway 30R, and within 2 miles southeast and 3 miles northwest of the extended centerline of Runway 21 extending from the 5-mile radius zone to 6.5 miles southwest of the lift-off end of Runway 21, excuding the portion subtended by a chord drawn between the points of INT of the Tucson International Airport 5-mile radius zone with the Davis Monthan-AFB 5-mile radius zone.

AMENDMENTS 4/11/68 33 F. R. 5615 (Changed); 8/22/68 33 F. R. 9149 (Rewritten)

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°13'10" N., longitude 87°36'45" W.); within 2 miles each side of the Tuscaloosa VORTAC 061° and 241° radials, extending from the 5-mile radius zone to 8 miles northeast of the VORTAC.

AMENDMENTS 11/14/68 33 F. R. 14285 (Rewritten); Corr: 33 F. R. 15245

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.

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., longitude 85°34'30" W.); within 2 miles each side of the Tyndall AFB TACAN 308° radial, extending from the 5-mile radius zone to 6 miles northwest of the TACAN.

Unalakleet, Alaska
Within a 5-mile radius of the Unalakleet Airport (latitude 63°53'10" N., longitude 160°47'40" W.); within 2 miles each side of the Unalakleet RR northwest course, extending from the 5-mile radius zone to 14 miles northwest of the RR; within 2 miles each side of the Unalakleet VOR 225° radial, extending from the 5-mile radius zone to 14 miles southwest 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 south of the TACAN. This control zone is effective from 0545 to 2145 hours, local time, daily.

AMENDMENTS 11/14/68 33 F. R. 12620 (Rewritten)

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 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.

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.

Vandenberg AFB, Calif.
Within a 5-mile radius of Vandenberg AFB, Lompoc, Calif. (latitude 34°43'50" N., longitude 120°34'30" W.); within 2 miles each side of the Vandenberg AFB ILS localizer southeast course, extending from the 5-mile radius zone to 2.5 miles northwest of the OM, and within a 1-mile radius of Lompoc Airport (latitude 34°39'55 N., longitude 120°27'55" W.), excluding that portion within R-2516.

AMENDMENTS 2/29/68 33 F. R. 531 (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 0800 to 1900 hours, local time, daily.

AMENDMENTS 2/6/69 33 F. R. 18982 (Changed)

Waco, Tex.
That airspace within a 5-mile radius of Waco Municipal Airport (latitude 31°36'40" N., longitude 97°13'40" W.), within 2 miles each side of the Waco VORTAC 330° radial extending from the 5-mile radius zone to 8 miles northwest of the VORTAC and within 2 miles each side of the Waco ILS localizer north course extending from the 5-mile radius zone to the OM.

AMENDMENTS 6/14/68 33 F. R. 9254 (Changed); 10/9/68 33 F. R. 15647 (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.

Walnut Ridge, Ark.
Within a 5-mile radius of Walnut Ridge Municipal Airport (latitude 36°07'30" N., longitude 90°55'25" W.) and within 2 miles each side of the Walnut Ridge VORTAC 244° radial extending from the 5-mile radius zone to 8 miles southwest of the VORTAC.

AMENDMENTS 6/20/68 33 F. R. 6532 (Rewritten)

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 Municipal Airport (latitude 44°54'35" N., longitude 97°09'30" W.); within 2 miles each side of the Watertown VORTAC 185° radial, extending from the 5-mile radius zone to 11 miles south of the VORTAC; within 2 miles each side of the Watertown VORTAC 006° radial, extending from the 5-mile radius zone to 8 miles north of the VORTAC; and within 2 miles each side of the 145° bearing from Watertown Municipal Airport, extending from the 5-mile radius zone to 12 miles southeast of the airport.

AMENDMENTS 11/14/68 33 F. R. 12962 (Rewritten)

Wausau, Wis.
Within a 5-mile radius of Wausau, Wis., Municipal Airport (latitude 44°53'45" 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.).

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 excluding the portion within the Westover, Mass., control zone. This control zone shall be in effect from 0700 to 2300 hours, local time, daily.

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.

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 2 miles each side of the Whidbey Island TACAN 351° radial, extending from the 5-mile radius zone to 6 miles north of the TACAN, and within 2 miles each side of the 283° bearing from the Whidbey Island RBN, extending from the 5-mile radius zone to 8 miles west of the RBN.

AMENDMENTS 6/20/68 33 F. R. 5615 (Changed)

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. (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, 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 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.

Williston, N. Dak.
Within a 5-mile radius of Sloulin International Airport (latitude 48°10'35" N., longitude 103°38'10" W.); within 2 miles each side of the Williston VOR 136° radial, extending from the 5-mile radius zone to the VOR; and within 2 miles each side of the 127° bearing from Sloulin International Airport, extending from the 5-mile radius zone to 12 miles southeast of the airport.

AMENDMENTS 3/28/68 33 F. R. 2505 (Added)

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.

Windsor Locks, Conn.
Within a 5-mile radius of the center 41°56'25" N., 72°41'05" W. of Bradley International Airport, Windsor Locks, Conn., and including a 1-mile radius of the center 41°55'00" N., 72°46'35" 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 southwest 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 centerline of Runway 6 extended from the 5-mile radius zone to 5 miles from the end of the runway; within 2 miles each side of the centerline of Runway 1 extended from the 5-mile radius zone to 6 miles from the end of the runway.

AMENDMENTS 4/25/68 33 F. R. 4367 (Changed)

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.

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°08'01.3" N., longitude 80°13'22.1 W.), effective from 0700 to 2300 hours, local time daily.

AMENDMENTS 8/22/68 33 F. R. 9254 (Rewritten)

Worcester, Mass.
Within a 5-mile radius of Worcester Municipal Airport (Lat. 42°16'05" N, Long. 71°52'20" W).

Worland, Wyo.
Within a 5-mile radius of Worland Municipal Airport (latitude 43°58'10" N., longitude 107°56'50" W.), and within 2 miles each side of the Worland VOR 352° radial, extending from the 5-mile radius zone to 8 miles north of the VOR.

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.

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.

Yakima, Wash.
Within a 5-mile radius of the Yakima Municipal Airport (latitude 46°33'55" N., longitude 120°32'25" W.), and within 2 miles each side of the Yakima ILS localizer east course extending from the 5-mile radius zone to 4.5 miles east of the LOM.

AMENDMENTS 2/1/68 32 F. R. 17516 (Rewritten)

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 southeast of the VORTAC; and that airspace bounded on the northeast by a line 2 miles northeast of and parallel to the 315° bearing from the Yakutat RR, on the east and southeast by the 5-mile radius zone, on the south by a line 3 miles south of and parallel to the 283° bearing from the Yakutat RR, and on the west and northwest by the arc of an 8-mile radius circle centered on the Yakutat RR.

AMENDMENTS 5/23/68 33 F. R. 5214 (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 Yuma MCAS/Yuma International Airport (latitude 32°39'10" N., longitude 114°36'20" W.); within 2 miles each side of the Yuma VORTAC 181° radial extending from the 5-mile radius zone to 2 miles south of the VORTAC, 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 northeast 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.

Adak, Alaska
That airspace extending upward from 700 feet above the surface within the arc of a 15-mile radius circle centered on the NS Adak Airport (latitude 51°52'59" N., longitude 176°38'54" W.), extending clockwise from the 033° bearing to the 090° bearing from the airport; and that airspace extending upward from 1,200 feet above the surface within 5 miles each side of the Navy Adak TACAN 250° radial extending from the TACAN to 12 miles West of the TACAN.

AMENDMENTS 7/25/68 33 F. R. 7669 (Added)

Adrian, Mich.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Adrian Municipal Airport (latitude 41°52'10" N., longitude 84°04'30" W.); and within 2 miles each side of the 223° bearing from Adrian Municipal Airport, extending from the 6-mile radius area to 8 miles southwest of the airport.

AMENDMENTS 3/28/68 33 F. R. 2765 (Added)

Aguadilla, P. R.
That airspace extending upward from 700 feet above the surface within a 12-mile radius of Ramey AFB (latitude 18°29'50" N., longitude 67°07'45" W.); within a 9-mile radius of Mayaguez Airfield (latitude 18°15'25" N., longitude 67°09'09" W.); within 2 miles each side of the 263° bearing from the Mayaguez RBN, extending from the 9-mile radius area to 11 miles west of the beacon.

AMENDMENTS 8/22/68 33 F. R. 9599 (Added)

Aiken, S. C.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Aiken Municipal Airport (latitude 33°39'10" N., longitude 81°41'25" W.); within 2 miles each side of the 048° bearing from the Aiken RBN (latitude 33°39'06" N., longitude 81°40'38" W.), extending from the 8-mile radius area to 8 miles northeast of the RBN.

AMENDMENTS 2/29/68 32 F. R. 20843 (Added)

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; within 2 miles each side of the Akron VORTAC 223° radial extending from the Akron-Canton Airport 7-mile radius area to 5 miles southwest of the VORTAC; within a 5-mile radius of the Andrew W. Paton of Kent State University Airport, Kent, Ohio (41°09'05" N., 81°25'05" W.); within 2 miles each side of the Akron VORTAC 285° radial, extending from the Andrew W. Paton of Kent State University Airport 5-mile mile radius area to VORTAC; within 2 miles each side of the Akron RBN 344° and 164° bearings, extending from the Andrew W. Paton of Kent State University Airport 5-mile radius area to 8 miles south 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 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.

AMENDMENTS 5/23/68 33 F. R. 5450 (Changed)

Alamogordo, N. Mex.

That airspace extending upward from 700 feet above the surface within a 11-mile radius of the Holloman AFB Airport (latitude 32°5104" N., longitude 106°06'05" W.); within 4 miles east and 6 miles west of the Holloman AFB TACAN 349° radial extending from the 11-mile radius area to 17.5 miles north of the TACAN; within 2 miles east and 6 miles west of the extended centerline of Runway 15 extending from the 11-mile radius area to 12.5 miles south of the south end of Runway 15; that airspace extending upward from 1,200 feet above the surface beginning at the intersection of longitude 106°04'00" W. and the arc of a 35-mile radius circle centered at latitude 32°51'04" N., longitude 106°06'05" W., thence clockwise via the arc of the 35-mile radius circle to latitude 32°43'15" N., to latitude 32°39'30" N., longitude 105°24'30" W., to latitude 32°33'35" N., longitude 105°30'00" W., to latitude 32°36'00" N., longitude 105°30'00" W., to latitude 32°36'00" N., longitude 106°06'00" W., to latitude 32°34'00" N., longitude 106°06'00" W., to latitude 32°34'00" N., longitude 106°15'00" W., to latitude 33°04'00" N., longitude 106°21'00" W., to latitude 33°11'00" N., longitude 106°17'00" W., to latitude 33°11'00" N., longitude 106°04'00" W., thence north along longitude 106°04'00" W., to the point of beginning; and within 5 miles each side of the Holloman TACAN 044° radial extending from the 35-mile radius arc to 41.5 miles northeast of the TACAN; within 5 miles each side of a direct line from the Holloman VOR to the Roswell, N. Mex., VORATC extending from the 35-mile radius arc to longitude 105°09'00" W.; within 5 miles each side of a direct line from the Holloman TACAN to the Roswell, N. Mex., VORTAC extending from the 35-mile radius arc to longitude 105°09'00" W.

AMENDMENTS 2/29/68 33 F. R. 66 (Added)

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 7 miles west and 11 miles east of the Alamosa VORTAC 339° radial, extending from the VORTAC to 33 miles north, within 8 miles northeast and 5 miles southwest of the 127° and 307° radials, extending from 3 miles northwest to 12 miles southeast of the VORTAC.

Albany, Ga.

That airspace extending upward from 700 feet above the surface within a 9-mile radius of Albany Municipal Airport (latitude 31°32'08" N., longitude 84°11'34" W.); within a 10-mile radius of NAS Albany (latitude 31°35'50" N., longitude 84°05'05" W.); within a 5-mile radius of Sylvester Airport (latitude 31°33'25" N., longitude 83°53'40" W.); within 2 miles each side of the Albany VORTAC 110° radial, extending from the NAS Albany 10-mile radius area to the VORTAC; within 2 miles each side of the Albany VORTAC 145° radial, extending from the 9-mile radius area to the VORTAC; within 2 miles each side of the 194° bearing from the Sylvester RBN (latitude 31°33'27" N., longitude 83°53'34" W.), extending from the 5-mile radius area to 8 miles S of the RBN; and that airspace extending upward from 1,200 feet above the surface from the 9-mile radius area to the VORTAC; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning NE of Albany at the INT of the S boundary of V-70 and the arc of a 40-mile radius circle centered at NAS Albany, thence clockwise along this arc to latitude 31°35'30" N., thence W along this latitude to the arc of a 30-mile radius circle centered at the Albany Municipal Airport, thence clockwise along this arc to a line 5 miles S of and parallel to the direct radials between the Dothan and Albany VORTACs, thence W along this line to a line extending through latitude 31°16'30" N., longitude 84°51'30" W., and latitude 31°37'30" N., longitude 84°46'00" W., thence N along this line to latitude 31°37'30" N., longitude 84°46'00" W., thence to latitude 31°41'20" N., longitude 84°56'55" W., thence to latitude 31°47'20" N., longitude 84°58'20" W., thence W along latitude 31°47'20" N., to the E boundary of V-241, thence N along this boundary to the INT of the S boundary of V-70, thence E along this boundary to point of beginning; and that airspace extending upward from 3,700 feet MSL beginning at the INT of the NE boundary of V-7 and a line extending from latitude 31°16'30" N., longitude 84°51'30" W. through latitude 31°14'35" N., longitude 85°10'45" W.; thence to latitude 31°16'30" N., longitude 84°51'30" W.; thence N along a line extending from latitude 31°16'30" N., longitude 84°51'30" W. through latitude 31°37'30" N., longitude 84°46'00" W., to the intersection of a line 5 miles S of and parallel to the direct radials between the Albany and Dothan VORTACs; thence E along this line to the arc of a 30-mile radius circle centered at the Albany Municipal Airport; thence counterclockwise along this arc to the W boundary of V-97/V-35W; thence S along this boundary to the NE boundary of V-7; thence NW along this boundary to point of beginning.

AMENDMENTS 10/17/68 33 F. R. 11332 (Changed); Corr: 33 F. R. 12035

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 a 019° bearing from the Runway 19 ILS OM extending from the 9-mile radius area to 12 miles north of the OM; within the arc of a 12-mile radius circle centered on the Albany VOR extending from the Albany VOR 021° radial clockwise to the Albany VOR 274° radial; within a 9-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 9-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 9-mile radius area to 11 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 7/25/68 33 F. R. 8591 (Changed)

Albert Lea, Minn.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Albert Lea Municipal Airport (latitude 43°40'50" N., longitude 93°22'05" W.) and within 2 miles each side of the 345° bearing from Albert Lea Municipal Airport, extending from the 5-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 165° and 345° bearings from Albert Lea Municipal Airport, extending from 6 miles S to 12 miles N of the airport, excluding the portion which overlies the Hope, Minn. transition area.

Albion, N. J.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center 39°46'40" N., 74°56'55" W., of Albion Airstrip, Albion, N. J., and within 2 miles each side of the Millville VORTAC 003° radial extending from the 5-mile radius area to the VORTAC, excluding the portion that coincides with the Millville, N. J., transition area. This transition area is effective from sunrise to sunset, daily.

AMENDMENTS 6/20/68 33 F. R. 6916 (Added)

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 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.

PENDING AMENDMENT
The Albuquerque, N. Mex., transition area 1,200-foot portion is amended in part by deleting "excluding the portion within an 8-mile radius of Otto Airport, Moriarity, N. Mex. (latitude 35°04'35" N., longitude 106°00'10" W.)," and substituting "excluding the portion within an 8-mile radius of latitude 35°04'35" N., longitude 106°00'10" W.;" therefor; and by deleting "within 10 miles south and 7 miles north of the Grants, N. Mex., VOR 267° and 087° radials, extending from the 46-mile radius area to 20 miles west of the VOR;

AMENDMENTS 3/6/69 34 F. R. 429 (Changed)

Alexander City, Ala.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Thomas C. Russell Field Airport (latitude 32°55'15" N., longitude 85°57'45" W.); within 2 miles each side of the 171° bearing from the Alexander City RBN (latitude 32°53'10" N., longitude 85°57'30" W.), extending from the 5-mile radius area to 8 miles south of the RBN.

Alexandria, Ind.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Alexandria Airport (latitude 40°13'25" N., longitude 85°38'15" W.) excluding the portion which overlies the Anderson, Ind., transition area.

AMENDMENTS 7/25/68 33 F. R. 7875 (Added)

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 southeast 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 southeast of the VORTAC; within 2 miles each side of the Esler VOR 155° radial, extending from the Esler Field 7-mile radius area to 17 miles southeast 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 30°37'00" N., longitude 92°50'00" W., to latitude 30°15'50" N., longitude 93°57'00" 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 latitude 30°16'20" N., longitude 94°05'10" W. to latitude 30°35'45" N., longitude 94°14'15" W., to latitude 30°44'00" N., longitude 93°51'00" W., to latitude 31°08'00" N., longitude 94°02'00" W., to latitude 31°42'00" N., longitude 93°56'00" W., to latitude 31°42'00" N., longitude 93°51'00" W., to 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 point of beginning; excluding the portion within the Natchez, Miss., transition area.

AMENDMENTS 2/1/68 32 F. R. 16202 (Changed)

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.

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.

Allegan, Mich.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Allegan, Mich., Padgham Field (latitude 42°31'55" N., longitude 85°49'30" W.), excluding the portion which coincides with the Battle Creek, Mich., transition area.

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, on the southwest by V-154, excluding Federal airways.

AMENDMENTS 2/6/69 33 F. R. 18478 (Changed)

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.

AMENDMENTS 12/12/68 33 F. R. 15704 (Changed)

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.

Alma, Ga.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Bacon County Airport (latitude 31°32'20" N., longitude 82°30'30" W). This transition area is effective from 0600 to 2000 hours, local time, daily.

AMENDMENTS 12/12/68 33 F. R. 15412 (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.

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°33'00" 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 VORTAC 186° radial, extending from the VORTAC to 12 miles south of the VORTAC, within 5 miles east and 8 miles west of the Alpena VORTAC 346° radial, extending from the VORTAC to 12 miles north of the VORTAC, and within 5 miles northeast and 8 miles southwest of the Alpena VORTAC 306° radial, extending from the VORTAC to 12 miles northwest of the VORTAC, and that airspace extending upward from 1,200 feet above the surface within a 21-mile radius of Phelps-Collins Airport, within the arc of a 20-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, within 6 miles southeast and 9 miles northwest of the Alpena VORTAC 232° radial extending from the 21-mile radius area to 48 miles southwest of the VORTAC, and within 6 miles northeast and 9 miles southwest of the Alpena VORTAC 305° radial extending from the 21-mile radius area to 48 miles northwest of the VORTAC, excluding the portion which coincides with the Oscoda, Mich., transition area.

Alva, Okla.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Alva Municipal Airport (latitude 36°46'00" N., longitude 98°40'00" W.); within 2 miles each side of the 170° bearing from the Alva RBN (latitude 36°46'47" N., longitude 98°40'34" W.), extending from the 5-mile radius area to 8 miles south of the RBN; and that airspace extending upward from 1,200 feet above the surface within an area bounded by a line beginning at latitude 36°50'30" N., longitude 98°50'30" W., to latitude 36°34'40" N., longitude 98°47'00" W., to latitude 36°37'00" N., longitude 98°30'00" W., thence north via longitude 98°30'00" W. to and west via the south boundary of V-190 to the southeast boundary of V-12, thence to point of beginning, excluding the portion within Federal airways.
AMENDMENTS 2/29/68 33 F. R. 12 (Added)

Amarillo, Tex.
That airspace extending upward from 700 feet above the surface within a 20-mile radius of the Amarillo 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.

AMENDMENTS 4/29/68 33 F. R. 7020 (Changed)

Amchitka, Alaska
That airspace extending upward from 700 feet above the surface within 8 miles north and 5 miles south of the 082° bearing from the Amchitka RBN extending from the RBN to 11.5 miles east; within 8 miles southeast and 5 miles northwest of the 247° bearing from the Amchitka RBN, extending from the RBN to 11.5 miles southwest; and that airspace extending upward from 1,200 feet above the surface within a 29-mile radius of the Amchitka Airport (latitude 51°22'45" N., longitude 179°15'42" E.).

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.

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.).

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.

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.

Ann Arbor, Mich.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Ann Arbor Municipal Airport (latitude 42°13'25" N., longitude 83°44'30" W.); and within a 5-mile radius of Young Field (latitude 42°17'40" N., longitude 83°51'45" W.), excluding the portion which overlies the Detroit, Mich., 700-foot floor transition area.

AMENDMENTS 2/1/68 32 F. R. 17576 (Added)

Annette Island, Alaska
That airspace extending upward from 700 feet above the surface within a 14-mile radius of the Annette Island VOR; within 5 miles southwest of the 331° bearing from the Gravina Island RBN, extending from the 14-mile radius area to 8 miles northwest of the RBN; and that airspace extending upward from 1,200 feet above the surface within 6 miles northeast and 9 miles southwest of the Annette Island radio range northwest course, extending from the RR to 28 miles northwest of the RR; and within 14 miles northeast and 22 miles southwest of the Annette Island VOR 150° radial, extending from the VOR to 30 miles southeast of the VOR; excluding the portion outside the United States.

AMENDMENTS 5/23/68 33 F. R. 5214 (Rewritten)

Anniston, Ala.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Anniston Calhoun County 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.

Apalachicola, Fla.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Apalachicola Municipal Airport (lat. 29° 43' 45" N., long. 85° 01' 45" W.); within 2 miles each side of the 012° 049°, and 322° bearings from the Apalachicola RBN, extending from the 6-mile radius area to 8 miles North, Northeast and Northwest of the RBN.

AMENDMENTS 1/9/69 33 F. R. 17102 (Added)

Appleton, Wis.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Outagamie County Airport (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 6-mile radius area to 15 miles southeast of the airport; and within 2 miles each side of the 285° bearing from Outagamie County Airport, extending from the 6-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.

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.

Arkansas City/Winfield, Kans.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Strother Field (latitude 37°10'10" N., longitude 97°02'25" W.).

Asheboro, N. C.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Asheboro Municipal Airport (latitude 35°39'18" N., longitude 79°53'41" W.).

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 Biltmore 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 Asheville Airport (latitude 35°26'00" N., longitude 82°32'25" W.) and a line 10 miles southwest of and parallel to the centerline of V-185, extending clockwise along this arc to a line 7 miles northwest of and parallel to the centerline of V-222, thence northeast along this line to a line 7 miles southwest of and parallel to the centerline of V-259, thence northwest along this line to latitude 35°54'00" N., thence east along latitude 35°54'00" N. to the southwest boundary of V-259, thence southeast along the southwest boundary of V-259 to the northwest boundary of V-20, thence southwest along the northwest boundary of V-20 to the north boundary of V-296, thence west along the north boundary of V-296 to the southeast boundary of V-222, thence southwest along the southeast boundary of V-222 to a line 6 miles west of and parallel to the 160° and 340° bearings from the Broad River RBN, thence north along a line 6 miles west of and parallel to the 160° and 340° bearings from the Broad River RBN to a line 10 miles southwest of and parallel to the centerline of V-185, thence northwest along this line to the point of beginning.

AMENDMENTS 9/19/68 33 F. R. 10799 (Changed)

Ashland, Ky.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center, 38°33'15" N., 82°44'20" W., of Ashland-Boyd County Airport, Ashland, Ky.; within 2 miles each side of the Runway 10 centerline extended from the 6-mile radius area to 9 miles east of the end of the runway; within 2 miles each side of the Runway 28 centerline extended from the 6-mile radius area to 9 miles west of the end of the runway and within 2 miles each side of the York VOR 116° radial extending from the 6-mile radius area to the VOR.

Ashland, Mo.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Columbia, Mo. Regional Airport (latitude 38°48'55" N., longitude 92°13'05" W.); and within 2 miles each side of the Hallsville, Mo. VORTAC 192° radial, extending from the 6-mile radius area to 10 miles south of the VORTAC, excluding the portions which overlie the Columbia, Mo., 700-foot floor transition area.

AMENDMENTS 9/19/68 33 F. R. 10444 (Added); 10/7/68 33 F. R. 15860 (Rewritten)

Ashland, Wis.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of John F. Kennedy Memorial Airport (latitude 46°32'55" N., longitude 90°55'00" W.) and within 2 miles each side of the 208° bearing from John F. Kennedy Memorial 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 W and 8 miles E of the 208° bearing from John F. Kennedy Memorial Airport extending from the airport to 12 miles SW of the airport.

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 southwest of the Astoria, Oreg., VOR 147° and 327° radials, extending from 7 miles southeast to 13 miles northwest of the VOR; within 9 miles south and 2 miles north of the Astoria VOR 268° radial; extending from the VOR to 13 miles west of the VOR; within 5 miles northeast and 8 miles southwest of the Astoria VOR 309° radial, extending from the Fort Stevens fan marker to 12 miles northwest of the fan marker and within 8 miles northeast and 6 miles southwest of the Astoria VOR 309° radial extending from the Fort Stevens fan marker to 20 miles northwest of the fan marker.

AMENDMENTS 12/12/68 33 F. R. 15245 (Changed)

Athens, Ga.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of Athens Municipal Airport (latitude 33°56'54" N., longitude 83°19'37" W.).

AMENDMENTS 1/9/69 33 F. R. 16558 (Added)

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.

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 line 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.

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°31'45" N., 74°15'55" 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.

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 VORTAC 141° and 321° radials, extending from the Daniel Field 5-mile radius area to 8 miles NW of the VORTAC; within 2 miles each side of the 346° bearing from the Emory 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 VORTAC 278° radial; thence E via a line 10 miles N of and parallel to the Augusta VORTAC 278° radial; to and clockwise along the arc of a 23-mile radius circle centered at the Augusta VORTAC; to and N along a line 10 miles W of and parallel to the Augusta VORTAC 359° radial; to and counterclockwise along the arc of a 15-mile radius circle centered on the Greenwood, S. C., VORTAC; to and S along a line 8 miles E of and parallel to the Augusta VORTAC 359° radial; to and clockwise along the arc of a 23-mile radius circle centered on the Augusta VORTAC; 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 VORTAC 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 VORTAC 157° radial, on the S by the N boundary of V-70, and on the W by longitude 82°30'00" W.; excluding that portion within R-6004.

AMENDMENTS 8/22/68 33 F. R. 12178 (Changed); 10/17/68 33 F. R. 11449 (Changed)
AMENDMENTS 1/16/69 33 F. R. 19899 (Changed)

Augusta, Maine

That airspace extending upward from 700 feet above the surface within an 8-mile radius of the center (44°19'15" N., 69°47'45" W.), of Augusta State Airport, Augusta, Maine, and within 2 miles each side of the Capital City, Maine, RBN (44°20'18" N., 69°48'42" W.) 333° bearing extending from the 8-mile radius area to 8 miles northwest 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; 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.

AMENDMENTS 3/28/68 33 F. R. 2629 (Changed); 6/17/68 33 F. R. 9254 (Changed)

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°24'45" 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°44'45" N., longitude 73°29'35" 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.

AMENDMENTS 12/12/68 33 F. R. 15990 (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 9-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 runway 33 centerline extended from the 9-mile radius area to 9 miles northwest of the end of the runway; within 5 miles north and 8 miles south of the Baltimore ILS west course extending from the 9-mile radius area to 12 miles west of the OM; within a 6-mile radius of the center, 39°19'35" N., 76°25'00" W., of Martin Airport, Baltimore, Md.; within 2 miles each side of the runway 14 centerline extended from the 6-mile radius area to 7 miles southeast of the end of the runway; within 2 miles each side of the runway 36 centerline extended from the 6-mile radius area to 9 miles north of the end of the runway; within 2 miles each side of a 132° bearing from the Martin RBN (39°18'15" N., 76°22'45" W.) extending from the 6-mile radius area to 8 miles southeast of the RBN; within 2 miles each side of the Martin TACAN (39°19'18" N., 76°24'42" W.) 317° radial extending from the 6-mile radius area to 15 miles northwest of the TACAN and within a 19-mile radius arc of the Baltimore VORTAC extending clockwise from the Baltimore VORTAC 004° radial to the 035° radial.
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 7-mile radius arc of the center (44°48'20" N., 68°49'32" W,), of the Bangor International Airport, Bangor, Maine, extending clockwise from 245° to 093°; within a 12-mile radius arc of Bangor International Airport extending clockwise from 093° to 245°; within 2 miles each side of the Bangor
VORTAC 318° radial extending from the VORTAC to 12 miles NW of the VORTAC; within 5 miles E and 8 miles W of the Bangor ILS localizer SE course extending from the OM to 12 miles SE of the OM; within a 5-mile radius area of the center (44°57'10" N., 68°40'15" W.), of Old Town Municipal Airport, Old Town, Maine, and within 2 miles each side of the Bangor VORTAC 052° radial extending from the Old Town Municipal Airport 5-mile radius area to the VORTAC; within 2 miles each side of the Bangor VORTAC 050° radial extending
from the Old Town Municipal Airport 5- mile radius area to 25 miles northeast of the VORTAC; within 2 miles each side of a 028° bearing from the Old Town, Maine, RBN, 45°00'24" N., 68°38'02" W., extending from the Old Town Municipal Airport 5-mile radius area to 8 miles northeast of the RBN; within 2 miles each side of the Old Town Municipal Airport Runway 22 centerline extended from the Old Town Municipal Airport 5-mile radius area to 6 miles south of the end of the runway; within 2 miles each side of the Old Town Municipal Airport Runway 33 centerline extended from the Old Town Municipal Airport 5-mile radius area to 6 miles northwest of the end of the runway; within 2 miles each side of the Old Town Municipal Airport Runway 15 centerline extended from the Old Town Municipal Airport 5-mile radius area to 5 miles southeast of the end of the runway;
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 11/14/68 33 F. R. 14587 (Changed); 11/16/68 33 F. R. 17102 (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.

Bardstown, Ky.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center 37°48'50" N., 85°30'00" W. of Samuels Field, Bardstown, Ky.; within 2 miles each side of the Runway 20 centerline extended from the 5-mile radius area to 5 miles south of the end of the runway and within 2 miles each side of a 022° bearing from the Bardstown, Ky. RBN 37°50'52" N., 85°29'00" W. extending from the 5-mile radius area to 8 miles north of the RBN.

AMENDMENTS 12/12/68 33 F. R. 15859 (Added)

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 Phillips Airport (latitude 36°45'45" N., longitude 96°00'30" W.), and within 2 miles each side of the Barltesville VORTAC 355° radial extending from the 8-mile radius area to 8 miles north of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within 5 miles east and 8 miles west of the Bartlesville VORTAC 355° radial extending from the VORTAC to 13 miles north, that airspace bounded on the north by V-516 on the south and southwest by V-190 and on the east by V-131, within 5 miles each side of the Bartlesville VORTAC 184° radial extending from the VORTAC to 18 miles south excluding the portion within the Tulsa, Okla., transition area, and that airspace bounded on the north by V-190 on the southwest by V-74N and on the east by a line 5 miles west of and parallel to the Bartlesville VORTAC 184° radial excluding the portion within the Tulsa, Okla., transition area.

AMENDMENTS 4/25/68 33 F. R. 4094 (Rewritten)

Bastrop, La.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Morehouse Airport (latitude 32°45'30" N., longitude 91°53'00" W.), and within 2 miles each side of the Monroe VORTAC 030° radial extending from the 5-mile radius area to 19 miles northeast of the VORTAC.

AMENDMENTS 9/19/68 33 F. R. 12179 (Added)

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.

Batesville, Ark.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Batesville Municipal Airport (latitude 35°43'50" N., longitude 91°38'25" W.), and within 2 miles each side of the 106° bearing from the Batesville RBN (latitude 35°43'44" N., longitude 91°38'17" W.), extending from the 5-mile radius area to 8 miles east of the RBN; and that airspace extending upward from 1,200 feet above the surface within 8 miles north and 5 miles south of the 106° bearing, extending from the Batesville RBN to a point 12 miles east, and that airspace within 5 miles each side of the Walnut Ridge VORTAC 235° radial, extending from the Walnut Ridge transition area to the Batesville RBN.

AMENDMENTS 2/29/68 33 F. R. 4093 (Changed)

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.

Battle Mountain, Nev.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Lander County Airport (latitude 40°35'55" N., longitude 116°52'25" W.), and within 8 miles northwest and 5 miles southeast of the Battle Mountain VORTAC 218° radial extending from the VORTAC to 17.5 miles southwest of the VORTAC; that airspace extending upward from 1,200 feet above the surface bounded on the north by a line 5 miles north of and parallel to the Battle Mountain VORTAC 264° and 084° radials, on the west and southwest by an arc of a 23-mile radius circle centered on Battle Mountain VORTAC extending counterclockwise from a line 5 miles N of and parallel to the Battle Mountain VORTAC 264° radial to a line 6 miles southeast of and parallel to the Battle Mountain VORTAC 218° radial, on the southeast by a line 6 miles southeast of and parallel to the Battle Mountain VORTAC 218° radial, on the east by longitude 116°50'30" W., and that airspace within 9 miles north and 6 miles south of the Battle Mountain 077° and 257° radials extending from 18.5 miles east to 7 miles west of the VORTAC.

AMENDMENTS 10/17/68 33 F. R. 11449 (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.

Bay City, Mich.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the James Clements Municipal Airport (latitude 43°32'45" N., longitude 83°53'40" W.) excluding the portion within the Saginaw, Mich., control zone.

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.).

Beaumont, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Jefferson County Airport (latitude 29°57'05" N., longitude 94°01'10" W.), within a 5-mile radius of Beaumont Municipal Airport (latitude 30°04'15" N., longitude 94°13'00" W.), within 2 miles each side of the Beaumont ILS localizer southeast course extending from the Jefferson County Airport 5-mile radius area to 13.5 miles southeast of the approach end of Runway 29, within 2 miles each side of the Beaumont ILS localizer northwest course extending from the Beaumont Municipal Airport 5-mile radius area to the OM, and within 2 miles each side of the 308° bearing from the Beaumont ILS LOM, extending from the Beaumont Municipal Airport 5-mile radius area to the LOM; 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.

AMENDMENTS 4/25/68 33 F. R. 4093 (Rewritten); 7/25/68 33 F. R. 7718 (Rewritten)

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.

Bedford, Ind.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Grissom Municipal Airport (latitude 38°50'25" N., longitude 86°26'45" W.); and within 2 miles each side of the Bloomington, Ind., VOR 157° radial extending from the 6-mile radius to 16 miles southeast of the VOR.

AMENDMENTS 5/23/68 33 F. R. 5352 (Added)

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 1,200 feet above the surface within an area 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 29°00'00" N., longitude 96°30'00" W., to latitude 28°22'00" N., longitude 96°30'00" W., to latitude 28°14'00" N., longitude 96°46'00" W., to latitude 28°07'00" N., longitude 97°15'00" W., to latitude 28°07'00" N., longitude 98°27'00" W., to latitude 28°27'00" N., longitude 98°14'00" W., to latitude 28°34'00" N., longitude 98°23'00" W., to latitude 28°43'30" N., longitude 98°17'30" W., to latitude 29°00'00" N., longitude 97°43'00" W., to point of beginning.

AMENDMENTS 3/28/68 33 F. R. 2629 (Changed)

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.

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.

Bend, Oreg.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Bend Municipal Airport (latitude 44°05'35" N., longitude 121°12'00" W.) and within 2 miles each side of the Redmond VORTAC 334° and 154° radials, extending from the 5-mile radius area to 1 mile northwest of the VORTAC; that airspace extending upward from 1,200 feet above the surface within 5 miles southwest and 8 miles northeast of the Redmond VORTAC 334° radial, extending from the VORTAC to 12 miles northwest of the VORTAC.

AMENDMENTS 8/22/68 33 F. R. 9467 (Added)

Benton Harbor, Mich.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Ross Field (latitude 42°07'40" N., longitude 86°25'40" W.), and within 2 miles each side of the ILS back course and Keller, Mich., VORTAC 266° radial extending from the 7-mile radius area to 12 miles west of the airport.

AMENDMENTS 2/1/68 32 F. R. 15523 (Rewritten)

Berlin, N.H.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center of Berlin Airport, Berlin, N. H. (44°34'35" N., 71°10'40" W.); within 2 miles each side of the Berlin, N. H., RBN (44°34'37" N., 71°10'47" W.) 334° bearing extending from the 7-mile radius area to 8 miles northwest of the RBN; and within 2 miles each side of the Berlin, N. H., VOR (44°38'05" N., 71°11'12" W.) 355° radial extending from the 7-mile radius area to 8 miles north of the VOR;
That airspace extending upward from 1,200 feet above the surface beginning at 44°54'00" N., 71°10'00" W. to 44°50'00" N., 71°07'30" W.; to 44°50'30" N., 71°02'00" W.; to 44°40'00" N., 71°00'30" 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.

Bethel, Alaska
That airspace extending upward from 1,200 feet above the surface within a 22-mile radius of the Bethel VORTAC.

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.

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 Mountain, Alaska
That airspace extending upward from 1,200 feet above the surface within 5 miles northwest and 7.5 miles southeast of the 049° and 229° bearings from the Big Mountain RBN, extending from 7 miles northeast to 13 miles southwest of the RBN.

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 by a line beginning at latitude 31°28'40" N., longitude 102°00'00" W., to latitude 31°28'40" N., longitude 101°05'00" W., to latitude 30°51'00" N., longitude 101°05'00" W., to latitude 31°02'00" N., longitude 103°16'00" W.; to latitude 31°09'00" N., longitude 103°18'00" W., to latitude 31°09'00" N., longitude 103°16'00" W., to latitude 31°26'25" N., longitude 103°16'00" W., to latitude 31°26'20" N., longitude 103°01'00" W.; to latitude 31°33'40" N., longitude 102°59'10" W., to latitude 31°33'00" N., longitude 102°53'00" W., to latitude 31°40'00" N., longitude 102°39'30" W., to latitude 31°30'00" N., longitude 102°20'00" W., to point of beginning, excluding the portion of the transition area with a floor of 7,500 feet MSL that lies within Federal airways and that portion within the Fort Stockton, Tex., transition area.

AMENDMENTS 9/19/68 33 F. R. 10204 (Changed); 11/14/68 33 F. R. 14404 (Changed)

Billings, Mont.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Logan Field (latitude 45°48'25" N., longitude 108°31'55" W.); within a 12-mile radius of Billings VORTAC, extending from a line 5 miles southeast of and parallel to the Billings VORTAC 212° radial clockwise to the Billings VORTAC 347° radial; and within 2 miles each side of the Billings ILS localizer east course, extending from the 8-mile radius area to 8 miles east of the Billings RBN; that airspace extending upward from 1,200 feet above the surface within a 25-mile radius of Billings VORTAC, extending from the south edge of V-2 west of Billings clockwise to the southwest edge of V-19 southeast of Billings; within 10 miles southwest and 7 miles northeast of the Billings VORTAC 301° radial, extending from the 25-mile radius area to 49 miles northwest of the VORTAC; within 10 miles southwest and 7 miles northeast of the Billings VORTAC 317° radial, extending from the 25-mile radius area to 45 miles northwest of the VORTAC; within 10 miles west and 7 miles east of the Billings VORTAC 347° radial, extending from the 25-mile radius area to 42 miles north of the VORTAC; within 10 miles north and 8 miles south of the Billings VORTAC 096° radial, extending from the 25-mile radius area to 38 miles east of the VORTAC; and the area southeast of Billings bounded on the northeast by V-86, on the south by latitude 45°20'00" N., and on the west by V-187; that airspace extending upward from 7,700 feet MSL within 8 miles each side of the Billings VORTAC 096° radial, extending from 38 to 99 miles east of the VORTAC; and the area northwest of Billings bounded on the northeast by V-187, on the southwest by V2-N, and on the northwest by the Lewistown, Mont., VORTAC 195° radial; and that airspace extending upward from 7,000 feet MSL within 7 miles north and 10 miles south of the Billings VORTAC 266° radial, extending from 6 to 43 miles west of the VORTAC.

AMENDMENTS 9/19/68 33 F. R. 10564 (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 beginning at the intersection of a line 2 miles west of and parallel to the extended centerline of Runways 18/36 north of the Birmingham Municipal Airport and the arc of a 17-mile radius circle centered at Birmingham Airport surveillance radar antenna site (latitude 33°34'24" N., longitude 86°45'23" W.); thence clockwise along this arc to the intersection of the 270° bearing from the radar antenna site; thence east along the 270° bearing from the radar antenna site to the intersection of the arc of a 13-mile radius circle centered at the radar antenna site; thence clockwise along this arc to a line 2 miles northeast of and parallel to the Birmingham VORTAC 313° radial; thence southeast along this line to the intersection of the arc of a 10-mile radius circle centered at the radar antenna site; thence clockwise along this arc to the intersection of a line 2 miles west of and parallel to the extended centerline of Runways 18/36; thence north along this line to the 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 87°37'00" W., extending east along latitude 34°00'00" N. to the east boundary of V-57E, thence north along the east boundary of V-57E to the southwest boundary of V-325, thence southeast along the southwest boundary of V-325 to the southwest boundary of V-321, thence southeast along the southwest boundary of V-321 to the south boundary of V-18, thence west along the south boundary of V-18 to longitude 86°00'00" W., thence south along longitude 86°00'00" W. to the south boundary of V-66, thence west along the south 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 southwest to latitude 33°01'00" N., longitude 87°18'15" W., thence west along latitude 33°01'00" N. to the southeast boundary of V-209, thence southwest along the southeast boundary of V-209 to longitude 88°00'00" W., thence north along longitude 88°00'00" W. to the northwest boundary of V-18, thence northeast along the northwest boundary of V-18 to a 19-mile radius arc centered on the Tuscaloosa, Ala., VORTAC, thence clockwise along this arc to longitude 87°37'00" W., thence north along longitude 87°37'00" W. to point of beginning, excluding that portion that coincides with R-2101 and the Gadsden, Ala., transition area.

AMENDMENTS 5/23/68 33 F. R. 5351 (Changed)

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 northeast and 5 miles southwest of the Bismarck ILS localizer southeast course extending from the OM to 12 miles southeast of the OM, and within 8 miles north and 5 miles south of the Bismarck 105° radial extending from the VOR to 12 miles east of the VOR, and that airspace extending upward from 1,200 feet above the surface within 8 miles north and 5 miles south of the 105° radial of the Bismarck VOR extending from the VOR to 14 miles east of the VOR, within 8 miles northeast and 5 miles southwest of the 129° radial of the Bismarck VOR extending from the VOR to 20 miles southeast of the VOR, and within 8 miles northeast and 5 miles southwest of the Bismarck ILS localizer southeast course extending from 3 miles northwest to 14 miles southeast of the Bismarck OM.

Blacksburg, Va.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center, 37°12'25" N., 80°24'30" W., of VPI Airport, Blacksburg, Va.; within 2 miles each side of the Pulaski VORTAC 064° radial extending from the 6-mile radius area to the VORTAC; within 2 miles each side of the Runway 8 centerline extended from the 6-mile radius area to 7 miles east of the end of the runway; and within 2 miles each side of the Runway 30 centerline extended from the 6-mile radius area to 11 miles northwest of the end of the runway, excluding the portion within the Dublin, Va., transition area.
AMENDMENTS 2/29/68 33 F. R. 532 (Added); 6/20/68 33 F. R. 6915 (Changed)

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.

PENDING AMENDMENT
Blanding, Utah
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Blanding, Utah, Airport (latitude 37°34'52" N., longitude 109°29'00" W.) and within 2 miles each side of the 188° bearing from the Blanding, Utah, RBN (latitude 37°31'03" N., longitude 109°29'31" W.) extending from the 5-mile radius area to 8 miles south of the RBN; that airspace extending upward from 1,200 feet above the surface within 8 miles east and 5 miles west of the 188° and 008° bearings from the Blanding RBN extending from 13 miles south to 7 miles north of the RBN, and within 5 miles each side of a direct line between the Blanding RBN and the Dove Creek, Colo., VORTAC excluding that portion within R-6410 during the times that R-6410 is in use.

AMENDMENTS 4/3/69 34 F. R. 1372 (Added)

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 feet above the surface within a 5-mile radius of Bloomington Normal Airport (latitude 40°28'55" N., longitude 88°55'40" W.); and within 2 miles each side of the Bloomington VOR 043°, 105° and 319° radials, extending from the 5-mile radius area to 8 miles northeast, east, and northwest of the VOR.

AMENDMENTS 4/25/68 33 F. R. 1070 (Rewritten)

Bloomington, Ind.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Monroe County Airport (latitude 39°08'25" N., longitude 86°37'00" W.) and within 2 miles each side of the Bloomington, Ind., VOR 072°, 181°, 236°, and 341° radials extending from the 6-mile radius area to 8 miles east, south, southwest, and north of the VOR.

AMENDMENTS 2/29/68 33 F. R. 451 (Rewritten)

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 west of the VOR.

AMENDMENTS 7/25/68 33 F. R. 8433 (Changed)

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 boundary 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 northwest of Boise bounded on the northwest by the McCall, Idaho VORTAC 221° radial, on the east by the west edge of V-253 and on the southwest by a line 8 miles northeast of and parallel to the Boise VORTAC 319° radial; that airspace southeast of Boise extending upward from 9,000 feet MSL bounded on the north by the south edge of V-500 on the east by the west edge of V-293 and on the southwest by the northeast edge of V-4; and that airspace extending upward from 10,500 feet MSL southeast of V-507, within 5 miles each side of the Rome, Oreg., VORTAC 056° radial extending from 46 miles northeast 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.

Boone, Iowa
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Boone Municipal Airport (latitude 42°03'05" N., longitude 93°50'45" W.) and within 2 miles each side of the 338° bearing from Boone Municipal Airport extending from the airport to 8 miles north and that airspace extending upward from 1,200 feet above the surface within 5 miles east and 8 miles west of the 338° bearing from Boone Municipal Airport extending from the airport to 12 miles north.

AMENDMENTS 2/29/68 32 F. R. 20630 (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.

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.

Bowie, Tex.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Bowie Municipal Airport (latitude 33°36'15" N., longitude 97°46'27" W.), and within 2 miles each side of the Bridgeport VORTAC 350° radial extending from the 5-mile radius area to 31 miles north of the VORTAC.

AMENDMENTS 9/19/68 33 F. R. 10800 (Added)

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 9-mile radius of Gallatin Field (latitude 45°46'50" N., longitude 111°09'20" W.); and that airspace extending upward from 1,200 feet above the surface within 9 miles southwest and 5 miles northeast of the Bozeman VOR 308° radial, extending from the VOR to 13 miles northwest of the VOR.

AMENDMENTS 9/19/68 33 F. R. 10563 (Rewritten)

Bradford, Pa.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Bradford Regional Airport (latitude 41°48'10" N., longitude 78°38'20" W.); within 2 miles each side of the Bradford RBN 135° 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 139° radial, extending from the 7-mile radius area to 8 miles SE of the VOR; within 2 miles each side of the Bradford VOR 316° radial extending from the 7-mile radius area to 15 miles northwest of the VOR.

AMENDMENTS 3/21/68 33 F. R. 4795 (Changed); 12/12/68 33 F. R. 15704 (Changed)

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.

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.

Brigham City, Utah
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Brigham City Airport (latitude 41°32'30" N., longitude 112°03'30" W.), and within 2 miles each side of the 212° bearing from the Brigham City RBN (latitude 41°30'58" N., longitude 112°04'38" W.) extending from the 5-mile radius area to latitude 41°27'00" N.

AMENDMENTS 3/28/68 33 F. R. 67 (Added)

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.

Brownsville, Tex.
That airspace overlying the United States 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.); 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 11/14/68 33 F. R. 12775 (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.); within a 5-mile radius of the Jekyll Island Airport (latitude 31°04'21" N., longitude 81°25'39" W.), and within 2 miles each side of the Brunswick VORTAC 203° radial, extending from the VORTAC to 8 miles southwest of the VORTAC, excluding the portion outside of the continental limits of the United States; 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.

AMENDMENTS 8/15/68 33 F. R. 12085 (Changed)

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 30 miles SW to 9 miles NE of the VORTAC.

Buffalo, N. Y.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of the center, 42°56'20" N., 78°43'50" W., of Greater Buffalo International Airport; within 2 miles each side of the Buffalo VORTAC 096° radial extending from the 8-mile radius area to 8 miles east of the VORTAC; within 8 miles northwest and 5 miles southeast of the Greater Buffalo International Airport northeast localizer course extending from the OM to 12 miles northeast of the OM; within 2 miles each side of the Greater Buffalo International Airport southwest localizer course extending from the 8-mile radius area to 8 miles southwest of the OM; within the arc of a 12-mile radius circle from 052° to 112° clockwise, centered on a point, 42°56'26" N., 78°44'11" W.; within an 8-mile radius of the center, 43°06'20" N., 78°56'55" W., of Niagara Falls International Airport; within 8 miles north and 5 miles south of the Niagara Falls International Airport localizer east course extending from the OM to 12 miles east of the OM; within 2 miles each side of the Niagara Falls International Airport localizer east course extending from the OM to the intersection of the localizer course and the Buffalo, N. Y., VORTAC 034° radial; and within a 5-mile radius of Buffalo Airpark Airport, 42°51'45" N., 78°43'00" W.; 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° 14' 00" N., longitude 118° 27' 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° 02' 30" N., longitude 118° 33' 00" W.; to latitude 34° 02' 30" N., longitude 118° 53' 30" W.; to latitude 34° 21' 30" N., longitude 118° 53' 00" W.; to latitude 34° 30' 30" N., longitude 118° 27' 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.

AMENDMENTS 2/6/69 33 F. R. 17765 (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°46'55" N., longitude 91°07'40" W.), extending from the arc of a 5-mile radius circle centered on 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 beginning at latitude 41°10'00" N., longitude 91°00'00" W.; to latitude 41°10'00" N., longitude 90°00'00" W.; thence south to latitude 40°35'20" N., longitude 90°00'00" W., thence west via latitude 40°35'20" N., to a line 8 miles east of and parallel to the 185° bearing from Burlington Municipal Airport; thence to latitude 40°30'00" N., longitude 91°00'00" W.; thence to latitude 40°31'00" N., longitude 91°15'00" W.; thence to latitude 40°36'00" N., longitude 91°14'30" W., thence clockwise along the arc of a 14-mile radius cirlce centered on the Burlington Municipal Airport to longitude 91°00'00" W., thence to the point of beginning.

AMENDMENTS 9/19/68 33 F. R. 10565 (Rewritten)

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 Municipal Airport, Burlington, Vt.; within 2 miles each side of the Burlington VOR 201° 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 5/23/68 33 F. R. 5950 (Changed)

Butler, Mo.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Butler Memorial Airport (latitude 38°17'20" N., longitude 94°20'25" W.); and within 2 miles each side of the Butler, Mo., VORTAC 079° radial, extending from the 5-mile radius area to the VORTAC.

AMENDMENTS 11/14/68 33 F. R. 14587 (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.

Cadillac, Mich.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Cadillac, Mich., Municipal Airport (latitude 44°16'30" N., longitude 85°25'10" W.); and within 5 miles SE and 8 miles NW of the 238° bearing from Cadillac Airport, extending from the airport to 12 miles SW of the airport, excluding that portion which overlies the Reed City, Mich., transition area.

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.

Cambridge, Md.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center (38°32'30" N., 76°01'55" W.), of Cambridge Municipal Airport and within 2 miles each side of a 145° bearing from the Cambridge, Md., RBN (38° 32' 17" N., 76° 01' 56" W.) extending from the 5-mile radius area to 8 miles southeast of the RBN.

AMENDMENTS 1/9/69 33 F. R. 17103 (Added)

Camden, Ark.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Harrell Airport (latitude 33°37'00" N., longitude 92°45'45" W.), and within 2 miles each side of the 012° bearing from the Camden RBN (latitude 33°37'15" N., longitude 92°45'45" W.) extending from the 5-mile radius area to 8 miles north of the RBN.

AMENDMENTS 10/17/68 33 F. R. 12179 (Added)

Camden, S. C.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Woodward Field (latitude 34°17'03" N., longitude 80°33'53" W.); within 2 miles each side of the 040° bearing from the Camden RBN (latitude 34°17'02" N., longitude 80°33'42.5" W.), extending from the 7-mile radius area to 8 miles northeast of the RBN.

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.

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.

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.

Cape Girardeau, Mo.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Cape Girardeau Municipal Airport (latitude 37°13'30" N., longitude 89°34'10" W.); within 5 miles east and 8 miles west of the Cape Girardeau VOR 196° radial, extending from the 8-mile radius area to 12 miles south of the VOR; and within 5 miles north and 8 miles south of the Cape Girardeau VOR 279° radial, extending from the 8-mile radius area to 12 miles west of the VOR; and that airspace extending upward from 1,200 feet above the surface within 5 miles northwest and 8 miles southeast of the Cape Girardeau VOR 036° radial, extending from the VOR to 14 miles northeast of the VOR.

AMENDMENTS 7/25/68 33 F. R. 7231 (Rewritten)

Carbondale, Colo.
That airspace extending upward from 10,500 feet MSL within 3 miles northeast and 2 miles southwest of the 138° and 318° bearings from the Carbondale, Colo., RBN (latitude 39°24'42" N., longitude 107°09'32" W.) extending from 12 miles northwest to 3 miles southeast of the RBN; that airspace extending upward from 11,300 feet MSL within 8 miles northeast and 5 miles southwest of the 138° and 318° bearings from the Carbondale, Colo., RBN extending from 13 miles northwest to 7 miles southeast of the RBN, excluding that portion east of west longitude 107°02'00".

AMENDMENTS 5/23/68 33 F. R. 4510 (Added); Corr: 33 F. R. 16386

Carlsbad, N. Mex.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Cavern City Air Terminal (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.

Carroll, Iowa
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Arthur N. Neu Airport (latitude 42°02'50" N., longitude 94°47'02" W.); and within 2 miles each side of the 143° bearing from Arthur N. Neu Airport, extending from the 6-mile radius area to 8 miles southeast 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 143° and 323° bearings from Arthur N. Neu Airport, extending from 5 miles northwest to 12 miles southeast of the airport.

AMENDMENTS 9/19/68 33 F. R. 10566 (Added)

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 north and 6 miles south of the Cedar Rapids VORTAC 089° and 269° radials, extending from 3 miles east to 13 miles west of the VORTAC; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 42°05'00" N., longitude 91°00'00" W.; thence south along longitude 91°00'00" W. to and west along the north edge of V-434; to and northwest along the northeast edge of V-52; to and north along longitude 92°53'00" W.; to and northeast along the southeast edge of V-161; to and east along the arc of a 29-mile radius circle centered on the Waterloo, Iowa, VORTAC; to and southeast along the southwest edge of V-67; to and east along latitude 42°05'00" N.; to the point of beginning, excluding the area which overlies the Ottumwa, Iowa, transition area.

AMENDMENTS 5/23/68 33 F. R. 4796 (Rewritten)

Cedartown, Ga.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of Cornelius-Moore Field (latitude 34°01'20" N., longitude 85°08'50" W.).

AMENDMENTS 8/2/68 33 F. R. 11537 (Rewritten)

Centralia, Ill.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of 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 5-mile radius area to the VOR; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at the north boundary of V-446, extending south along longitude 88°35'00" W., to latitude 38°12'00" N.; thence west along latitude 38°12'00" N., to and counterclockwise along the arc of a 40-mile radius circle centered on 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 a 40-mile radius circle centered on Scott AFB to the north boundary of V-446; thence east along the north boundary of V-446 to the point of beginning.

AMENDMENTS 9/19/68 33 F. R. 10443 (Rewritten)

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.

Champaign, Ill.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the University of Illinois-Willard Airport (latitude 40°02'25" N., longitude 88°16'35" W.); and within 8 miles southeast and 5 miles northwest of the Champaign VORTAC 030° radial extending from the VORTAC to 12 miles northeast of the VORTAC excluding the portion which overlies the Rantoul, Ill., transition area extending upward from 700 feet above the surface.

AMENDMENTS 9/19/68 33 F. R. 10563 (Rewritten)

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 an 8-mile radius of Charleston AFB/ Municipal Airport (latitude 32°53'55" N., longitude 80°02'20" W.); within 8 miles southwest and 5 miles northeast of the Charleston ILS localizer northwest course, extending from the 8-mile radius area to 12 miles northwest of the LOM; within 8 miles southwest and 5 miles northeast of the Charleston VORTAC 332° radial, extending from the 8-mile radius area to 12 miles northwest of the VORTAC; within 2 miles each side of the Charleston VORTAC 140° radial, extending from the 8-mile radius area to 10.5 miles southeast of the VORTAC; within 2 miles each side of the Charleston VORTAC 135° radial, extending from the 8-mile radius area to 10 miles southeast 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 2/29/68 33 F. R. 67 (Changed), 2/6/69 33 F. R. 18478 (Changed)

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.

AMENDMENTS 7/25/68 33 F. R. 8433 (Changed)

PENDING AMENDMENT

Charlotte, Mich.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of Fitch H. Beach Airport (latitude 42°34'30" N., longitude 84°48'45" W.); and within 2 miles each side of the Lansing, Mich., VOR 209° radial, extending from the 6-mile radius area to the VOR, excluding the portion which overlies the Lansing, Mich., 700-foot floor transition area.

AMENDMENTS 3/6/69 34 F. R. 1371 (Added)

Charlotte, N. C.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of Douglas Airport (latitude 35°12'53" N., longitude 80°56'18" W.); within 2 miles each side of the Charlotte VORTAC 003° radial, extending

from the 8-mile radius area to 14 miles north of the VORTAC; within 2 miles each side of the Fort Mill, S. C., VORTAC 005° radial, extending from the 8-mile radius area to 33 miles north of the VORTAC; within 2 miles each side of the Fort Mill VORTAC 011° radial, extending from the 8-mile radius area to the VORTAC; within 2 miles each side of the Charlotte VORTAC 058° radial, extending from the 8-mile radius area to 14 miles northeast of the VORTAC; within 2 miles each side of the Charlotte 171° radial, extending from the 8-mile radius area to 14 miles south of the VORTAC; within 2 miles each side of the Charlotte 223° radial, extending from the 8-mile radius area to 14 miles southwest 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 2/1/68 32 F. R. 17575 (Changed); 9/27/68 33 F. R. 14861 (Changed)

Charlotte Amalie, St. Thomas, V. I.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Harry S. Truman Airport (latitude 18°20'25" N., longitude 64°58'10" W.); and that airspace extending upward from 1,200 feet above the surface within a 15-mile radius of the Harry S. Truman Airport.

AMENDMENTS 8/22/68 33 F. R. 9599 (Added)

Charlottesville, Va.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Charlottesville-Albemarle Airport (latitude 38°08'25" N., longitude 78°27'10" W.); and within 2 miles each side of the Charlottesville-Albemarle ILS localizer south course extending from the 6-mile radius area to 8 miles south of the Charlottesville RBN; within 2 miles each side of a line bearing 045° from a point 38°08'21" N., 78°27'00" W., extending from the 6-mile radius area to 8 miles northeast of that point; 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°30'00" W.; to latitude 38°00'00" N., longitude 79°30'00" W.; to the point of beginning.

AMENDMENTS 7/25/68 33 F. R. 8433 (Changed); 7/25/68 33 F. R. 8732 (Changed)

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 Daisy 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, excluding the portion that coincides with the Rome, Ga., transition area.

AMENDMENTS 8/2[illegible]/68 33 F. R. 9333 (Changed); 11/14/68 33 F. R. 12179 (Changed)

Cheraw, S. C.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Cheraw Municipal Airport (latitude 34°42'45" N., longitude 79°57'35" W.); within 2 miles each side of the Chesterfield VOR 077° radial extending from the 5-mile radius area to the VOR.

AMENDMENTS 7/25/68 33 F. R. 8389 (Added); Corr: 33 F. R. 11001

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.

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.

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.), and within 6 miles southeast and 8 miles northwest of the Cheyenne VORTAC 029° radial, extending from the 14-mile radius area to 14 miles northeast of the VORTAC; 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 Municipal Airport (latitude 39°47'45" N., longitude 121°51'25" W.) and within 2 miles each side of the Chico VOR 316° radial, extending from the 5-mile radius area to 8 miles northwest of the VOR, excluding the portion within a 1-mile radius of Ranchaero Airport (latitude 39°43'10" N., longitude 121°52'10" W.).

AMENDMENTS 4/25/68 33 F. R. 5213 (Rewritten)

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., and within 8 miles west and 5 miles east of the Westfield, Mass., 009° radial extending from the VOR, to 12 miles north of the VOR,
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.

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, that airspace northwest of the Snow Hill, Md., VORTAC bounded on the northwest by V-1, on the east by V-29 and on the south by the 12-mile radius area; within 8 miles southeast and 5 miles northwest of the Snow Hill, Md. VORTAC 047° radial extending from the VORTAC to 26 miles northeast; within 5 miles each side of the Waterloo, Del., VORTAC 172° radial extending from 18 miles south to 40 miles south of the VORTAC; and the area extending southwest from the 12-mile radius area bounded on the east by a line 3 nautical miles east and parallel to the shoreline, on the south by the Norfolk, Va., transition area, and on the west by the southeast boundary of V-139, excluding the portion outside the United States.

AMENDMENTS 6/20/68 33 F. R. 6916 (Changed)

Christiansted, St. Croix, V. I.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Alexander Hamilton Airport (latitude 17°42'15" N., longitude 64°47'55" W.); that airspace extending upward from 1,200 feet above the surface within a 15-mile radius of the Alexander Hamilton Airport and that airspace within 8 miles north and 5 miles south of the St. Croix VOR 069 radial extending from the 15-mile radius area to 12 miles east of the VOR.

AMENDMENTS 8/22/68 33 F. R. 9599 (Added)

Cincinnati, Ohio
That airspace extending upward from 700 feet above the surface within an 11.5-mile radius of the center 39°02'50" N., 84°40'00" 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 2 miles each side of a line bearing 270° from the Burlington, Ky. RBN extending from the 11.5-mile radius area to 8 miles west of the RBN and within 2 miles each side of the Cincinnati VORTAC 290° radial extending from the 11.5-mile radius area to 21 miles west of the VORTAC. Within a 9-mile radius of the center, 39°06'14" N., 84°25'18" W., of Cincinnati Municipal (Lunken Field) Airport, Cincinnati, Ohio; within 2 miles each side of a 044° bearing from the Lunken RBN extending from the 9-mile radius area to 8 miles northeast of the RBN and within 2 miles each side of a 040° bearing from the Lunken RBN extending from the 9-mile radius area to 12 miles northeast of the RBN.
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 2/1/68 32 F. R. 20704 (Changed); 8/22/68 33 F. R. 9876 (Changed)

Clare, Mich.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Clare, Mich., Municipal Airport (latitude 43°49'55" N., longitude 84°44'35" W.), and within 2 miles each side of the Mount Pleasant, Mich., VOR 359° radial extending from the 6-mile radius area to 8 miles south of the airport.

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.

AMENDMENTS 12/12/68 33 F. R. 15704 (Changed)

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 6-mile radius of the center, 41°31'00" N., 81°41'00" W., of Burke-Lakefront Airport, Cleveland, Ohio; within 2 miles each side of the Burke-Lakefront localizer NE course extending from the 6-mile radius area to the OM; within 8 miles NW and 5 miles SE of the Burke-Lakefront localizer NE course extending from the OM to 12 miles NE of the OM; 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 6-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, excluding the portion within the Willoughby, Ohio, transition area.

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.

Clintonville, Wis.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Clintonville Municipal Airport (latitude 44°36'50" N., longitude 88°43'50" W.) and within 2 miles each side of the 145° bearing from Clintonville Municipal Airport, extending from the 6-mile radius area to 8 miles southeast of the airport.

Cloquet, Minn.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Carlton County Airport (latitude 46°42'05" N., longitude 92°30'20" W.); and within 2 miles each side of the Duluth, Minn. VOR 244° radial extending from the 5-mile radius area southwest to 22 miles southwest of the VOR.

AMENDMENTS 1/29/69 34 F. R. 1370 (Rewritten)

Clovis, N. Mex.
That airspace extending upward from 700 feet above the surface within a 23-mile radius of Cannon AFB, Clovis, N. Mex. (latitude 34°23'01" N., longitude 103°18'58" W.); within 2 miles each side of a line from the Clovis Municipal Airport (latitude 34°25'38" N., longitude 103°04'44" W.) extending from the 23-mile radius area to the Texico, Tex., VORTAC; within 2 miles each side of a 057° bearing from latitude 34°27'30" N., longitude 103°01'30" W., extending from the 23-mile radius area to 8 miles northeast of latitude 34°27'30" N., longitude 103°01'30" W.; within 2 miles each side of a line from latitude 34°27'30" N., longitude 103°01'30" W., extending from the 23-mile radius area to the Texico, Tex., VORTAC; and that airspace extending upward from 1,200 feet above the surface within a 52-mile radius of Cannon AFB.

AMENDMENTS 5/23/68 33 F. R. 5142 (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.

Cody, Wyo.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Cody Municipal Airport, Cody, Wyo. (latitude 44°31'09" N., longitude 109°01'25" W.), within 2 miles each side of the Cody VOR 023° and 203° radials, extending from the 5-mile radius area to 8 miles northeast of the VOR; and that airspace extending upward from 1,200 feet above the surface within 6 miles northwest and 8 miles southeast of the Cody VOR 023° and 203° radials, extending from 7 miles southwest to 17 miles northeast 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.), and within 2 miles each side of the 071° and 251° bearings from the Coeur D'Alene RBN (latitude 47°44'44" N., longitude 116°57'24" W.) extending from the 5-mile radius area to 8 miles west of the RBN.

AMENDMENTS 4/25/68 33 F. R. 3216 (Rewritten)

Coffeyville, Kans.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Coffeyville Municipal Airport (latitude 37°05'45" N., longitude 95°34'25" W.); and that airspace extending upward from 1,200 feet above the surface bounded on the northeast by a line 5 miles southwest of and parallel to the Oswego, Kans., VOR 306° radial, on the south by V-516, and on the west by V-131, excluding the portion which overlies the Independence, Kans., and Parsons, Kans., transition areas.

AMENDMENTS 3/28/68 33 F. R. 2505 (Rewritten)

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; Eff: 12/7/67 32 F. R. 14891; Eff: date changed 2/29/68 32 F. R. 16482

Coldwater, Mich.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Branch County, Memorial Airport (latitude 41°56'05" N., longitude 85°02'55" W.), within 2 miles each side of the Litchfield, Mich. VORTAC 239° radial extending from the 5-mile radius area to 8 miles northeast of the airport, and within 2 miles each side of the 209° bearing from the Branch County Memorial Airport extending from the 5-mile radius area to 8 miles southwest of the airport.

College Station, Tex.
That airspace extending upward from 700 feet above the surface within 2 miles each side of the College Station VOR 107° radial extending from 10 miles east of the VOR to 18 miles east of the VOR.

AMENDMENTS 1/9/69 33 F. R. 15990 (Added)

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.; 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; that airspace southwest of Colorado Springs, extending upwards from 10,700 feet MSL, bounded on the west by longitude 105°08'00" W., on the north by latitude 38°36'00" N., on the east by longitude 104°52'00" W., and on the south by the north edge of V-244, excluding the airspace within the Pueblo, Colo., transition area; and that airspace NW of Colorado Springs, extending upwards from 11,700 feet MSL, bounded on the south by latitude 38°55'00" N., on the west by longitude 105°20'00" W., on the N by latitude 39°05'00" N., and on the east by longitude 104°52'00" W., excluding the portion northeast of a line 5 miles southwest of and parallel to the Colorado Springs VORTAC 307° radial and that airspace within Federal Airways.

Columbia, Mo.

That airspace extending upward from 700 feet above the surface bounded on the north by latitude 39°09'00" N., on the west by longitude 92°31'00" W., on the south by latitude 38°53'30" N., on the east by longitude 92°14'00" W.; 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 north along longitude 92°31'00" W., to the south edge of V-12, thence east along the south edge of V-12 to a line 5 miles southeast and parallel to the Jefferson City, Mo., VOR 041° radial, thence southwest along a line 5 miles southeast of and parallel to the Jefferson City VOR 041° and 221° radials to latitude 38°27'30" N., longitude 92°11'00" W., thence southwest to latitude 38°19'00" N., longitude 92°34'00" W., thence north to the point of beginning.

AMENDMENTS 4/25/68 33 F. R. 3056 (Rewritten); 2/6/69 33 F. R. 17850 (Rewritten)

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 the Lawson AAF (latitude 32°20'20" N., longitude 84°59'35" W.); within 8 miles W and 5 miles E of the Columbus VORTAC 329° and 149° radials, extending from the 7-mile and 9-mile radius areas to 12 miles NW of the VORTAC; 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; within 8 miles W and 5 miles E of the Lawson ILS localizer SE course extending from the 9-mile radius area to 10 miles SE of the LOM; 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, Ga., Airport (latitude 33°38'42" N., 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, and on the NW by V-20; and that airspace W of longitude 84°45'00" W., within a 26-mile radius of Lawson AAF; and that airspace SE bounded on the NE by a line extending from latitude 32°15'00" N., longitude 84°45'00" W., to the intersection of the 26-mile radius arc centered at Lawson AAF and longitude 84°39'00" W., on the SE by the 26-mile radius arc and on the W by longitude 84°45'00" W.; excluding the portions within R-3002A.

AMENDMENTS 8/15/68 33 F. R. 12085 (Changed)

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.

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 to the base of the continental control area 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 north by V-159, and on the east by longitude 87°55'00" W.

AMENDMENTS 11/20/68 33 F. R. 17102 (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 a 6-mile radius of the center, (40°04'45" N., 83°04'20" W.), of Ohio State University Airport; within 2 miles each side of the Ohio State University RBN (40°04'47" N., 83°04'54" W.) 273° bearing extending from the Ohio State University 6-mile radius area to 8 miles W of the RBN; 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.

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-19[illegible].

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.

Concord, N. C.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Propst Airport (latitude 35°23'30" N., longitude 80°34'30" W.).

AMENDMENTS 9/27/68 33 F. R. 14861 (Added)

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.

Conroe, Texas
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Montgomery County Airport (latitude 30°21'07" N., longitude 95°24'55" W.), and within 2 miles each side of the 328° bearing from the Conroe RBN (latitude 30°21'50" N., longitude 95°25'20" W.) extending from the 6-mile radius area to 8 miles northwest of the RBN.

AMENDMENTS 3/28/68 33 F. R. 2630 (Added)

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.

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.

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 9-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 Navy Corpus RBN 135° bearing, extending from the NAS Corpus Christi 9-mile radius area to 8 miles SE of the RBN; and within 2 miles each side of the Navy Corpus TACAN 137° and 139° radials, extending from the NAS Corpus Christi 9-mile radius area to 12 miles SE of the TACAN; that airspace extending upward from 1,200 feet above the surface within an area bounded by a line beginning at latitude 28°07'00" N., longitude 98°27'00" W., to latitude 28°07'00" N., longitude 97°15'00" W., to latitude 28°14'00" N., longitude 96°46'00" W. thence south along longitude 96°46'00" W. to 3 nautical miles from the shoreline, thence southwest 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 95°55'30" W. to latitude 27°23'00" N., longitude 97°06'00" W. thence southwest to a point 3 nautical miles from the shoreline at latitude 27°11'20" N., to 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 point of beginning; 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 3/28/68 33 F. R. 2629 (Changed); 6/20/68 33 F. R. 6532 (Changed)
AMENDMENTS 12/12/68 33 F. R. 15412 (Changed)

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°43'30" N., longitude 98°17'30" W. to latitude 28°34'00" N., longitude 98°23'00" W. to latitude 28°27'00" N., longitude 98°14'00" 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 point of beginning.
AMENDMENTS 11/14/68 33 F. R. 14402 (Changed)

Crescent City, Calif.
That airspace extending upward from 1,200 feet above the surface within 10 miles east and 7 miles west of the Crescent City VORTAC 180° and 360° radials, extending from 8 miles north to 20 miles south of the VORTAC; within 5 miles each side of the Crescent City VORTAC 234° radial, extending from the VORTAC to 12 miles southwest of the VORTAC; that airspace north of Crescent City bounded on the east by the east edge of V-27; on the north and northwest by the arc of 16.5-mile radius of Crescent City VORTAC, bounded on the southwest by a line 8 miles southwest of and parallel to the Crescent City VORTAC 325° radial and bounded on the south by latitude 41°46'00" N.

Creston, Iowa
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Creston Municipal Airport (latitude 41°01'05" N., longitude 94°21'35" W.); and within 2 miles each side of the 171° bearing from Creston Municipal Airport, extending from the 5-mile radius area to 8 miles south of the airport; and that airspace extending upward from 1,200 feet above the surface within 5 miles west and 8 miles east of the 171° bearing from Creston Municipal Airport, extending from the airport to 12 miles south of the airport; and within 5 miles each side of the 351° bearing from Creston Municipal Airport extending from the airport to V-68.

AMENDMENTS 5/23/68 33 F. R. 5351 (Added)

Crestview, Fla.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of Bob Sikes Airport (lat. 30° 46' 45" N., long. 86° 31' 10" W.), excluding the portion within a 1.5-mile radius of Rockin H Ranch Airport (lat. 30° 54' 25" N., long. 86° 35' 00" W.).

AMENDMENTS 2/6/69 33 F. R. 17625 (Added)

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., VORTAC extending from the 8-mile radius area to 8 miles SE of the VORTAC.

AMENDMENTS 8/15/68 33 F. R. 12085 (Changed)

Crossett, Ark.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Crossett Municipal Airport (latitude 33°10'30" N., longitude 91°52'45" W.); and within 2 miles each side of the 056° bearing from the Crossett RBN (latitude 33°10'30" N., longitude 91°52'45" W.), extending from the 8-mile radius area to 14 miles northeast 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 33°30'00" N., longitude 90°54'00" W., to latitude 32°35'00" N., longitude 91°28'00" W. to latitude 32°49'00" N., longitude 91°50'00" W., to latitude 32°44'00" N., longitude 92°20'00" W., to latitude 33°20'30" N., longitude 92°51'30" 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 33°51'00" N., longitude 91°48'00" W., to latitude 33°33'43" N., longitude 91°42'56" W., to point of beginning.
AMENDMENTS 4/25/68 33 F. R. 4095 (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.

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.

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.

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.); within 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.

Danville, Ill.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Vermillion County Airport (latitude 40°11'55" N., longitude 87°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 198° radial, extending from the south edge of the 5-mile radius area to 18 miles south of the VORTAC.

AMENDMENTS 3/28/68 33 F. R. 1071 (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.).

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.

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.

Daytona Beach, Fla.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Daytona Beach Municipal Airport (latitude 29°11'05" N., longitude 81°03'20" W.); within 8 miles northwest and 5 miles southeast of the Daytona ILS localizer southwest course, extending from the 8-mile radius area to 12 miles southwest of the LOM; within 2 miles each side of the 236° bearing from the Daytona Beach LOM, extending from the LOM to the intersection of the Daytona Beach VORTAC 219° radial and the Orlando, Fla., VORTAC 354° radial; and within a 5-mile radius of the Ormond Beach Municipal Airport (latitude 29°18'00" N., longitude 81°06'49" W.); excluding the airspace outside of the continental limits of the United States; 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, Ark.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Crystal Lake Airport (latitude 36°20'30" N., longitude 94°26'45" W.); within 2 miles each side of the Fayetteville VORTAC 291° radial extending from the 6-mile radius area to 31 miles northwest of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within the area bounded by a line beginning at latitude 36°25'00" N., longitude 94°20'45" W., to latitude 36°23'45" N., longitude 94°21'30" W., thence counterclockwise along the arc of a 6-mile radius circle centered at latitude 36°20'30" N., longitude 94°26'45" W., to latitude 36°24'45" N., longitude 94°30'45" W., to latitude 36°30'00" N., longitude 94°37'00" W., to point of beginning.

AMENDMENTS 2/29/68 33 F. R. 4094 (Changed)

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.).

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 (latitude 29°21'35" N., longitude 100°46'35" W.); and that airspace extending upward from 4,500 feet MSL bounded by a line beginning at latitude 30°00'00" N., longitude 100°30'00" W., thence south along longitude 100°30'00" W. to and counterclockwise along the arc of a 35-mile radius circle centered at Laughlin AFB to the United States-Mexico border, thence northwest along the United States-Mexico border to the arc of a 60-mile radius circle centered at Laughlin AFB, thence clockwise along this arc to latitude 30°10'40" N. east of longitude 100°30'00" W. thence to point of beginning excluding portions outside of the United States.

AMENDMENTS 11/14/68 33 F. R. 14402 (Rewritten)
PENDING AMENDMENT
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., within 5 miles southwest and 8 miles northeast of the Laughlin VOR 148° radial extending from the 12-mile radius area to 12 miles southeast of the VOR, and within 8 miles northeast of the Laughlin VOR 330° radial extending from the 12-mile radius area to 12 miles northwest of the VOR; and that airspace extending upward from 1,200 feet above the surface within a 35-mile radius of Laughlin AFB (latitude 29°21'35" N., longitude 100°46'35" W.); and that airspace extending upward from 4,500 feet MSL bounded by a line beginning at latitude 30°00'00" N., longitude 100°30'00" W. thence south along longitude 100°30'00" W. to and counterclockwise along the arc of a 35-mile radius circle centered at Laughlin AFB to the United States-Mexico border, thence northwest along the United States-Mexico border to the arc of a 60-mile radius circle centered at Laughlin AFB, thence clockwise along this arc to latitude 30°10'40" N. east of longitude 100°30'00" W., thence to point of beginning, excluding the portions outside of the United States.

AMENDMENTS 3/6/69 34 F. R. 131 (Rewritten)

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.

Denison, Iowa
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Denison, Iowa, Municipal Airport (latitude 41°59'15" N., longitude 95°23'00" W.) and within 2 miles each side of the 115° bearing from Denison Municipal Airport, extending from the 6-mile radius area to 8 miles southeast 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 115° bearing from Denison Municipal Airport, extending from the airport to 12 miles southeast of the airport.

Denver, Colo.

That airspace extending upward from 700 feet above the surface, within an arc of a 22-mile radius circle centered on Stapleton Airport (latitude 39°46'30" N., longitude 104°52'40" W.) extending clockwise between the 253° and 078° bearings from Stapleton Airport, within an arc of a 37-mile radius circle centered on Stapleton Airport extending clockwise between the 078° and 160° bearings from Stapleton Airport, within an arc of a 30-mile radius circle centered on Stapleton Airport extending clockwise between the 160° and 182° bearings from Stapleton Airport, and within an arc of a 24-mile radius circle centered on Stapleton Airport extending clockwise between the 182° and 253° bearings from the Stapleton Airport; that airspace extending upward from 1,200 feet above the surface bounded on the north by latitude 40°30'00" N., on the east by longitude 104°00'00" W., on the south by latitude 39°05'00" N., and on the west by longitude 105°20'00" W.; that airspace northeast of Greeley, Colo., extending upward from 7,500 feet MSL bounded on the northeast by V-132, on the SE by V-160, on the south by latitude 40°30'00" N., and on the northwest by V-207, and that airspace east of Denver bounded on the northwest by V-160, on the northeast by V-132, on the east by V-169, on the south by latitude 39°05'00" N., and on the west by longitude 104°00'00" W. excluding the airspace within Federal airways; that airspace west of Denver extending upward from 11,500 feet MSL, bounded on the north by latitude 40°30'00" N., on the east by longitude 105°20'00" W., on the south by latitude 39°05'00" N., on the west by longitude 105°23'00" W.; that airspace extending upward from 12,700 feet MSL bounded on the north by latitude 40°30'00" N., on the east by longitude 105°23'00" W. to latitude 39°20'00" N., thence direct latitude 39°30'00" N., longitude 105°30'00" W., and on the west by longitude 105°30'00" W.; and that airspace extending upward from 13,700 feet MSL bounded on the north by latitude 40°30'00" N., on the east by longitude 105°30'00" W. to latitude 39°30'00" N., thence direct to latitude 39°20'00" N., longitude 105°23'00" W., thence direct latitude 39°05'00" N., longitude 105°23'00" W., thence direct latitude 39°05'00" N., longitude 105°26'00" W., thence direct latitude 39°44'00" N., longitude 105°38'00" W., thence direct latitude 40°30'00" N., longitude 105°33'00" W.

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°32'05" W., longitude 93°39'35" W.); that airspace extending upward from 1,200 feet above the surface beginning northeast of Des Moines at latitude 42°00'00" N., longitude 92°53'00" W., thence west along latitude 42°00'00" N,to and south along longitude 94°00'00" W., to and west along the south edge of V-172, to and south along longitude 94°42'00" W., to and east along the north edge of V-6, to longitude 94°25'00" W., thence southwest to latitude 40°56'30" N., longitude 93°54'00" N., thence east to latitude 41°10'00" N., longitude 92°53'00" W., thence north to the point of beginning; and that airspace extending upward from 3,500 feet MSL bounded by a line starting at the intersection of longitude 92°57'00" W., and the southwest edge of V-52, thence southeast along V-52 to and southwest along the north edge of V-216, to and north along longitude 95°00'00" W., to and east along the south edge of V-6S to the intersection of the south edge of V-6S and longitude 94°10'15" W., thence southeast to latitude 40°56'30" N., longitude 93°54'00" W., thence northeast to the point of beginning.

AMENDMENTS 5/23/68 33 F. R. 5350 (Rewritten)

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 United 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 the Devils Lake VOR; and that airspace extending upward from 1,200 feet above the surface within a 17-mile radius of the Devils Lake VOR, extending from a line 5 miles north of and parallel to the Devils Lake VOR 097° radial clockwise to a line 5 miles northeast of and parallel to the Devils Lake VOR 324° radial.

AMENDMENTS 9/19/68 33 F. R. 10563 (Rewritten)

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.

Dillingham, Alaska
That airspace extending upward from 700 feet above the surface, within a 6-mile radius of the Dillingham Airport (latitude 59°02'36" N., longitude 158°30'20" W.); within 5 miles northwest and 8 miles southeast of the Dillingham VOR 025° radial extending from the VOR to 18 miles northeast; within 5 miles northwest and 8 miles southeast of the 053° bearing from the Northern Consolidated Airlines RBN (latitude 59°04'12" N., longitude 158°26'30" W.) extending from the RBN to 12 miles northeast; and that airspace extending upward from 1,200 feet above the surface within 5 miles northwest and 8 miles southeast of the Dillingham VOR 205° radial extending from the VOR to 12 miles southwest. This transition area would be 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 Alaska Airman's Guide and Chart Supplement.

AMENDMENTS 4/25/68 33 F. R. 3507 (Added)

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 an 8-mile radius of 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 the arc of a 13-mile radius circle centered on the Dodge City VORTAC, extending from the south edge of V-10 west of Dodge City clockwise to the south edge of V-10 E of Dodge City.

AMENDMENTS 7/25/68 33 F. R. 7232 (Rewritten)

Dothan, Ala.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Dothan Airport (latitude 31°19'10" N., longitude 85°27'30" W.), excluding the portion which coincides with the Fort Rucker, Ala., transition area, the airspace within a 1.5 mile radius of Headland Municipal Airport (latitude 31°21'45" N., longitude 85°18'30" W.) and the airspace within a 1.5-mile radius of Goldberg AHP (latitude 31°24'57" N., longitude 85°27'47" W.).

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.
PENDING AMENDMENT
The Douglas, Ga. transition area is revoked. 10/17/68 33 F. R. 14535 (Revoked).

Douglas, Wyo.
That airspace extending upward from 8,500 feet MSL, bounded on the north by latitude 42°44'00" N., and the east by V-169, on the southeast by V-89, on the south by V-524, on the west by V-19E and on the southwest by V-19E and V-247.

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, and within a 5-mile radius of the center 39°13'05" N., 75°35'55" W., of Dealaware Airpark, Dover-Cheswold, Del.
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.

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 VORTAC 069° radial, extending from the 5-mile radius area to the VORTAC.

AMENDMENTS 8/15/68 33 F. R. 12085 (Changed)

Dublin, Va.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center (37°08'10" N., 80°40'50" W.) of New River Valley Airport, Dublin, Va.; and within 2 miles each side of Pulaski VOR 208° radial extending from the 7-mile radius area to 8 miles southwest of the VOR.

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°42'55" W.), within 8 miles SW and 5 miles NE of the Dubuque VORTAC 321° radial, and within 8 miles NE and 5 miles SW of the Dubuque VORTAC 126° radial extending from the VORTAC to 12 miles NW and SE of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within an area bounded by a line beginning at latitude 42°05'00" N., longitude 91°00'00" W., thence W along latitude 42°05'00" N., to and N along longitude 92°15'00" W., to and counterclockwise along the arc of a 29-mile radius circle centered on the Waterloo, Iowa, VORTAC, to and E along the S edge of V-100, to and clockwise along the arc of a 29-mile radius circle centeded on the Dubuque VORTAC, to and SE along the SW edge of V-218, to and S along longitude 89°55'00" W., to and SW along the NW edge of V-216, to and W along the N edge of V-172, to and N along longitude 91°00'00" W., to the point of beginning.

Duluth, Minn.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Duluth International Airport (latitude 46°50'30" N., longitude 92°11'25" W.); within 2 miles each side of the Duluth VOR 023° radial, extending from the 8-mile radius area to 18 miles northeast of the VOR; and within 2 miles each side of the Duluth ILS localizer west course, extending from the 8-mile radius area to 8 miles west 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 a 34-mile radius of the Duluth VOR; and within 8 miles northwest and 5 miles southeast of the Duluth VOR 051° radial, extending from the 35-mile radius area to 41 miles northeast of the VOR; 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.

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.

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; and that area northeast of Dyersburg VORTAC within 5 miles each side of the 16-mile radius arc of the Dyersburg VORTAC, extending from the southeast boundary of V-11E to the north boundary of V-140.

AMENDMENTS 4/25/68 33 F. R. 4095 (Changed)

Eagle, Colo.
That airspace extending upward from 1,200 feet above the surface within 3 miles north and 2 miles south of the 083° and 263° bearings from the Eagle, Colo., RBN (latitude 39°38'37" N., longitude 106°54'36" W.) extending from 12 miles west to 3 miles east of the RBN; that airspace extending upward from 11,700 feet MSL within 5 miles south and 8 miles north of the 083° and 263° bearings from the Eagle, Colo., RBN extending from 7 miles east to 13 miles west of the RBN; that airspace extending upward from 12,200 feet MSL within 5 miles each side of the 083° bearing from the Eagle, Colo., RBN extending from 7 miles east to 16 miles east of the RBN; that airspace extending upward from 13,200 feet MSL within 5 miles each side of the 083° bearing from Eagle, Colo., RBN extending from 16 miles east to 26 miles east of the RBN.

AMENDMENTS 5/23/68 33 F. R. 4510 (Added)

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.

Eastman, Ga.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Eastman-Dodge County Airport (latitude 32°12'51" N., longitude 83°07'42" W.).

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.

Eau Claire, Wis.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of Eau Claire Municipal Airport (latitude 44°51'50" N., longitude 91°29'10" W.); and within 2 miles each side of the Eau Claire VORTAC 011° radial, extending from the 9-mile radius area to 8 miles north of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within 8 miles south and 5 miles north of the 274° bearing from Eau Claire Municipal Airport, extending from the airport to 12 miles west of the airport; within the arc of a 14-mile radius circle centered on the Eau Claire VORTAC, extending from the Eau Claire VORTAC 258° radial clockwise to the Eau Claire VORTAC 091° radial; and that airspace extending upward from 4,000 feet MSL southwest of Eau Claire bounded on the east by V-129, on the southwest by V-2N, and on the north by V-26S.

AMENDMENTS 2/29/68 32 F. R. 20769 (Rewritten); 5/23/68 33 F. R. 4796 (Rewritten)

Ebensburg, Pa.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center 40°27'40" N., 78°46'25" W., of Ebensburg Airport, Ebensburg, Pa.; within 2 miles each side of the Runway 24 centerline extended from the 6-mile radius area to 6 miles southwest of the end of the runway; within 2 miles each side of the Runway 28 centerline extended from the 6-mile radius area to 7 miles west of the end of the runway and within 2 miles each side of the Revloc, Pa.,VORTAC 014° and 194° radials extending from the 6-mile radius area to 12 miles north of the VORTAC, excluding the portion that coincides with the Johnstown, Pa., transition area.

AMENDMENTS 1/9/69 33 F. R. 16557 (Added)

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-139.

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.

El Dorado, Ark.
That airspace extending upward from 700 feet above the surface within 5 miles southeast and 8 miles northwest of the El Dorado VORTAC 059° radial, extending from the VORTAC to 12 miles northeast; within 5 miles each side of the 239° radial, extending from the VORTAC to 5 miles southwest; and within 2 miles each side of the 236° radial, extending from the VORTAC to 18 miles southwest.

AMENDMENTS 3/28/68 33 F. R. 2629 (Rewritten); Corr: 33 F. R. 3506; 4/25/68 33 F. R. 4095 (Changed).

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.

PENDING AMENDMENT
Elizabeth City, N. C.
That airspace extending upward from 700 feet above the surface within an 8-mile radius area of CGAS Elizabeth City (latitude 36°15'35" N., longitude 76°10'20" W.); within 2 miles each side of the 127° bearing from Weeksville RBN, extending from the 8-mile radius area to 8 miles southeast of the RBN.
AMENDMENTS 3/6/69 34 F. R. 248 (Rewritten)

Elizabethtown, Ky.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 37°45'10" N., 85°53'10" W., of Elizabethtown-Hardin County Airport, Elizabethtown, Ky., and within 2 miles each side of the New Hope, Ky., VOR 306° radial extending from the 5-mile radius area to the VOR excluding that portion that coincides with the Louisville, Ky., transition area. This transition area shall be in effect from sunrise to sunset, daily.

Elkhart, Ind.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Elkhart Municipal Airport (latitude 41°43'00" N., longitude 85°59'50" W.); and within 2 miles each side of the South Bend, Ind., VORTAC 101° radial, extending eastward from the 5-mile radius area to 23 miles east of the VORTAC, excluding the portion which overlies the South Bend, Ind., 700-foot floor transition area.

AMENDMENTS 3/28/68 33 F. R. 2505 (Added)

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.

AMENDMENTS 7/25/68 33 F. R. 8433 (Changed)

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.

AMENDMENTS 12/12/68 33 F. R. 15704 (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.

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.

Emporia, Va.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center, 36°41'15" N., 77°29'10" W., of Emporia Municipal Airport, Emporia, Va.; within 2 miles each side of the Runway 27 centerline extended from the 6-mile radius area to 6 miles west of the end of the runway; within 2 miles each side of the Runway 33 centerline extended from the 6-mile radius area to 6 miles northwest of the end of the runway and within 2 miles each side of the 135° bearing from the Emporia RBN (36°40'58" N., 77°28'57" W.) extending from the 6-mile radius area to 8 miles southeast of the RBN.

AMENDMENTS 6/20/68 33 F. R. 6915 (Added); 8/7/68 33 F. R. 11149 (Changed)
AMENDMENTS 11/14/68 33 F. R. 16557 (Changed)

Endicott, N. Y.
That airspace extending upward from 700-feet above the surface within a 5-mile radius of the center 42°04'45" N., 76°05'50" W., of Tri-Cities Airport, Endicott, N. Y.; within 2 miles each side of the Binghamton, N. Y. VORTAC 340° and 160° radials, extending from the 5-mile radius area to 8 miles north of the VORTAC; within 2 miles each side of the Runway 27 centerline extended from the 5-mile radius area to 10 miles west of the end of the runway; within 2 miles each side of the Runway 9 centerline extended from the 5-mile radius area to 6 miles east of the end of the runway; within 2 miles each side of the Runway 22 centerline extended from the 5-mile radius area to 12 miles southwest of the end of the runway; and within 2 miles each side of the Runway 4 centerline extended from the 5-mile radius area to 10 miles northeast of the end of the runway, excluding the portion that coincides with the Binghamton, N. Y., transition area. This transition area shall be effective from sunrise to sunset, daily.

AMENDMENTS 9/19/68 33 F. R. 11149 (Added)

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 4 nautical miles each side of a line extending from the Gage VOR to the Woodring, Okla., VOR.

AMENDMENTS 2/29/68 33 F. R. 139 (Changed)

Erie, Pa.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Erie International 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 Cascade RBN 054° bearing, extending from the 7-mile radius area to 8 miles northeast of the RBN.

AMENDMENTS 3/21/68 33 F. R. 4795 (Changed); 12/12/68 33 F. R. 15704 (Changed); 12/12/68 33 F.R. 18009 (Changed)

Escanaba, Mich.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Escanaba Municipal Airport (latitude 45°43'25" N., longitude 87°05'40" W.); within 8 miles west and 5 miles east of the Escanaba VORTAC 007° radial, within 8 miles north and 5 miles south of the Escanaba VORTAC 101° radial and within 8 miles south and 5 miles north of the Escanaba VORTAC 266 radial, extending from the VORTAC to 12 miles north, east, and west of the VORTAC; and within 8 miles west and 5 miles east of the 349° bearing from Escanaba Municipal Airport, extending from the airport to 15 miles north of the airport; and that airspace extending upward from 1,200 feet above the surface within a 15-mile radius of Escanaba VORTAC.

AMENDMENTS 2/29/68 33 F. R. 451 (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°57'05" N., longitude 85°07'45" 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.

Eugene, Oreg.
That airspace extending upward from 700 feet above the surface within 2 miles east and 8 miles west of the Eugene VORTAC 007° radial, extending from the VORTAC to 14 miles north of the VORTAC; within 2 miles southeast and 3 miles northwest of the Eugene VORTAC 030° radial, extending from the VORTAC to 13 miles northeast of the VORTAC; within 2 miles each side of the Eugene VORTAC 272° radial, extending from the VORTAC to 12 miles west of the VORTAC, and that airspace southwest of Eugene bounded on the east by a line 2 miles east of and parallel to the Eugene VORTAC 172° radial, on the south by an arc of an 18-mile radius circle centered on the Eugene VORTAC, on the northwest by a line 2 miles northwest of and parallel to the Eugene VORTAC 224° radial, and on the north by an arc of a 5-mile radius circle centered on Mahlon-Sweet Field (latitude 44°07'25" N., longitude 123°13'05" W.); that airspace extending upward from 1,200 feet above the surface within 5 miles each side of the Eugene VORTAC 272° radial, extending from the VORTAC to V-27; within 16 miles west and 10 miles east of the Eugene VORTAC 015° and 195° radials, extending from 26 miles north to 22 miles south of the VORTAC; within 6 miles east and 9 miles west of the Eugene VORTAC 172° radial, extending from the VORTAC to 39 miles south of the VORTAC, and that airspace southwest of Eugene bounded on the southeast by the northwest edge of V-121, on the northwest by the southeast edge of V-287, and on the north by a line 5 miles south of and parallel to the Eugene VORTAC 272° radial.

Eunice, La.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Eunice Airport (latitude 30°28'00" N., longitude 92°25'30" W.) and within 2 miles each side of the Lafayette VORTAC 310° radial extending from the 5-mile radius area to 6 miles southeast of the approach end of Runway 34.

AMENDMENTS 4/25/68 33 F. R. 3267 (Added)

Evadale, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Evadale Airport (latitude 30°19'30" N., longitude 94°04'24" W.), and within 2 miles each side of the 150° bearing from the Evadale RBN (latitude 30°24'16" N., longitude 94°07'37" W.), extending from the 5-mile radius area to the RBN.

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.

PENDING AMENDMENT
Evansville, Ind.
That airspace extending upward from 700 feet above the surface within a 10-mile radius of Dress Memorial Airport (latitude 38°02'15" N., longitude 87°31'45" W.); and within 2 miles each side of the Evansville VORTAC 060° radial, extending from the 10-mile radius area to the VORTAC; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 38°57'00" N., longitude 86°30'00" W., to latitude 37°26'00" N., longitude 86°30'00" W., to latitude 37°17'50" N., longitude 87°18'00" W., to latitude 37°12'50" N., longitude 87°39'30" W., to latitude 37°30'00" N., longitude 88°30'00" W., to latitude 38°39'00" N., longitude 88°30'00" W., to latitude 38°39'00" N., longitude 88°00'00" W., to latitude 38°57'00" N., longitude 88°00'00" W., to point of beginning excluding the portion which coincides with the Harrisburg, Ill., transition area.

AMENDMENTS 3/6/69 34 F. R. 1369 (Rewritten)

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.

Fairfield, Iowa
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Fairfield Municipal Airport (latitude 41°03'15" N., longitude 91°58'40" W.); and within 2 miles each side of the 196° bearing from Fairfield Municipal Airport, extending from the 5-mile radius area to 11 miles south of the airport; and that airspace extending upward from 1,200 feet above the surface within 5 miles west and 8 miles east of the 196° bearing from Fairfield Municipal Airport, extending from the airport to 15 miles south of the airport, excluding the portion which overlies the Ottumwa, Iowa, transition area.

AMENDMENTS 10/17/68 33 F. R. 11537 (Added)

Fairmont, Minn.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Fairmont Municipal Airport (latitude 43°38'45" N., longitude 94°25'15" W.); within 2 miles each side 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 5 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.

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.

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 (latitude 46°55'05" N., longitude 96°48'55" W.); within 2 miles each side of the Fargo ILS localizer north course, extending from the 7-mile radius area to 8 miles north of the RBN; within 2 miles each side of the Fargo VORTAC 007° radial, extending from the 7-mile radius area to 24 miles north of the VORTAC; and within 5 miles west and 8 miles east of the Fargo ILS localizer south course, extending from 5 miles north to 12 miles south of the LOM; and that airspace extending upward from 1,200 feet above the surface within a 35-mile radius of the Fargo VORTAC; within a 36-mile radius of the Fargo VORTAC, extending from a line 9 miles west of and parallel to the Fargo VORTAC 353° radial, clockwise to a line 5 miles east of and parallel to the Fargo VORTAC 034° radial; and within 10 miles east and 7 miles west of the Fargo VORTAC 187° radial, extending from the 35-mile radius area to 56 miles south of the VORTAC.

Faribault-Owatonna, Minn.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Faribault Municipal Airport (latitude 44°19'35" N., longitude 93°18'30" W.); within a 5-mile radius of Owatonna Municipal Airport (latitude 44°07'15" N., longitude 93°15'15" W.); within 2 miles each side of the 200° bearing from Faribault Municipal Airport extending from the Faribault 5-mile radius area to 9 miles south of the airport; and within 2 miles each side of the 315° bearing from Owatonna Municipal Airport, extending from the Owatonna 5-mile radius area to 9 miles northwest of the airport; and that airspace extending upward from 1,200 feet above the surface in the Faribault-Owatonna terminal area bounded on the north by the arc of a 36-mile radius circle centered on the Minneapolis-St. Paul International Airport (latitude 44°53'08" N., longitude 93°13'11" W.), on the east by V-82, on the south by V-24 and on the west by V-170, excluding the portion which overlies the Hope, Minn., and Rochester, Minn., transition areas.

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°14'30" N., longitude 93°15'00" W., to latitude 35°52'30" N., longitude 93°50'00" W., to latitude 35°42'00" N., longitude 94°09'00" W., to point of beginning.

AMENDMENTS 5/23/68 33 F. R. 4510 (Changed)

PENDING AMENDMENT
Fayetteville, N. C.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Fayetteville Municipal Airport (Grannis Field) (latitude 34°59'25" N., longitude 78°52'50" W.); within a 10-mile radius of Pope AFB (latitude 35°10'15" N., longitude 79°00'55" W.); within 8 miles northwest and 5 miles southeast of the Pope AFB ILS localizer northeast course, extending from the 10-mile radius area to 12 miles northeast of the LOM; within 2 miles each side of the 266° bearing from Simmons RBN, extending from the Pope AFB 10-mile radius area to 1 mile west of the Simmons RBN; excluding the portion within R-5311.

AMENDMENTS 4/3/69 34 F. R. 1522 (Added)

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.

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.

PENDING AMENDMENT
Fire Island, N. Y.
That airspace extending upward from 8,500 feet MSL bounded on the north by Control 1169, on the southeast by a line 10 nautical miles southeast of and parallel to the southeast boundary of V-139, on the southwest by Control 1147 and on the northwest by V-139.

AMENDMENTS 3/6/69 34 F. R. 430 (Added)

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.

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.

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.

Florence, S. C.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Florence Municipal Airport (latitude 34°11'17" N., longitude 79°43'28" W.); within 2 miles each side of the Florence VORTAC 052° radial, extending from the 8-mile radius area to 8 miles northeast of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within 8 miles northwest of the Florence VORTAC 052° radial, extending from the 8-mile radius area to 12 miles northeast of the VORTAC; within 5 miles each side of the Florence VORTAC 068° radial, extending from the 8-mile radius area to 15 miles east of the VORTAC.

AMENDMENTS 8/22/68 33 F. R. 9253 (Rewritten)

Forrest City, Ark.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Forrest City Municipal Airport (latitude 34°56'42" N., longitude 90°46'16" W.); and within 2 miles each side of the 180° bearing from the Forrest City RBN (latitude 34°57'00" N., longitude 90°46'20" W.) extending from the 5-mile radius area to 8 miles south of the RBN.

AMENDMENTS 8/22/68 33 F. R. 9467 (Added)

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.

PENDING AMENDMENT
The Fort Bragg, N. C., transition area is revoked. 4/3/69 34 F. R. 1522 (Revoked).

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°11'10" W.); that airspace extending upward from 1,200 feet above the surface within a 15-mile radius of Fort Dodge VORTAC; and within the arc of a 26-mile radius circle centered on the Fort Dodge VORTAC, extending from a line 5 miles northwest of and parallel to the Fort Dodge VORTAC 055° radial clockwise to a line 5 miles northwest of and parallel to the Fort Dodge VORTAC 222° radial; and that airspace extending upward from 3,500 feet MSL south and southeast of Fort Dodge bounded on the north by V-100, on the east by V-13, on the south by V-172 and on the northwest by V-138.

AMENDMENTS 5/23/68 33 F. R. 4509 (Rewritten)

Fort Huachuca, Ariz.

That airspace extending upward from 700 feet above the surface within a 6-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 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 to latitude 31°25'00" N., longitude 110°30'00" W., and on the W by longitude 110°30'00" W.

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°44'30" N., longitude 92°08'25" W.); 8 miles northeast and 5 miles southwest of the Forney AAF VOR 152° and 323° radials, extending from the VOR to 12 miles southeast and northwest of the VOR; and within 8 miles northeast and 5 miles southwest of the 146° bearing from Forney AAF RBN, extending from the RBN to 12 miles southeast of the RBN; and that airspace extending upward from 1,200 feet above the surface within 5 miles each side of the following direct radials: Maples, Mo., VORTAC to Forney AAF VOR; Maples VORTAC to Forney AAF RBN; Vichy, Mo., VORTAC to Forney AAF VOR; and Vichy VORTAC to Forney AAF RBN; and within 5 miles each side of the Forney AAF VOR 086° radial and the Forney AAF RBN 080° bearing extending from the VOR and the RBN to V-72, excluding the portions which overlie the Vichy and Maples, Mo., transition areas.

AMENDMENTS 5/23/68 33 F. R. 4873 (Rewritten)

Fort Madison, Iowa

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Fort Madison Municipal Airport (latitude 40°39'30" N., longitude 91°19'30" W.); and within 2 miles each side of the Burlington, Iowa VORTAC 258° radial, extending from the 5-mile radius area to 12 miles west of the VORTAC excluding the portion which overlies the Burlington, Iowa, transition area.

AMENDMENTS 9/19/68 33 F. R. 10565 (Added)

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.

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 latitude 31°38'00" N., longitude 86°23'30" W.; thence northeast via V-70 to V-7; thence south via V-7 to V-241; thence southwest 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 east boundary of V-115 and the south boundary of V-70; thence northeast via V-70 to and counterclockwise along the arc of an 11-mile radius circle centered on the Eufaula, Ala., VOR; to and southwest along a line 6 miles east 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 west boundary of V-7W; to and along the north boundary of V-22; to and along the east boundary of V-115 to point of beginning, excluding the portion within R-2103.

AMENDMENTS 2/29/68 33 F. R. 138 (Rewritten)

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 the 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°52'30" N., longitude 93°50'00" W., to latitude 35°27'30" N., longitude 93°14'30" W., to latitude 35°21'30" N., longitude 93°14'30" 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°00'00" N., longitude 95°07'00" 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 point of beginning.

AMENDMENTS 5/23/68 33 F. R. 4510 (Changed)

Fort Stewart, Ga.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Lyle H. Wright AAF (latitude 31°53'20" N., longitude 81°33'45" W.).

AMENDMENTS 7/10/68 33 F. R. 10281 (Changed)

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.

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

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°22'35" N., longitude 79°51'40" 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 Franklin RBN (41°21'51" N., 79°46'10" W.) 102° bearing, 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.

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.

Fulton, N. Y.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center 43°21'05" N., 76°23'20" W., of Fulton Municipal Airport, Fulton, N. Y., excluding the portion that coincides with the Syracuse, N. Y., transition area.

AMENDMENTS 6/20/68 33 F. R. 6916 (Added)

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 VORTAC 233° radial, extending from the 8-mile radius area to 11 miles SW of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within 8 miles each side of the Gadsden VORTAC 233° radial, extending from the VORTAC to 12 miles SW; and within 8 miles NW and 5 miles SE of the Gadsden VORTAC 042° radial, extending from the VORTAC to 18 miles NE.

AMENDMENTS 8/15/68 33 F. R. 12085 (Changed)

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, Fla.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Gainesville Municipal Airport (latitude 29°41'22" N., longitude 82°16'28" W.); excluding that airspace within a 1-mile radius of Stengel Field Airport (latitude 29°37'30" N., longitude 82°22'35" W.); that airspace extending upward from 1,200 feet above the surface within an 18-mile radius of the Gainesville Municipal Airport, east and northeast of V-159, and within 5 miles each side of the Gainesville VORTAC 092° radial, extending from the 18-mile radius area to 28 miles east of the VORTAC, excluding the portion which coincides with the Jacksonville, Fla., 1,200-foot transition area.

AMENDMENTS 6/20/68 33 F. R. 6342 (Rewritten)

Gainesville, Ga.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Gainesville Municipal Airport (latitude 34°16'23" N., longitude 83°49'45" W.); within 2 miles each side of the 216° bearing from the Gainesville, Ga., RBN (latitude 34°16'29.90" N., longitude 83°49'55.58" W.), extending from the 6-mile radius area to 8 miles southwest of the RBN.

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.

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.

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.

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.

Gastonia, N. C.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Gastonia Municipal Airport (latitude 35°12'00" N., longitude 81°09'05" W.), excluding the portion that coincides with the Charlotte transition area.

Gaylord, Mich.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of 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 east of the airport; that airspace extending upward from 1,200 feet above the surface within 8 miles north and 5 miles south of the 087° bearing from Otsego County Airport, extending from the airport to 12 miles east of the airport; and within 5 miles each side of the 304° bearing from Otsego County Airport, extending from the airport to V-193; that airspace extending upward from 5,000 feet MSL within the area east of Gaylord bounded on the northeast by V-45, on the southeast by V-45W and on the west by V-297; and within the area west and north of Gaylord bounded on the east by V-297, on the south by V-430 and on the northwest by V-193.

AMENDMENTS 8/22/68 33 F. R. 9067 (Rewritten)

Geneva, Ohio
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center 41°46'40" N., 80°54'15" W., of Germack Airport, Geneva, Ohio, excluding that airspace that coincides with the Jefferson, Ohio, 700-foot floor transition area.

AMENDMENTS 9/19/68 33 F. R. 11148 (Changed)

Glasgow, Mont.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Glasgow International Airport (latitude 48°12'50" N., longitude 106°37'10" W.); and within 2 miles each side of the Glasgow VOR 195° and 015° radials 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 8 miles south and 5 miles north of the 290° bearing from Glasgow International Airport, extending from the airport to 12 miles west of the airport; within 8 miles north and 5 miles south of the 079° bearing from Glasgow International Airport, extending from the airport to 12 miles east of the airport and within 8 miles west and 5 miles east of the Glasgow VOR 195° and 015° radials, extending from 12 miles north to 12 miles south of the VOR.

AMENDMENTS 12/12/68 33 F. R. 15108 (Rewritten)

Glendive, Mont.
That airspace extending upward from 700 feet above the surface within a 13½-mile radius of Glendive Airport (latitude 47°07'50" N., longitude 104°41'15" W.).

AMENDMENTS 5/23/68 33 F. R. 5352 (Added)

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.

Gloucester, Mass.
That airspace east of Gloucester extending upward from 11,000 feet MSL bounded by Contol 1141, Control 1142, and Control 1143. This transition area is effective from 0000 to 0600 and 1801 through 2359 hours, local time, Monday through Friday and continuous on Saturday and Sunday.

AMENDMENTS 10/17/68 33 F. R. 12086 (Added)

Gloucester, Va.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 37°23'45" N., 76°31'50" W. of the Gloucester Airport, Gloucester, Va.; and within 2 miles each side of the 110° radial of the Harcum, Va., VOR, extending from the 5-mile radius area to the VOR, excluding the portion within the West Point, Va., transition area.

AMENDMENTS 2/1/68 32 F. R. 20705 (Added)

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.); within 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 1/26/68 33 F. R. 2627 (Changed)
PENDING AMENDMENT
The Goldsboro, N.C., transition area is amended as folows: "within 2 miles each side of the Seymour Johnson VOR 256° radial, extending from the 9-mile radius area to 12 miles west of the VOR" is deleted from the present description.
AMENDMENTS 4/3/69 34 F. R. 1586 (Changed)

Goodland, Kans
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.

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.

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.

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°57'16" N., longitude 112°08'37" 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 10/17/68 33 F. R. 12034 (Changed)

Grand Forks, N. Dak.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Grand Forks International Airport (latitude 47°57'05" N., longitude 97°10'35" W.), within 5 miles W and 8 miles E of the Grand Forks VORTAC 173° radial, extending from the 8-mile radius area to 12 miles S of the VORTAC, and within a 10-mile radius of Grand Forks AFB (latitude 47°57'40" N., longitude 97°24'00" W.); and that airspace extending upward from 1,200 feet above the surface within a 35-mile radius of Grand Forks AFB, and within a 29-mile radius of Red River VOR, extending clockwise from a line 5 miles E of and parallel to the Red River VOR 180° radial to a line 5 miles W of and parallel to the Red River VOR 209° radial.

Grand Island, Nebr.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of Grand Island Municipal Airport (latitude 40°58'05" N., longitude 98°18'20" W.); within 5 miles east and 8 miles west of the Grand Island VORTAC 360° radial, extending from the 9-mile radius area to 12 miles north of the VORTAC; and within 5 miles northeast and 8 miles southwest of the Grand Island VORTAC 304° radial, extending from the 9-mile radius area to 12 miles northwest of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within the arc of a 17-mile radius circle centered on the Grand Island VORTAC, extending from the Grand Island VORTAC 273° radial clockwise to the Grand Island VORTAC 084° radial; within the arc of a 27-mile radius circle centered on the Grand Island VORTAC, extending from the Grand Island VORTAC 084° radial clockwise to the Grand Island VORTAC 273° radial; and within 5 miles east and 8 miles west of the Grand Island VORTAC 360° radial, extending from the 17-mile radius area to the south edge of V-172, excluding the portion which overlies the Hastings, Nebr., transition area.

AMENDMENTS 4/25/68 33 F. R. 3055 (Rewritten); 8/22/68 33 F. R. 10203 (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; within 2 miles each side of the Grand Isle VORTAC 052° radial extending from the 5-mile radius area to the VORTAC, and within 2 miles each side of the Grand Isle VORTAC 050° radial extending from the 5-mile radius area to 20 miles northeast of the VORTAC.

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.

AMENDMENTS 6/20/68 33 F. R. 6237 (Changed)

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 air-
space 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° 14'06" 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.

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PART II
Section 2

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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14 CFR Parts 71, 73, 75
Compilation of Regulations



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 AFB ILS localizer south course, extending from the 8-mile radius area to 12 miles south 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 south of the TACAN; within 2 miles west and 6 miles east of Richards-Gebaur AFB Runway 36 centerline extended to the north, extending from the 8-mile radius area to 10 miles north of the north end of the runway, excluding the Kansas City, Mo., transition area; and within an 8-mile radius of Olathe NAS Airport (latitude 38°50'00" N., longitude 94°53'30" W.); and that airspace extending upward from 1,200 feet above the surface within the area bounded on the south by latitude 38°00'00" N., on the west by the east edge of V-12, on the north by the 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 east by the west edge of V-159, excluding the Emporia, Kans., and Wichita, Kans., transition areas.

AMENDMENTS 6/20/68 33 F. R. 6237 (Rewritten)

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 Barrington, Mass.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 42°11'05" N., 73°24'15" W., of Great Barrington Airport, Great Barrington, Mass.; within 2 miles each side of the Runway 5 centerline extended from the 5-mile radius area to 9 miles northeast of the end of the runway; within 2 miles each side of the Runway 11 centerline extended from the 5-mile radius area to 13 miles east of the end of the runway; within 2 miles each side of the Runway 23 centerline extended from the 5-mile radius area to 12 miles southwest of the end of the runway; within 2 miles each side of the Runway 29 centerline extended from the 5-mile radius area to 6 miles west of the end of the runway and within 5 miles east and 8 miles west of the 152° bearing from Great Barrington, Mass., RBN 42°10'58" N., 73°24'17" W., extending from the RBN to 12 miles southeast of the RBN. This transition area shall be effective from sunrise to sunset, daily.

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.

Great Falls, Montana
That airspace extending upward from 700 feet above the surface within a 20-mile radius of Malmstrom AFB (latitude 47°30'25" N., longitude 111°11'05" W.); and that airspace extending upward from 1,200 feet above the surface within a 40-mile radius of Malmstrom AFB; within 12 miles north and 8 miles south of the Great Falls VOR 074° radial, extending from the 40-mile radius area to 61 miles east of the VOR; and within 12 miles south and 8 miles north of the Great Falls VOR 272° radial extending from the 40-mile radius area to 56 miles west 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.

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 northwest of the VORTAC; and within 2 miles each side of the Green Bay ILS localizer southwest and northeast courses, extending from 11 miles southwest to 21 miles northeast of the OM.

Greensboro, N. C.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Greensboro-High Point/Winston-Salem Regional 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; and that airspace extending upward from 1,200 feet above the surface within the area bounded by a line beginning at the point of intersection of the west boundary of V-103 and the arc of a 35-mile circle centered at latitude 36°06'00" N., longitude 80°01'30" W.; thence clockwise along this arc to the point of intersection with the arc of a 55-mile radius circle centered at the Douglas Airport, Charlotte, N. C., (latitude 35°12'58" N., longitude 80°56'22" W.); thence counterclockwise along this arc to the point of intersection with the east boundary of V-37; thence north along the east boundary of V-37 to the point of intersection of the east boundary of V-37 and a line 7 miles northwest of and parallel to the centerline of V-222; thence northeast along a line 7 miles northwest of and parallel to the centerline of V-222 to the west boundary of V-103; thence south along the west boundary of V-103 to the point of beginning.

AMENDMENTS 1/26/68 33 F. R. 2627 (Changed)

Greenville, Ill.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Greenville, Ill., Airport (latitude 38°50'10" N., longitude 89°22'40" W.) and within 2 miles each side of the 348° bearing from Greenville Airport, extending from the 5-mile radius area to 8 miles north of the airport.

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.

Greenville, N. C.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Pitt-Greenville Airport (latitude 35°37'55" N., longitude 77°23'05" W.); within 2 miles each side of the 007° and 187° bearings from the Greenville NDB (latitude 35°42'32" N., longitude 77°22'03" W.), extending from the 5-mile radius area to 8 miles north of the NDB.

AMENDMENTS 2/1/68 32 F. R. 16251 (Added); 2/21/68 33 F. R. 4171 (Changed)

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., VORTAC 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 8/15/68 33 F. R. 12085 (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 a 10-mile radius of the Greenwood-Le Flore Airport (latitude 33°29'20" N., longitude 90°05'00" W.); within 2 miles each side of the Greenwood VORTAC 079° radial, extending from the 10-mile radius area to the VORTAC; and that airspace extending upward from 1,200 feet above the surface within 8 miles south and 5 miles north of the Greenwood VORTAC 259° radial, extending from the VORTAC to 12 miles west.

AMENDMENTS 8/31/68 33 F. R. 12824 (Rewritten)

Greenwood, S. C.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Greenwood County Airport (latitude 34°15'00" N., longitude 82°09'35" W.); within 2 miles each side of the Greenwood VORTAC 099° radial, extending from the 8-mile radius area to 8 miles east of the VORTAC; 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.

AMENDMENTS 11/14/68 33 F. R. 14285 (Changed)

Griffith, Ind.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Griffith, Ind., Airport (latitude 41°31'10" N., longitude 87°23'55" W.), and within 2 miles each side of the Chicago Heights, Ill., VORTAC 089° radial extending from the 5-mile radius area to the VORTAC, excluding the airspace within the Chicago, Ill., 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°42'30" 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.

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.

Guard Island, Alaska
That airspace extending upward from 700 feet above the surface within 5 miles northwest and 8 miles southeast of the 247° and the 067° bearings from the Guard Island RBN extending from 7 miles northeast to 13 miles southwest of the RBN; and that airspace extending upward from 1,200 feet above the surface within 6 miles northeast and 9 miles southwest of the 150° and 330° bearings from the Guard Island RBN extending from 8 miles southeast to 19 miles northwest of the RBN.

AMENDMENTS 6/20/68 33 F. R. 6534 (Added)

Gulfport, Miss.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Gulfport Municipal Airport (latitude 30°24'27.5" N., longitude 89°04'05" W.); within an 8-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 the Keesler RBN, extending from the 8-mile radius area to 8 miles northeast of the RBN; within 2 miles each side of the Keesler TACAN 041° radial, extending from the 8-mile radius area to 13 miles northeast of the TACAN; within 2 miles each side of the Keesler TACAN 208° radial, extending from the 8-mile radius area to 13 miles southwest of the TACAN; 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.

AMENDMENTS 8/22/68 33 F. R. 9599 (Changed)

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.

Gunnison, Colo.
That airspace extending upward from 1,200 feet above the surface within 5 miles northwest and 6 miles southeast of the Gunnison VORTAC 051° and 207° radials extending from 13 miles northeast to 20 miles southwest of the VORTAC, and within 10 miles northwest and 6 miles southeast of the Gunnison VORTAC 045° and 225° radials extending from 9 miles northeast to 19 miles southwest of the VORTAC.

AMENDMENTS 2/1/68 32 F. R. 17517 (Rewritten)

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°13'36" N., longitude 97°39'10" W.) and within 2 miles each side of a 360° bearing from the Harlingen RBN (latitude 26°18'17.8" N., longitude 97°39'25.3" W.) extending from the RBN to 8 miles north; within 2 miles each side of a 180° bearing extending from the RBN to the airport; and within 2 miles each side of the Harlingen VOR 118° radial extending from the VOR to the airport.
AMENDMENTS 6/20/68 33 F. R. 6709 (Rewritten)

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 a point 40°13'24" N., 76°52'39" W.; within 5 miles south and 8 miles north of the Harrisburg-York State Airport ILS localizer west course extending from the 12-mile radius area to 12 miles west of the OM; within 5 miles north and 8 miles south of the Harrisburg VOR 280° radial extending from the 12-mile radius area to 12 miles west of the VOR; within a 9-mile radius of the center, 40°11'35" N., 76°45'47" W. of Olmsted State Airport, Middletown, Pa.; within 5 miles north and 8 miles south of the Olmsted State Airport ILS localizer northwest course extending from the 12-mile radius area to 12 miles northwest of the OM; and within 2 miles each side of the centerline of Olmsted State Airport Runway 13 extended from the 9-mile radius area to 9 miles southeast of the end of the runway.
AMENDMENTS 2/1/68 32 F.R. 20705 (Changed); 2/1/68 33 F.R. 10202 (Changed); 12/12/68 33 F.R. 15704 (Changed)

Harrison, Ark.

That airspace extending upward from 700 feet above the surface within a 6-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 320° radial extending from the 6-mile radius area to 8 miles northwest of the VOR; and that airspace extending upward from 1,200 feet above the surface within 8 miles northeast and 5 miles southwest of the Harrison VOR 320° and 140° radials extending from 12 miles northwest to 2 miles southeast of the VOR.

AMENDMENTS 1/9/69 33 F. R. 16556 (Rewritten)

Hartford, Conn.

That airspace extending upward from 700 feet above the surface within a 9-mile radius of the center, 41°56'25" N., 72°41'05" W., of Bradley International Airport, Windsor Locks, Conn.; within 2 miles each side of the Bradley International Airport ILS localizer southwest course extending from the 9-mile radius area to 12 miles southwest of the OM; within a 9-mile radius of the center, 41°45'10" N., 72°37'25" W., of Rentschler Field, East Hartford, Conn.; within 2 miles each side of a 130° bearing from the Hartford RBN extending from the RBN to 8 miles southeast of the RBN; within 2 miles each side of the centerline of Runway 4 extended 10 miles from the end of the Runway; within 2 miles each side of the centerline of Runway 22 extended 10 miles from the end of the runway; within 2 miles each side of the Hartford VOR 154° radial extending from the 9-mile radius area to 8 miles southeast of the VOR; within 2 miles each side of the Hartford VOR 130° and 310° radials extending from the 9-mile radius area to 6 miles southeast of the VOR; and within 5 miles northwest and 5 miles southeast of the Hartford VOR 223° radial extending from the VOR to a point 15 miles southwest.

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.

AMENDMENTS 4/25/68 33 F. R. 4367 (Changed)

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.

Hattiesburg, Miss.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Hattiesburg Municipal Airport (latitude 31°16'01" N., longitude 89°15'16" W.); within 2 miles each side of the Hattiesburg VORTAC 155° radial extending from the 7-mile radius area to the VORTAC; within 2 miles each side of the 315° bearing from the Hattiesburg RBN (latitude 31°17'59" N., longitude 89°17'59" W.), extending from the 7-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; and that airspace northwest of Hattiesburg, extending from the 20-mile and 15-mile radius areas, bounded on the northeast by V-11, on the northwest by V-194, and on the southwest by a line 5 miles southwest of and parallel to the Hattiesburg VOR 327° radial.

AMENDMENTS 5/23/68 33 F. R. 5350 (Changed)

PENDING AMENDMENT

The Hattiesburg, Miss. 700-foot transition area is amended to read:

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Hattiesburg Municipal Airport (latitude 31°16'01" N., longitude 89°15'16" W.); within 2 miles each side of the Hattiesburg VORTAC 156° radial, extending from the 7-mile radius area to the VORTAC; within 2 miles each side of the 330° bearing from Hattiesburg RBN (latitude 31°17'59" N., longitude 89°17'59" W.), extending from the 7-mile radius area to 8 miles northwest of the RBN.

AMENDMENTS 3/6/69 34 F. R. 1010 (Changed)

Haverhill, Mass.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 42°48'05" N., 71°03'45" W., of Haverhill Airport, Haverhill, Mass.; and within 2 miles each side of the Runway 33 centerline extended from the 5-mile radius area to 6 miles northwest of the end of the runway, excluding the portion which coincides with the Boston, Mass. transition area. This transition area shall be effective from sunrise to sunset, daily.

AMENDMENTS 2/29/68 33 F. R. 688 (Added)

Havre, Mont.
That airspace extending upward from 700 feet above the surface within a 13½ mile radius of City-County Airport (latitude 48°32'45" N., longitude 109°45'40" W.).

AMENDMENTS 10/17/68 33 F. R. 12137 (Added)

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, warning areas W-318, W-319, W-320, W-321, W-322, W-511, W-512, and the airspace less than 1,500 feet above the terrain is 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 8 miles NE of the airport to V-217.

Hazlehurst, Ga.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Hazlehurst Airport (latitude 31°53'05" N., longitude 82°38'50" W.); within 2 miles each side of the Alma VORTAC 342° radial extending from the 5-mile radius area to 18 miles N of the VORTAC; and that airspace extending upward from 1,200 feet above the surface bounded on the NE by V-267, on the SE by V-157, and on the SW by V-5/V-51; within the area E of Alma bounded on the NW by V-157, on the NE by V-267, and on the SW by V-51E.

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.

Heber, Ariz.
That airspace extending upward from 13,500 feet MSL bounded on the north by the south edge of V-264, on the southeast by the northwest edge of V-100, on the south by latitude 33°54'00" N. and on the northwest by the southeast edge of V-95.

AMENDMENTS 7/25/68 33 F. R. 6710 (Added)

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 6 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 223° 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.

Henderson, Ky.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center 37°48'30" N., 87°41'00" 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.

AMENDMENTS 1/8/69 34 F. R. 249 (Changed)

Hershey, Pa.
That airspace extending upward from 700 feet above the surface within a 4-mile radius of the center (40°17'35" N., 76°39'40" W.) of Hershey Air Park Airport, Hershey, Pa.; and within 2 miles each side of the Runway 8 centerline extended from the 4-mile radius area to 5 miles east of the end of the runway, excluding that portion which coincides with Harrisburg, Pa., transition area. This transition area shall be effective from sunrise to sunset, daily.

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 Hickory Municipal Airport (latitude 35°44'25" N., longitude 81°23'28" W.); within 2 miles each side of the Hickory VOR 223° and 058° radials, extending from the 8-mile radius area to 8 miles northeast of the VOR; within 2 miles each side of the Hickory VOR 114° radial, extending from the VOR to 14 miles southeast; and that airspace extending upward from 1,200 feet above the surface bounded on the north by V-310, on the east by V-37, on the southeast by V-20 and on the southwest by V-259, excluding the portion that coincides with the Tri-City transition area.

Hillsboro, Oreg.
That airspace extending upward from 700 feet above the surface within 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.

Hillsdale, Mich.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Hillsdale, Mich., Airport (latitude 41°55'15" N., longitude 84°35'05" W.), and within 2 miles each side of the Litchfield, Mich., VORTAC 140° radial extending from the 5-mile radius area to 8 miles northwest of the airport.

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 1,200 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 5 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 140° radial, and within a 55-mile radius of the Hilo VOR, extending from the arc of a 30-mile radius circle centered on the Hilo VOR clockwise from V-10 to a line 5 miles south of and parallel to the Hilo VOR 080° radial, and within the area bounded on the north by V-18, on the northeast by the Honolulu FIR/Oceanic control area, on the southeast by V-10, on the southwest by the arc of a 30-mile radius circle centered on the Hilo VOR, and on the west by V-19, and within the area bounded on the north by V-18, on the east by V-19, on the south by V-1, and on the west by the North Hilo, Hawaii, transition area.

AMENDMENTS 2/29/68 33 F. R. 2765 (Changed)

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.

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.

Holland, Mich.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Park Township Airport (latitude 42°47'45" N., longitude 86°09'45" W.); and within 2 miles each side of the 175° bearing from Park Township Airport, extending from the 6-mile radius to 8 miles south of the airport.

AMENDMENTS 8/22/68 33 F. R. 9067 (Rewritten)

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, and within a 54-mile radius of the Homer VOR extending counterclockwise from the south boundary of V-436E, west of Homer, to the west boundary of V-438W, southwest of Homer.

AMENDMENTS 4/25/68 33 F. R. 4093 (Changed)

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.; that airspace northwest of Honolulu, extending from the 30-mile radius area bounded on the northeast by W-322D, on the west by the Lihue transition area, and on the southwest by V-2; and that airspace southeast of Honolulu bounded on the northeast by V-16, on the east by longitude 157°17'00" W., on the south by a line extending from latitude 20°47'15" N., longitude 157°17'00" W. to latitude 20°48'00" N., longitude 157°30'00" W. through latitude 20°52'00" N., longitude 157°50'00" W. to a line 12 miles east of and parallel to the Honolulu VORTAC 180° radial, and on the west by a line 12 miles east of and parallel to the Honolulu VORTAC 180° radial, excluding the portion within W-322D and the portion within the Kaneohe control zone and the Kaneohe transition area.

AMENDMENTS 7/25/68 33 F. R. 7718 (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, Ark.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of Hope Municipal Airport (latitude 33°43'06" N., longitude 93°39'30" W.); and within 2 miles each side of the Texarkana VORTAC 058° radial extending from the 6-mile radius area to 17 miles northeast of the Texarkana VORTAC.

AMENDMENTS 5/23/68 33 F. R. 5143 (Added); 11/14/68 33 F. R. 14403 (Rewritten)
AMENDMENTS 1/23/69 34 F. R. 1587 (Rewritten)

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.

Hopkinsville, Ky.

That airspace extending upward from 700 feet above the surface within a 14-mile radius of the center, 36°40'25" N., 87°29'30" W. of Campbell Army Airfield; within 5 miles SE and 8 miles NW of the Campbell RBN 044° bearing extending from the 14-mile radius area to 12 miles NE of the RBN;

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.

AMENDMENTS 11/14/68 33 F. R. 12543 (Changed)

Hoquiam, Wash.

That airspace extending upward from 700 feet above the surface east of Bowerman Field, bounded on the north by a line 2 miles north of and parallel to the Hoquiam VORTAC 068° radial, on the south by a line 2 miles south of and parallel to the Hoquiam 080° radial, extending eastward between the arcs of 5- and 13- mile radius circles centered on Bowerman Field (latitude 46°58'15" N., longitude 123°56'05" W.); that airspace extending upward from 1,200 feet above the surface within 8 miles north and 5 miles south of the Hoquiam VORTAC 068° and 248° radials, extending from 13.5 miles east to 13 miles west of the VORTAC, and the area south of the Hoquiam VORTAC bounded on the east by the east boundary of V-27W, on the south and west by the arc of a 13-mile radius circle centered on the Hoquiam VORTAC and on the north by a line 5 miles south of and parallel to the Hoquiam VORTAC 068° and 248° radials, excluding the portion that would coincide with W-237.

AMENDMENTS 4/25/68 33 F. R. 3507 (Changed)

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.

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 11/14/68 33 F. R. 12544 (Changed)

Houma, La.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Houma Municipal Airport (latitude 29°34'10" N., longitude 90°39'40" W.), within 2 miles each side of the Tibby VORTAC 123° radial extending from the 5-mile radius area to the VORTAC, within 2 miles each side of the Tibby VORTAC 124° radial extending from the 5-mile radius area to 27 miles SE of the VORTAC, and within 2 miles each side of a 360° bearing from the Houma RBN (latitude 29°37'01" N., longitude 90°39'39" W.) extending from the 5-mile radius area to 10 miles north of the RBN.

AMENDMENTS 12/12/68 33 F. R. 14861 (Rewritten)

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; within a 4-mile radius of Spaceland Airpark (latitude 29°30'30" N., longitude 95°03'01" W.); within 2 miles each side of the 304° bearing from the Spaceland RBN (latitude 29°28'00" N., longitude 94°59'08" W.), extending from the 4-mile radius area to the RBN; within 2 miles each side of the Houston VORTAC 083° radial, extending from the VORTAC to 28 miles east of the VORTAC; within 2 miles each side of the Galveston VORTAC 345° radial, extending from the 4-mile radius area to 6 miles north of the VORTAC; 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°35'45" N., longitude 94°14'15" W., to latitude 30°16'20" N., longitude 94°05'10" W., thence 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 southwest 3 nautical miles from and parallel to the shoreline to latitude 28°22'00" N., thence to latitude 28°22'00" N., longitude 96°30'00" W., to latitude 29°00'00" N., longitude 96°30'00" 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°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 point of beginning.

AMENDMENTS 3/28/68 33 F. R. 2629 (Changed)

Howell, Mich.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of Howell, Mich., Livingston County Airport (latitude 42°37'30" N., longitude 83°58'45" W.), and within 2 miles each side of the Salem, Mich., 308° radial extending from the 6-mile radius area to 7 miles southeast of the airport.

Hugo, Colo.

That airspace south of Hugo, Colo., VOR extending upward from 8,500 feet MSL, bounded on the north by V-108S, on the northeast by V-263, on the south by V-210, and on the west by V-19E and that airspace east of Hugo, extending upward from 8,500 feet MSL, bounded on the north by V-4, on the east by longitude 102°50'00" W., on the southwest by V-263, and on the west by V-169, excluding the airspace within Federal airways and the Pueblo and Colorado Springs, Colo., transition areas.

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.

Huntington, W. Va.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center, 38°22'00" N., 82°33'25" W., of the Tri-State Airport (Walker-Long Field), Huntington, W. Va., within 2 miles each side of the Tri-State Airport ILS localizer west course extending from the 6-mile radius area to 8 miles west of the OM and within 2 miles each side of the Tri-State Airport ILS localizer east course extending from the 6-mile radius area to 13 miles east of the Shoals, W. Va., FM.

Huntsville, Ala.
That airspace extending upward from 700 feet above the surface within a 15-mile radius of Redstone AAF (latitude 34°40'29" N., longitude 86°40'54" W.), excluding the airspace within a 1.5-mile radius of Epps Air Park (latitude 34°51'50" N., longitude 86°46'15" W.); within 2 miles each side of the 356° bearing from the Redstone RBN, extending from the 15-mile radius area to 11 miles north of the RBN; within 2 miles each side of the Huntsville ILS localizer south course, extending from the 15-mile radius area to 14 miles south of the south end of runway 36L; within a 6-mile radius of Pryor Field (latitude 34°39'09.4" N., longitude 86°56'45.1" W.); within 8 miles west and 5 miles east of the Decatur VOR 352° radial, extending from the VOR to 12 miles north; and 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.

AMENDMENTS 1/26/68 33 F. R. 2627 (Changed)

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 Hutchinson Municipal Airport (latitude 38°03'55" N., longitude 97°51'35" W.); within 8 miles northwest and 5 miles southeast of the Hutchinson VORTAC 042° and 222° radials extending from the 8-mile radius area to 12 miles southwest of the VORTAC; and within 8 miles northeast and 5 miles southwest of the Hutchinson ILS localizer northwest course, extending from the 8-mile radius area to 12 miles northwest of the OM; and that airspace extending upward from 1,200 feet above the surface within a 30-mile radius of Hutchinson VORTAC; within 10 miles west and 6 miles east of the Hutchinson VORTAC 025° radial, extending from the 30-mile radius area to 44 miles north of the VORTAC; within 6 miles southwest and 10 miles northeast of the Hutchinson VORTAC 296° radial, extending from the 30-mile radius area to 44 miles northwest of the VORTAC; within 6 miles north and 10 miles south of the Hutchinson VORTAC 266° radial extending from the 30-mile radius area to 41 miles west of the VORTAC; and the area southwest of Hutchinson bounded on the northeast by the 30-mile radius area, on the south by the north edge of V-12N, and on the northwest by the southeast edge of V-280, excluding the portion which overlies the Wichita and Salina, Kans., transition areas.

AMENDMENTS 2/29/68 33 F. R. 450 (Rewritten)

Ida Grove, Iowa
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Ida Grove Municipal Airport (latitude 42°19'55" N., longitude 95°26'40" W.); and within 2 miles each side of the 117° bearing from Ida Grove Municipal Airport, extending from the 7-mile radius area to 8 miles east of the airport; and that airspace extending upward from 1,200 feet above the surface within 8 miles north and 5 miles south of the 117° bearing from Ida Grove Municipal Airport, extending from the airport to 12 miles east of the airport; and within 5 miles each side of the 297° bearing from Ida Grove Municipal Airport, extending from the airport to V-100.

AMENDMENTS 11/14/68 33 F. R. 12544 (Added); Corr: 33 F. R. 15109

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 N and E by the arc of a 23-mile radius circle centered on the Idaho Falls VOR, extending clockwise from the E edge of V-257 to the S edge of V-330, on the S by the S edge of V-330 and latitude 43°27'00" N., on the W by the E edge of V-257; that airspace SW of Idaho Falls bounded on the N by latitude 43°27'00" N. and the S edge of V-330, on the SE by a line 9 miles SE of and parallel to the Idaho Falls VOR 213° radial, on the S by latitude 43°14'30" N., on the W by the E edge of V-257; and that airspace extending upward from 9,700 feet MSL within a 23-mile radius of the Idaho Falls VOR, extending clockwise from the S edge of V-330 to the E edge of V-21.

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.

Independence, Kans.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Independence Municipal Airport (latitude 37°09'25" N., longitude 95°46'50" W.); and that airspace extending upward from 1,200 feet above the surface within 5 miles west and 8 miles east of the 193° bearing from Independence Municipal Airport, extending from the airport to 12 miles south of the airport.

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 Indianapolis Municipal (Weir-Cook) Airport (latitude 39°43'35" N., longitude 86°17'05" W.); within a 5-mile radius of Bob Shank Airport (latitude 39°49'15" N., longitude 86°14'30" W.); within 2 miles each side of the Indianapolis, Ind., VORTAC 082° radial extending from the 5-mile radius area to the VORTAC; 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.; north along longitude 88°00'00" W., to the north edge of V-50; thence to the 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.

Ionia, Mich.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Ionia, Michigan County Airport (latitude 42°56'20" N., longitude 85°04'15" W.), and within 2 miles each side of the Grand Rapids, Mich., VOR 065° radial extending from the 5-mile radius area to 6 miles northeast of the airport.

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°48'55" N., longitude 88°07'00" W.); and within 5 miles NE and 8 miles SW of the Iron Mountain VOR 141° radial, within 5 miles W and 8 miles E of the VOR 193° radial extending from the VOR to 12 miles SE and S of the VOR; and within 5 miles W and 8 miles E of the 182° bearing from Ford Airport, within 5 miles N and 8 miles S of the 276° bearing from Ford Airport extending from the airport to 12 miles S and W of the airport.

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.

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.

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, Minn.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Jackson Municipal Airport (latitude 43°39'00" N., longitude 94°59'10" W.); and within 2 miles each side of the 327° bearing from Jackson Municipal 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 8 miles southwest and 5 miles northeast of the 327° bearing from Jackson Municipal Airport, extending from the airport to 12 miles northwest of the airport; and within 5 miles each side of the 147° bearing from Jackson Municipal Airport, extending from the airport to 12 miles southeast of the airport.

AMENDMENTS 9/19/68 33 F. R. 10565 (Added); Corr: 33 F. R. 12034

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 Hawkins 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 to the base of the continental control area within a 35-mile radius circle centered at latitude 32°26'30" N., longitude 90°05'00" W.; and the airspace southeast of Jackson, extending from the 35-mile radius area, bounded on the northeast by V-11, on the southeast by V-194, and on the southwest by a line 5 miles southwest of and parallel to the Jackson VOR 147° radial, excluding the portion that coincides with the Yazoo City, Miss., transition area.

AMENDMENTS 5/23/68 33 F. R. 5350 (Changed); 11/14/68 33 F. R. 12179 (Changed)

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 208° radial, extending from the VOR to 12 miles SW; and that airspace bounded on the N by V-140, on the E and S by V-16N, and on the W by V-11E.

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 west and 9 miles east of the Jackson VOR 200° and 020° radials, extending from 23 miles south to 11 miles north of the VOR, and within 6 miles north and 9 miles south of the Dunoir, Wyo. VOR 282° and 102° radials, extending from 8 miles east to 21 miles west of the VOR, and that airspace within 5 miles each side of the Jackson VOR 107° radial extending from 9 to 15 miles east of the VOR.

AMENDMENTS 12/12/68 33 F. R. 15109 (Rewritten)

Jacksonville, Fla.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Jacksonville International Airport (latitude 30°29'16" N., longitude 81°41'20" W.); within an 8-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 041° radial, extending from the NS Mayport 8-mile radius area to 12 miles northeast of the TACAN; within a 5-mile radius of Craig Municipal Airport (latitude 30°20'10" N., longitude 81°30'50" W.); within 2 miles each side of the Jacksonville VORTAC 160° radial, extending from the 5-mile radius area to the VORTAC; within an 8-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°13'05" 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°-56'20" 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.

AMENDMENTS 7/25/68 33 F. R. 6913 (Changed)
AMENDMENTS 10/6/68 33 F. R. 11977 (Changed); Eff: date changed 10/27/68 33 F. R. 14862

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.

Jamestown, N. Y.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center of Jamestown Municipal Airport, Jamestown, N. Y. (42°09'10" N., 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 northeast of 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 7-mile radius area to 8 miles northeast of the RBN; within 2 miles each side of the Jamestown, N. Y., ILS localizer northeast course extending from the 7-mile radius area to 8 miles northeast of the ILS OM.

AMENDMENTS 8/22/68 33 F. R. 9875 (Rewritten)

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.

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.

Jasper, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Jasper County Airport (latitude 30°53'45" N., longitude 94°01'30" W.) and within 2 miles each side of the 359° bearing from the Jasper RBN extending from the 5-mile radius area to 8 miles north of the RBN.

AMENDMENTS 3/28/68 33 F. R. 2628 (Changed)

Jefferson, Ga.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Jackson County Airport (latitude 34°10'31" N., longitude 83°33'38" W).

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 center, 41°45'15" N., 80°46'25" W., of the Ashtabula-Jefferson Airport, Jefferson, Ohio; and within 2 miles each side of the Jefferson, Ohio, VOR 061° radial extending from the 5-mile radius area to 8 miles NE of the VOR.

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.

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.

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.

AMENDMENTS 12/12/68 33 F. R. 15704 (Changed)

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°bearhg 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 a 5-mile radius of the Kimble County Airport (latitude 30°30'35" N., longitude 99°45'45" W.), within 5 miles northeast and 8 miles southwest of the Junction VORTAC 150° and 330° radials extending from the VORTAC to 12 miles northwest and 5 miles southeast of the VORTAC; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 30°47'15" N., longitude 100°22'15" W. to latitude 30°49'45" N., longitude 100°12'45" W. to latitude 31°12'20" N., longitude 99°41'15" W. to latitude 31°13'00" N., longitude 98°38'00" W. to latitude 30°33'30" N., longitude 98°31'30" W. to latitude 30°10'40" N., longitude 99°18'40" W., thence west along latitude 30°10'40" N. to the arc of a 60-mile radius circle centered at latitude 29°21'35" N., longitude 100°46'35" W. to point of beginning.

AMENDMENTS 11/14/68 33 F. R. 14402 (Rewritten)

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.

Juneau, Wis.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Dodge County Airport (latitude 43°25'35" N., longitude 88°42'00" W.) and within 2 miles each side of the 195° bearing from Dodge County Airport, extending from the 5-mile radius area to 8 miles south of the airport.

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 the Kahului Airport, extending clockwise from V-6 northwest of Kahului to V-6 east of Kahului, and that airspace east of the 30-mile radius area bounded on the north by a line 5 miles north of and parallel to the Maui VORTAC 061° radial, on the east by the arc of a 55-mile radius circle centered on the Maui VORTAC, and on the south by V-6.

AMENDMENTS 6/20/68 33 F. R. 6085 (Changed)

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.

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.

Kamuela, Hawaii
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Kamuela Airport (latitude 20°00'17" N, longitude 155°40'16" W.); within 2 miles each side of the Kamuela VOR 245° radial, extending from the 5-mile radius area to 6.5 miles SW of the Kamuela VOR, and within 2 miles each side of the Kamuela VOR 067° radial, extending from the 5-mile radius area to 11.5 miles NE of the Kamuela VOR; and that airspace extending upward from 1,200 feet above the surface bounded on the N by V-16, on the W by V-11, on the S by V-3, and on the E by a line parallel to and 5 miles E of the Upolu Point, Hawaii, VOR 191° radial.

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.

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 west of the Kansas City Municipal Airport ILS localizer north course, extending from the 10-mile radius area to 8 miles north of the OM; within an 8-mile radius of Kansas City International Airport (latitude 39°18'20" N., longitude 94°43'30" W.); and within 2 miles each side of the Kansas City International Airport ILS localizer north and south courses, extending from the 8-mile radius area to 13 miles north of the airport and to 8 miles south of the OM; within a 7-mile radius of 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 southeast by the arc of a 42-mile radius circle centered on Kansas City Municipal Airport, beginning at the west boundary of V-159 and extending counterclockwise to the south boundary of V-12 thence along the south boundary of V-12 to longitude 93°30'00" W., thence north along longitude 93°30'00" W., to the southeast boundary of V-10 thence direct to latitude 39°47'45" N., longitude 93°34'00" W., thence southwest along the northwest boundary of V-10 to the east boundary of V-161, thence west to latitude 39°44'00" N., longitude 94°43'20" W., thence southwest to latitude 39°30'00" N., longitude 94°49'00" W., thence west along latitude 39°30'00" N., to the southwest boundary of V-71, thence northwest along the southwest boundary of V-71 to longitude 95°09'00" W., thence south along longitude 95°09'00" W., to the southeast boundary of V-10, thence northeast along the southeast boundary of V-10 to the arc of a 10-mile radius circle centered on Kansas City Municipal Airport, thence clockwise to the west boundary of V-159, thence south along the west boundary of V-159 to the point of beginning; and that airspace extending upward from 5,000 feet MSL bounded on the west by longitude 93°30'00" W., on the south by V-4, on the east by V-424, on the north by V-116 and on the northwest by V-206; and within the area bounded on the west by longitude 93°30'00" W., on the south by V-116, on the east by V-206 and on the north by V-10; and within an area bounded on the west by V-161, on the southeast by V-10 and on the north by V-50.

AMENDMENTS 3/28/68 33 F. R. 2504 (Rewritten)

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.

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.

Kenosha, Wis.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Kenosha Municipal Airport (latitude 42°35'40" N., longitude 87°55'25" W.) and within 2 miles each side of the 332° bearing from Kenosha Municipal Airport extending from the 5-mile radius area to 8 miles northwest of the airport, excluding the portions designated as Chicago, Ill., and Milwaukee, Wis., transition areas.

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 that portion within W-465.

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.

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.

King Salmon, Alaska
That airspace extending upward from 700 feet above the surface within 2 miles each side of the King Salmon VORTAC 132° and 312° radials, extending from 15 miles SE of the VORTAC to 11 miles NW of the VORTAC; within a 9-mile radius of the King Salmon Airport (latitude 58°40'40" N.; longitude 156°38'55" W.) extending from the 226° bearing from the airport clockwise to the 055° bearing from the airport; and that airspace extending upward from 1,200 feet above the surface within a 24-mile radius of the King Salmon VORTAC; within 7 miles S and 9 miles N of the 068° radial, extending from the King Salmon VORTAC to 34 miles E; within a 37-mile radius of the King Salmon VORTAC, extending from the 105° radial clockwise to the SW boundary of Airway Blue 27; within 7 miles E and 10 miles W of the King Salmon VORTAC 186° radial, extending from the VORTAC to 28 miles S of the VORTAC; and within a 34-mile radius of the King Salmon LFR, extending from 5 miles S of the 281° bearing from the LFR clockwise to 5 miles NE of the 312° bearing from the LFR; and that airspace extending upward from 14,500 feet MSL outside the United States within a 172-mile radius of the King Salmon VORTAC. Federal airways, Control 1217, Control 1234, Control 1400, Control 1401, Control 1484 are excluded from the portion extending upward from 14,500 feet MSL.
AMENDMENTS 12/7/67 32 F. R. 14891 (Changed); Eff: date changed 2/29/68 32 F. R. 16482
AMENDMENTS 2/29/68 33 F. R. 11 (Changed)

Kingsville, Tex.
That airspace extending upwards from 700 feet above the surface within a 15-mile radius of NAAS Kingsville (North) (latitude 27°30'10" N., longitude 97°48'25" W.), excluding that portion which lies within the Alice, Tex., control zone.

AMENDMENTS 6/20/68 33 F. R. 5450 (Rewritten)

PENDING AMENDMENT

Kingsville, Tex.
That airspace extending upward from 700 feet above the surface within a 15-mile radius of NAAS Kingsville (north) (latitude 27°30'10" N., longitude 97°48'25" W.), within a 7-mile radius of the Kleberg County Airport (latitude 27°33'01" N., longitude 98°01'39" W.), and within 2 miles each side of a 316° bearing from the Kleberg County RBN (latitude 27°36'20" N., longitude 98°05'22" W.) extending from the 7-mile radius area to 8 miles northwest of the RBN, excluding that portion which lies within the Alice, Tex., control zone.

AMENDMENTS 3/6/69 34 F. R. 429 (Rewritten)

Kinston, N. C.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Stallings Field (latitude 35°19'40" N., longitude 77°37'05" W.); within 2 miles each side of the Kinston VORTAC 046° radial, extending from the 6-mile radius area to 8 miles northeast of the VORTAC.

AMENDMENTS 1/9/69 33 F. R. 15990 (Rewritten)

Kirksville, Mo.
That airspace extending upward from 700 feet above the surface within 2 miles each side of the Kirksville, Mo., VORTAC 316° radial, extending from the arc of a 5-mile radius circle centered on the Clarence Cannon Memorial Airport (latitude 40°05'45" N., longitude 92°32'50" W.), to 8 miles northwest of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within a 13-mile radius of Kirksville VORTAC.

AMENDMENTS 10/17/68 33 F. R. 11147 (Rewritten)

Klamath Falls, Oreg.
That airspace extending upward from 700 feet above the surface within a 15-mile radius of the Klamath Falls VORTAC and within 5 miles east and 8 miles west of the Klamath Falls ILS localizer south course extending from the 15-mile radius area to 12 miles south of the RBN; 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 295° 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 within the area bounded by the arc of 25-and 28- mile radius circles centered on the Klamath Falls VORTAC, extending clockwise from the VORTAC 295° to the 320° radials; and that airspace extending upward from 11,000 feet MSL within the area bounded by the arcs of 28- and 40-mile radius circles centered on the Klamath Falls VORTAC, extending clockwise from the VORTAC 295° to the 320° radials.

AMENDMENTS 1/9/69 33 F. R. 15860 (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.

Kodiak, Alaska
That airspace extending upward from 1,200 feet above the surface within a 29-mile radius of Navy Station Kodiak Airport latitude 57°44'50" N., longitude 152°29'40" W.), extending clockwise from the 085° bearing to the 040° bearing from the airport; within a 35-mile radius of Navy Station Kodiak Airport, extending clockwise from the 040° bearing to the 085° bearing from the airport; and that airspace extending upward from 14,500 feet MSL within 16 miles S and 25 miles N of the Kodiak TACAN 094° radial; extending from 8 miles E of the TACAN to 58 miles E of the TACAN, excluding the King Salmon, Alaska, transition area.

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.

Laconia, N. H.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 43°34'30" N., 71°25'25" W. of Laconia Airport, Laconia, N. H.; within 2 miles each side of the 251° bearing from the Laconia RBN extending from the 5-mile radius area to 8 miles SW of the RBN.

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.

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 VORTAC 139° radial extending from the 5-mile radius area to the VORTAC, 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 VORTAC 172° radial extending from the VORTAC to 8 miles south, within a 5-mile radius of the Abbeville Municipal Airport (latitude 29°58'19" N., longitude 92°05'06" W.); and within 2 miles each side of the Lafayette VORTAC 207° radial, extending from the VORTAC to the Abbeville Municipal Airport; 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°33'00" N., thence west via latitude 29°33'00" N., to longitude 92°36'00" W., thence north to latitude 30°04'00" N., longitude 92°36'00" W., to latitude 30°24'00" N., longitude 92°26'00" W., to latitude 30°32'00" N., longitude 92°15'00" W., to point of beginning.

AMENDMENTS 2/1/68 32 F. R. 16202 (Changed); 5/23/68 33 F. R. 5142 (Changed)

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 VORTAC 110° radial, extending from the 4-mile radius zone to the VOR.

AMENDMENTS 8/15/68 33 F. R. 12085 (Changed)

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.

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 30°04'00" N., longitude 92°36'00" W., to latitude 29°35'00" N., longitude 92°36'00" W., thence west via latitude 29°35'00" N., 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 longitude 93°57'00" W., thence to point of beginning.

AMENDMENTS 2/1/68 32 F. R. 16202 (Changed)

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 Brazoria County 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 an 8-mile radius of Lakeland Municipal Airport (latitude 27°59'19" N., longitude 82°00'53" W.); and within 2 miles each side of the Lakeland VORTAC 233° radial, extending from the 8-mile radius area to 8 miles southwest of the VORTAC.

AMENDMENTS 6/20/68 33 F. R. 6533 (Rewritten)

Lakeview, Oreg.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Lake County-Lakeview Airport (latitude 42°09'35" N., longitude 120°24'15" W.), and within 2 miles each side of the 180° bearing from the Lakeview RBN (latitude 42°09'15" N., longitude 120°24'18" W.), extending from the RBN to 8 miles south of the RBN; that airspace extending upward from 1,200 feet above the surface within 6 miles east and 9 miles west of the 180° and 360° bearings from the Lakeview RBN extending from 5 miles north to 18 miles south of the RBN.

AMENDMENTS 4/25/68 33 F. R. 2766 (Added)

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 N of the VOR; that airspace extending upward from 1,200 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.

AMENDMENTS 3/9/68 33 F. R. 4368 (Changed)

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.

Lapeer, Mich.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Dupont-Lapeer Airport (latitude 43°04'10" N., longitude 83°16'15" W.); and within 2 miles each side of the Flint, Mich., VORTAC 074° radial extending from the 5-mile radius area to 18 miles east of the VORTAC.

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 a 12-mile radius of the Laredo VORTAC extending from a line 5 miles northeast of and parallel to the Laredo VORTAC 149° radial clockwise to the United States-Mexico border, within 2 miles each side of the Laredo VORTAC 326° radial extending from the 9-mile radius area to 20 miles northwest of the VORTAC, within 2 miles each side of the border TACAN 337° radial extending from the 9-mile radius area to 21 miles northwest of the TACAN, within 2 miles each side of the border TACAN 348° radial extending from the 9-mile radius area to 17.5 miles north of the TACAN and within 2 miles each side of the border TACAN 360° radial extending from the 9-mile radius area to 15 miles north of the TACAN, excluding those portions outside the United States; and that airspace extending upward from 1,200 feet above the surface bounded by the arc of a 35-mile radius circle centered at latitude 27°35'22" N., longitude 99°29'54" W., 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°24'00" 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°32'00" N., longitude 99°58'00" W. to latitude 28°20'00" N. at the United States-Mexico border, thence southeast along the United States-Mexico border to the northwest portion of the arc of a 35-mile radius circle centered at latitude 27°35'22" N., longitude 99°29'54" W.; thence clockwise along this arc to latitude 27°15'00" N., to point of beginning, excluding the portion extending upward from 4,500 feet MSL within Federal Airways.

AMENDMENTS 11/14/68 33 F. R. 14402 (Rewritten)

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 City, 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 City VORTAC 049° radial extending from longitude 114°05'00" W., to 81 miles northeast of the VORTAC.

AMENDMENTS 6/18/68 33 F. R. 9334 (Changed)

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 9-mile radius of the center 40°16'35" N., 79°23'56" W. of Westmoreland-Latrobe Airport, Latrobe, Pa.; within 5 miles Southeast and 8 miles Northwest of the 046° bearing from the Latrobe RBN 40°22'32" N., 79°16'19" W., extending from the RBN to 12 miles Northeast of the RBN and within 5 miles Southeast and 7 miles Northwest of the 226° bearing from the Latrobe RBN extending from the RBN to 6 miles Southwest of the RBN.

AMENDMENTS 1/9/69 33 F. R. 16557 (Rewritten)

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.

Laurinburg, N. C.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of Laurinburg-Maxton Airport (latitude 34°47'25" N., longitude 79°21'55" W.).

AMENDMENTS 3/28/68 33 F. R. 2506 (Added)

Lawrence, Kans.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Lawrence Municipal Airport (latitude 39°00'35" N., longitude 95°13'00" W.); and within 2 miles each side of the Topeka, Kans., VORTAC 117° radial extending from the 5-mile radius area to 13 miles southeast of the VORTAC.

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 6-mile radius area to the VORTAC.

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.

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°37'35" 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 1/8/69 34 F. R. 249 (Changed)

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.

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; and that airspace extending upward from 1,200 feet above the surface within 8 miles northwest and 5 miles southeast of the Lewiston VOR 065° radial extending from the VOR to 12 miles northeast of the VOR, and within 5 miles either side of the Lewiston VOR 266° radial extending from 7 to 15 miles west of the VOR.

AMENDMENTS 2/1/68 32 F. R. 17851 (Rewritten)

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 VORTAC 165° radial extending from the 5-mile radius area to 8 miles SE of the VORTAC; and the airspace extending upward from 1200 feet above the surface within 5 miles W and 8 miles E of the Jacks Creek VORTAC 345° and 165° radials extending 4 miles NW and 12 miles SE of the VORTAC.

AMENDMENTS 8/15/68 33 F. R. 12085 (Changed)

Liberal, Kans.
That airspace extending upward from 700 feet above the surface within a 10-mile radius of Liberal Municipal Airport (latitude 37°02'35" N., longitude 100°57'45" W.); and that airspace extending upward from 1,200 feet above the surface within a 17-mile radius of Liberal Municipal Airport.

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 203° 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, Limi, Ohio; within 2 miles each side of the Allen County VOR 090 radial extending from the 6-mile radius area to 8 miles east of the VOR; within a 5-mile radius of the center 40°45'45" N., 84°10'35" W., of Lima Airport, Lima, Ohio; and within 2 miles each side of a 274° bearing from the Lima, Ohio, RBN (40°45'41" N., 84°10'46" W.) extending from the 5-mile radius area to 8 miles west of the RBN.

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.

AMENDMENTS 9/19/68 33 F. R. 11148 (Changed); 1/9/69 33 F. R. 17102 (Changed)
AMENDMENTS 1/9/69 33 F. R. 17102 (Changed)

Lincoln, Nebr.

That airspace extending upward from 700 feet above the surface within a 9-mile radius of Lincoln Municipal Airport (latitude 40°50'45" N., longitude 96°45'20" W.); 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 Municipal Airport to a line 2 miles east of and parallel to the Lincoln VORTAC 015° radial; and within 5 miles west and 9 miles east of the Lincoln ILS localizer south course, extending from the 9-mile radius area to 13 miles south of the OM; that airspace extending upward from 1,200 feet above the surface bounded by a line starting at the intersection of longitude 97°02'00" W. and the north edge of V-216, thence north to and clockwise around the arc of a 29-mile radius circle centered on Lincoln Municipal Airport, to latitude 41°15'00" N., longitude 96°35'00" W., thence northeast to latitude 41°19'00" N., longitude 96°30'00" W., thence southeast to latitude 41°16'00" N., longitude 96°23'00" W., thence south along longitude 96°23'00" W., to and west along the north edge of V-216 to the point of beginning; and that airspace extending upward from 3,500 feet MSL bounded by a line starting at the intersection of longitude 97°02'00" W. and the north edge of V-216, thence north to and clockwise around the arc of a 29-mile radius circle centered on Lincoln Municipal Airport to latitude 41°15'00" N., longitude 96°35'00" W., thence northeast to latitude 41°19'00" N., longitude 96°30'00" W., thence southeast to latitude 41°16'00" N., longitude 96°23'00" W., thence north along longitude 96°23'00" W., to and west along the south edge of V-172, to and south along longitude 98°00'00" W., to and east along the north edge of V-216 to the point of beginning.

AMENDMENTS 5/23/68 33 F. R. 4873 (Rewritten)

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°51'00" N., longitude 91°48'00" 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°51'00" N., longitude 91°48'00" 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 and excluding the Batesville, Ark., transition area.

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.

Logan, Utah

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Logan-Cache Airport (latitude 41°47'09" N., longitude 111°50'53" W.); that airspace extending upward from 1,200 feet above the surface bounded on the north by the south edge of V-4, on the east by longitude 111°40'30" W., on the south by the north edge of V-288, on the west by the east edge of V-21; and that airspace extending upward from 10,500 feet MSL bounded on the northeast by the southwest edge of V-4S, on the west by longitude 111°40'30" W., and on the south by the north edge of V-288.

AMENDMENTS 2/29/68 32 F. R. 20947 (Added)

Logansport, Ky.

That airspace extending upward from 1,200 feet above the surface northwest of Bowling Green, Ky., VORTAC, bounded by VOR Federal airway Nos. 7E, 178, 243, and the Bowling Green, Ky., 1,200-foot transition area.

AMENDMENTS 6/20/68 33 F. R. 6859 (Added); 11/14/68 33 F. R. 13003 (Changed)

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, within 2 miles each side of the Gregg County VORTAC 149° radial extending from the 6-mile radius area to 17.5 miles southeast of the VORTAC, and within 2 miles each side of the Gregg County VORTAC 313° radial extending from the 6-mile radius area to 8 miles NW of the VORTAC.

AMENDMENTS 1/9/69 33 F. R. 17101 (Changed)

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 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°54'35" 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.

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°00'00" N., longitude 103°18'00" W., to latitude 32°47'00" N., longitude 103°23'25" W., to latitude 33°00'00" N., longitude 103°48'00" W., to latitude 33°23'00" N., longitude 103°48'00" W., to latitude 33°24'10" N., longitude 103°41'30" W., to latitude 33°46'30" N., longitude 103°22'00" W., to latitude 33°59'00" N., longitude 103°06'00" W., thence counterclockwise along the arc of a 30-mile radius circle centered at latitude 34°23'01" N., longitude 103°18'58" W. (Cannon AFB, Clovis, N. Mex.), to latitude 34°19'00" N., thence to latitude 34°19'00" N., longitude 102°40'00" 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.
AMENDMENTS 11/14/68 33 F. R. 14404 (Changed)

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.

Ludington, Mich.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Mason County Airport (latitude 43°57'40" N., longitude 86°24'30" W.); and within 2 miles each side of the 055° bearing from Mason County Airport, extending from the 5-mile radius area to 8 miles northeast of the airport; and that airspace extending upward from 1,200 feet above the surface within 5 miles northwest and 8 miles southeast of the 055° bearing from Mason County Airport, extending from the airport to 12 miles northeast of the airport; and within 5 miles each side of the 235° bearing from Mason County Airport, extending from the airport to 12 miles southwest of the airport.
AMENDMENTS 1/9/69 33 F. R. 17850 (Added); Corr: 34 F. R. 1371

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 an area bounded by a line beginning
at latitude 30°35'00" N., longitude 95°21'00" 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°59'00" N., longitude 95°31'00" W., to latitude 32°00'00" N., longitude 94°30'00" W., to latitude 31°42'00" N., longitude 94°37'00" W., to latitude 31°42'00" N., longitude 93°56'00" W., to latitude 31°08'00" N., longitude 94°02'00" W., to latitude 30°44'00" N., longitude 93°51'00" W., to latitude 30°35'45" N., longitude 94°14'15" W., to point of beginning.
AMENDMENTS 3/28/68 33 F. R. 2628 (Changed)

Lumberton, N. C.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Lumberton Municipal Airport (latitude 34°36'36" N., longitude 79°03'30" W.); within 2 miles each side of the 302° bearing from the Lumberton RBN (latitude 34°36'48" N., longitude 79°03'36" W.), extending from the 8-mile radius area to 8 miles NW of the RBN.

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 Lewis B. Wilson 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.

Madison, Ga.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Madison Municipal Airport (latitude 33°36'46" N., longitude 83°27'39" W.); within 2 miles each side of the Athens VORTAC 199° radial, extending from the 5-mile radius area to 18 miles south of the VORTAC.

AMENDMENTS 3/28/68 33 F. R. 2630 (Added)

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 (latitude 43°08'15" N., longitude 89°20'10" W.); within 2 miles each side of the Madison ILS localizer north and south courses, extending from the 9-mile radius area to 8 miles north of the Windsor marker and 8 miles south of the OM; within 8 miles northeast and 5 miles southwest of the Madison VOR 134° radial, extending from the 9-mile radius area to 12 miles southeast of the VOR; and within 8 miles southwest and 5 miles northeast of the Madison VOR 320° radial, extending from the 9-mile radius area to 12 miles northwest of the VOR; and that airspace extending upward from 1,200 feet above the surface bounded on the north 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 east by longitude 88°30'00" W.; on the south by latitude 42°45'00" N.; and on the west by longitude 89°55'00" W.

AMENDMENTS 10/17/68 33 F. R. 12136 (Rewritten)

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 Municipal 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.

AMENDMENTS 1/9/69 33 F. R. 16557 (Changed)

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.

Manila, Ark.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Manila Municipal Airport (latitude 35°53'25" N., longitude 90°09'20" W.); and within 2 miles each side of the 175° bearing from the Manila RBN (latitude 35°53'25" N., longitude 90°09'20" W.), extending from the 5-mile radius area to 8 miles south of the RBN.

AMENDMENTS 2/1/68 32 F. R. 16146 (Added)

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.

Manistique, Mich.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Schoolcraft County Airport (latitude 45°58'25" N., longitude 86°10'35" W.); and within 2 miles each side of the 099° bearing from Schoolcraft County Airport, extending from the 5-mile radius area to 8 miles east of the airport; and that airspace extending upward from 1,200 feet above the surface within 5 miles south and 8 miles north of the 099° bearing from Schoolcraft County Airport, extending from the airport to 12 miles east of the airport.

AMENDMENTS 12/12/68 33 F. R. 15545 (Added)

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.

Manning, S. C.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Clarendon County Airport (latitude 33°35'13" N., longitude 80°12'32" W.); within a 1.5-mile radius of the Goat Island Airport (latitude 33°30'26" N., longitude 80°18'41" W.); within a 1.5-mile radius of the Grayson (private) Airport (latitude 33°36'48" N., longitude 80°20'17" W.); and within 2 miles each side of the Vance VOR 661° radial, extending from the 8-mile radius area to the VOR.

AMENDMENTS 1/26/68 33 F. R. 2627 (Changed); 2/21/68 33 F. R. 4171 (Changed)

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.

Mansfield, Ohio
That airspace extending upward from 700 feet above the surface within an 8.5 mile radius of the Mansfield Lahm 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 Lahm Municipal 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.

AMENDMENTS 3/22/68 33 F. R. 4872 (Changed)

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 5 miles NW to 14 miles SE of the VOR.

Marianna, Fla.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Marianna Municipal Airport (latitude 30°50'08" N., longitude 85°11'02" W.), and within 2 miles each side of the Marianna VOR 127° radial extending from the 8-mile radius area to 8 miles SE of the VOR.

Marion, Ill.
That airspace extending upward from 700 feet above the surface bounded by a line beginning at latitude 37°53'40" N., longitude 88°48'35" W., thence west to latitude 37°56'25" N., longitude 89°02'40" W., thence west to latitude 37°58'45" N., longitude 89°20'25" W., thence south to latitude 37°48'30" N., longitude 89°23'50" W., thence south along longitude 89°23'50" W., to latitude 37°43'30" N., thence southeast to latitude 37°32'50" N., longitude 88°59'00" W., thence northeast to latitude 37°42'35" N., longitude 88°52'15" W., thence north to the point of beginning; and that airspace extending upward from 1,200 feet above the surface west of Marion bounded on the east by V-179, on the southeast by V-429 and on the west by V-313.

AMENDMENTS 6/20/68 33 F. R. 6709 (Rewritten)

Marion, Ind.
That airspace extending upward from 700 feet above the surface 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°, 155°, 211°, and 320° radials extending from the 5-mile radius area to 8 miles northeast, southeast, southwest, and northwest of the VOR.

AMENDMENTS 2/1/68 32 F. R. 17426 (Rewritten)

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.

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.

Marshall, Mich.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Marshall, Mich., Brooks Field (latitude 42°15'05" N., longitude 84°57'25" W.) and within 2 miles each side of the Battle Creek, Mich., VORTAC 105° radial extending from the 5-mile radius area to 7 miles east of the airport, excluding the portion which coincides with the Battle Creek, Mich., transition area.

Marshalltown, Iowa
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Marshalltown, Iowa, Municipal Airport (latitude 42°06'45" N., longitude 92°54'50" W.) and within 2 miles each side of the 315° bearing from Marshalltown Municipal Airport, extending from the 6-mile radius area to 8 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 315° bearing from Marshalltown Municipal Airport, extending from the airport to 12 miles NW of the airport, excluding the airspace within the Waterloo, Iowa, transition area.

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.

Martinsburg, Pa.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center, 40°17'45" N., 78°19'10" W. of Blair County Airport, Martinsburg, Pa., within 2 miles each side of the centerline of runway 20 extended from the 7-mile radius area to 9 miles south of the end of the runway; and within 8 miles west and 5 miles east of the Altoona VOR 026° radial extending from the VOR to 12 miles north of the VOR.

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.

AMENDMENTS 7/25/68 33 F. R. 8433 (Changed)

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 a 7-mile radius of Mason City Municipal Airport (latitude 43°09'30" N., longitude 93°20'05" W.); within 2 miles each side of the Mason City VORTAC 002° radial, extending from the 7-mile radius area to 10 miles north of the VORTAC; and within 8 miles east and 5 miles west of the Mason City VORTAC 002° and 182° radials, extending from 4 miles north to 12 miles south of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within a 13-mile radius of Mason City VORTAC, extending clockwise from a line 5 miles northeast of and parallel to the Mason City VORTAC 128° radial to a line 5 miles northwest of and parallel to the Mason City VORTAC 236° radial; and within a 23-mile radius of the Mason City VORTAC, extending clockwise from a line 5 miles south of and parallel to the Mason City VORTAC 284° radial to a line 5 miles southeast of and parallel to the Mason City VORTAC 038° radial.

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.

Matagorda, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Matagorda Peninsula Airport (latitude 28°32'35" N., longitude 96°07'10" W.), excluding that portion more than 3 nautical miles from and parallel to the shoreline.

AMENDMENTS 5/23/68 33 F. R. 5143 (Added); 12/12/68 33 F. R. 19164 (Changed)

Mattoon, Ill.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Coles County Memorial Airport (latitude 39°28'45" N., longitude 88°17'05" W.); within 2 miles each side of the Mattoon VOR 060° radial, extending from the 6-mile radius area to 8 miles northeast of the VOR; within 2 miles each side of the 128° bearing from Coles County Memorial Airport, extending from the 6-mile radius area to 8 miles southeast of the airport; and within 5 miles northwest and 8 miles southeast of the Mattoon VOR 229° radial, extending from the VOR to 12 miles southwest of the VOR; and that airspace extending upward from 1,200 feet above the surface within the area bounded on the north by V-50, on the east by longitude 88°00'00" W., on the south by V-14 and on the west by V-313, excluding the area which overlies the Decatur, Ill., transition area.

AMENDMENTS 4/25/68 33 F. R. 3508 (Rewritten); Corr: 33 F. R. 12304

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.

McCook, Nebr.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of McCook Municipal Airport (latitude 40°12'25" N., longitude 100°35'25" W.); within 5 miles southwest and 8 miles northeast of the 120° bearing from McCook Municipal Airport extending from the 8-mile radius area to 12 miles southeast of the airport and within 5 miles southwest and 8 miles northeast of the 324° bearing from McCook Municipal Airport, extending from the 8-mile radius area to 12 miles northwest of the airport; and that airspace extending upward from 1200 feet above the surface within 5 miles each side of a line extending from McCook Municipal Airport direct to the Hayes Center, Nebr., VORTAC.

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.

PENDING AMENDMENT
McMinnville, Oreg.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of McMinnville Municipal Airport (latitude 45°11'35" N., longitude 123°08'15" W.) and within 2 miles each side of the Newberg VORTAC 215° radial extending from the 5-mile radius area to the VORTAC.

AMENDMENTS 4/3/69 34 F. R. 1011 (Added)

Meadville, Pa.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 41°37'35" N., 80°12'55" W. of Port Meadville Airport, Meadville, Pa.; within 2 miles each side of the Runway 4 centerline extended from the 5-mile radius area to 5 miles northeast of the end of the runway; within 2 miles each side of the Runway 7 centerline extended from the 5-mile radius area to 5 miles northeast of the end of the runway and within 2 miles each side of the Youngstown, Ohio, VORTAC 050° radial extending from 18 miles northeast of the Youngstown VORTAC to the Meadville, Pa., 5-mile radius area.

AMENDMENTS 9/19/68 33 F. R. 11149 (Added)

Medford, Oreg.
That airspace extending upward from 700 feet above the surface within 2 miles each side of the Medford ILS localizer northwest course extending from 3 to 9 miles northwest of the OM; that airspace extending upward from 1,200 feet above the surface within a 23-mile radius of the Medford VORTAC; that airspace extending from the 23-mile radius area bounded on the north by latitude 42° 28' 00" N., on the east by the arc of a 40-mile radius circle centered on the Klamath Falls, Oreg. VORTAC, on the south by latitude 42° 04' 00" N., and on the southwest by the southwest edge of V-23W; that airspace south of Medford, bounded on the north by latitude 42° 04' 00" N., on the east by the west edge of V-23 and on the west by the east edge of V-23W; that airspace north of Medford within 16 miles west and 11 miles east of the Medford VORTAC 353° radial, extending from 25 to 65 miles north of the VORTAC, and that airspace extending upward from 6,200 feet MSL within 5 miles each side of the Medford VORTAC 271° radial, extending from the 23-mile radius area to V-27.

AMENDMENTS 2/6/69 33 F. R. 17766 (Rewritten)

Melbourne, Fla.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Cape Kennedy Regional Airport, Melbourne, Fla. (latitude 28°06'05" N., longitude 80°38'40" W.); within an 8-mile radius of Patrick AFB, Cocoa, Fla. (latitude 28°14'05" N., longitude 80°36'35" W.); and that airspace extending upward from 1,200 feet above the surface within the arc of a 25-mile radius circle centered on Patrick AFB, and the area southwest of Patrick AFB bounded on the northeast by V-159, and on the southwest and west by V-295, excluding the portion that would overlap the Orlando, Fla., transition area.

AMENDMENTS 5/23/68 33 F. R. 5351 (Rewritten)

Melfa, Va.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center 37° 38' 50" N., 75° 45' 40" W., of Accomack County Airport, Melfa, Va., and within 2 miles each side of a 200° bearing from the Melfa, Va., RBN 37°39'27" N., 75°45'27" W., extending from the 6-mile radius area to 8 miles south of the RBN.

AMENDMENTS 1/9/69 33 F. R. 17625 (Added)

Memphis, Tenn.
That airspace extending upward from 700 feet above the surface within an 8-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 east course, extending from the 8-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 8-mile radius area to 8 miles south of the OM; 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 northwest of the 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-159, 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.

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 VOR 141° and 321° radials extending from the Merced 7-mile radius area to 3 miles SE of the Castle VOR; 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.

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.

Meriden, Conn.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 41°30'35" N., 72°49'50" W. of Meriden Markham Municipal Airport, Meriden, Conn.; and within 2 miles each side of the Runway 36 centerline extended from the 5-mile radius area to 7 miles north of the end of the runway, excluding the portion which coincides with the Bridgeport, Conn., and Hartford, Conn., transition areas.
AMENDMENTS 6/20/68 33 F. R. 8915 (Added)

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-56, thence to the intersection of the south boundary of V-56 and 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 7/25/68 33 F. R. 7299 (Changed)
PENDING AMENDMENT
In the Meridian, Miss. transition area "thence southwest along the west boundary of V-194 to latitude 32°07'00" N." is deleted and "thence southwest along the west boundary of V-194 to latitude 32°04'00" N." is substituted therefor.
AMENDMENTS 4/3/69 34 F. R. 1370 (Changed)

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.).

Mexico, Mo.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Mexico Memorial Airport (latitude 39°09'35" N., longitude 91°49'25" W.); and that airspace extending upward from 1,200 feet above the surface northeast of the Hallsville, Mo., VORTAC within a 34-mile radius circle centered on the Hallsville VORTAC, extending from the southeast edge of V-63 clockwise to the north edge of V-4.

AMENDMENTS 10/17/68 33 F. R. 11148 (Added)

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 south and 8 miles north of the Miami Runway 9-L ILS localizer west course, extending from the airport to 12 miles west of the Runway 9-L ILS LOM; within 5 miles north and 8 miles south of the Miami Runway 27-L ILS localizer east course, extending from the airport to 12 miles east of the Runway 27-L ILS LOM; within 5 miles south and 8 miles north of the Runway 9-L ILS localizer east course, extending from the airport to 12 miles east of the INT of Runway 9-L ILS localizer east 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 an 8-mile radius of the Tamiami Airport, Fla. (latitude 25°38'49" N., longitude 80°25'59" W.); within a 6-mile radius of the 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 5-mile radius of the North Perry Airport, Fla. (latitude 26°00'06" N., longitude 80°14'24" W.); within a 7-mile radius of Fort Lauderdale-Hollywood International Airport (latitude 26°04'15" N., longitude 80°09'15" 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 northwest 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 northeast course, extending from the 7-mile radius area to 9 miles northeast 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.

AMENDMENTS 7/5/68 33 F. R. 10203 (Changed)

Michigan City, Ind.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Michigan City, Ind. Michigan City Airport (latitude 41°42'10" N., longitude 86°49'20" W.), within 2 miles each side of the South Bend, Ind. VORTAC 260° radial extending from the 6-mile radius area to 13 miles west of the VORTAC, and within 2 miles each side of the 011° bearing from Michigan City Airport extending from the 6-mile radius area to 8 miles north of the airport.

Middletown, N. Y.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center (41°25'55" N., 74°23'30" W.), of Randall Airport and within 2 miles each side of the Huguenot, N. Y., VOR 082° radial extending from the 5-mile radius area to the VOR excluding the portions that coincide with the Newburgh, N. Y., and Wurtsboro, N. Y., transition areas.

AMENDMENTS 9/19/68 33 F. R. 11148 (Changed)

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 Hook Field, Ohio, RBN extending from the 5-mile radius area to 8 miles southwest of the RBN.

AMENDMENTS 2/9/68 33 F. R. 2765 (Changed)

Midland, Mich.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Midland, Mich., Jack Barstow Airport (latitude 43°39'40" N., longitude 84°15'40" W.).

Midland, Tex.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Midland-Odessa Regional 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°36'20" N., longitude 102°00'00" W., to latitude 31°28'40" N., longitude 102°00'00" W., to latitude 31°30'00" N., longitude 102°20'00" 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 a 10-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 Miles City VORTAC south of V-120 and within a 25-mile radius of 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.

Millbrook, N. Y.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 41°42'25" N., 73°44'20" W., of the Sky Acres Airport, Millbrook, N. Y., and within 2 miles each side of the centerline of Runway 17 extended from the 5-mile radius area to 6 miles south of the end of the runway, excluding that portion within the Poughkeepsie, N. Y., and the Red Hook, N. Y., transition areas.

AMENDMENTS 6/20/68 33 F. R. 6915 (Added)

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 Horlick-Racine Airport, Racine, Wis. (latitude 42°45'35" N., longitude 87°48'55" W.); 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.

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°53'05" N., longitude 93°13'15" W.); within 5 miles north and 8 miles south of the Flying Cloud, Minn., VOR 292° radial, extending from the 23-mile radius area to 12 miles west of the VOR; within 5 miles each side of the St. Paul, Minn., VOR 037° radial, extending from the 23-mile radius area to 13 miles northeast of the VOR; and within a 6-mile radius of Airlake Industrial Airpark (latitude 44°37'40" N., longitude 93°13'40" W.); and that airspace extending upward from 1,200 feet above the surface within a 36-mile radius of Minneapolis-St. Paul International Airport; that airspace west of Minneapolis bounded on the south by V-26, on the northwest by V-148, and on the east by the 36-mile radius area; and that airspace northwest of Minneapolis bounded on the southwest by V-171, on the west by the Darwin, Minn., VORTAC 021° radial, on the northeast by V-2 and on the southeast by the 36-mile radius area excluding the portion which overlies the Darwin, Minn., transition area; and that airspace extending upward from 4,000 feet MSL northwest of Minneapolis bounded on the northeast by V-2, on the southeast by the Darwin VORTAC 021° radial and on the west by V-171; and that airspace extending upward from 4,000 MSL southwest of Minneapolis bounded on the north by V-26S, on the northeast by a 36-mile radius circle centered on Minneapolis-St. Paul International Airport, on the southeast by V-219 and on the southwest by V-24.

AMENDMENTS 5/23/68 33 F. R. 4796 (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.

Missoula, Mont.

That airspace extending upward from 700 feet above the surface within 5 miles northeast and 8 miles southwest of the Missoula VORTAC 122° and 302° radials, extending from 5 miles southeast to 19 miles northwest of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within 8 miles southwest and 9 miles northeast of the Missoula VORTAC 118° and 298° radials, extending from 7 miles southeast to 16 miles northwest of the VORTAC; within the arc of a 19-mile radius circle centered on the Missoula VORTAC, extending from the northeast edge of V-2 northwest of Missoula clockwise to the west edge of V-231 northwest of Missoula; and within 7 miles east and 8 miles west of the Missoula VORTAC 354° radial extending from the VORTAC to the south edge of V-120.

AMENDMENTS 7/25/68 33 F. R. 7232 (Rewritten)

Mitchell, S. Dak.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of Mitchell Municipal Airport (latitude 43°46'25" N., longitude 98°02'25" W.); and that airspace extending upward from 1,200 feet above the surface within 6 miles northeast and 10 miles southwest of the Mitchell VOR 300° radial, extending from the VOR to 10 miles northwest of the VOR; within 5 miles southwest and 8 miles northeast of the Mitchell VOR 149° radial, extending from the VOR to 12 miles southeast of the VOR; and within 5 miles each side of the Mitchell VOR 120° radial extending from the VOR to 12 miles southeast of the VOR.

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.

Moberly, Mo.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Omar N. Bradley Airport (latitude 39°27'50" N., longitude 92°25'35" W.); within 2 miles each side of the 121° bearing from Omar N. Bradley Airport, extending from the 6-mile radius area to 12 miles southeast of the airport; and within 2 miles each side of the 316° bearing from Omar N. Bradley Airport, extending from the 6-mile radius area to 13 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 121° bearing from Omar N. Bradley Airport, extending from the airport to 12 miles southeast of the airport; within 5 miles northeast and 8 miles southwest of the 316° bearing from Omar N. Bradley Airport, extending from the airport to 13 miles northwest of the airport; and within 5 miles each side of the 026° bearing from Omar N. Bradley Airport, extending from the airport to V-116.

AMENDMENTS 6/20/68 33 F. R. 6709 (Added)

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 2 miles each side of the Bates Field ILS localizer northwest course, extending from the 8-mile radius area to 8 miles northwest of the LOM; within an 8-mile radius of Brookley AFB (latitude 30°37'08.5" N., longitude 88°03'57.2 W.); within an 8-mile radius of Fairhope Municipal Airport (latitude 30°27'50" N., longitude 87°52'35" W.); within 2 miles each side of the Brookley VORTAC 134° radial, extending from the Fairhope Municipal Airport 8-mile radius area to the Brookley AFB 8-mile radius area; 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., thence to latitude 30°32'00" N., longitude 88°15'00" W.; thence to latitude 30°32'00" N., longitude 88°37'00" W.; thence north along longitude 88°37'00" W. to the south edge of V-222; thence east along the south edge of V-222 to the west edge of V-209; thence along the west edge of V-209 to latitude 31°15'00" N.; thence to the intersection of the southeast edge of V-70 and the northwest edge of V-20; thence to the intersection of the east boundary of V-20 south and latitude 31°00'00" N.;
thence to latitude 30°50'00" N., longitude 87°48'00" W.; thence to latitude 30°15'00" N., longitude 87°41'00" W.; thence west along the Alabama-Florida shoreline to longitude 88°01'30" W.; thence to point of beginning.

AMENDMENTS 2/29/68 33 F. R. 138 (Rewritten); 8/22/68 33 F. R. 9334 (Changed)
AMENDMENTS 1/9/69 33 F. R. 17101 (Changed); Corr: 33 F. R. 18089

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.), 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 and within 4 miles north and 2 miles south of the VORTAC 126° radial extending from the intersection of the Molokai VORTAC 126° and the Lanai, Hawaii, VORTAC 011° radials to a point 7 miles east of this intersection; 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; that airspace bounded on the northwest by V-8 on the northeast by V-6, and on the south by V-15; that airspace bounded on the north by v-15, on the east by V-17, on the south by V-2, and on the west by V-7; and that airspace bounded on the north by V-8, on the east by V-7, and on the southwest by V-2.

AMENDMENTS 6/22/67 32 F. R. 6390 (Changed); 6/20/68 33 F. R. 5951 (Changed)

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.

Monroeville, Ala.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Monroeville County 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.**

Montague, Calif.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Siskiyou County Airport (latitude 41°46'55" N., longitude 122°28'00" W.); that airspace extending upward from 1,200 feet above the surface bounded on the north by latitude 42°04'00" N., on the east by an arc of a 40-mile radius circle centered on the Klamath Falls, Oreg., VORTAC and an arc of a 14-mile radius circle centered on the Siskiyou County Airport, on the southeast by a line extending from latitude 41°41'00" N., longitude 122°20'00" W., to latitude 41°25'00" N., longitude 122°20'00" W., on the south by latitude 41°25'00" N., and on the west by the east edge of V-23; within 5 miles each side of the Siskiyou TACAN 014° radial, extending from the 7-mile radius area to 19 miles north of the TACAN, and within 5 miles east and 6 miles west of the Siskiyou TACAN 194° radial, extending from the TACAN to 29 miles south of the TACAN.

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; that airspace extending upward from 5,000 feet MSL
bounded on the northwest by a line 12 miles southeast of and parallel to the Big Sur VOR 047° radial, on the northeast by V-25, on the south by a line extending from the southwest boundary of V-25 and latitude 35°33'00" N., to latitude 35°33'00" N., longitude 121°03'00" W., thence south to the northeast boundary of V-27 and longitude 121°03'00" W., and on the southwest by V-27; and that airspace extending upward from 17,500 feet MSL to and including flight level 240 within 10 miles north and 16 miles south of the Navy Monterey TACAN 280° radial, extending from 17 to 61 miles west of the TACAN, excluding the portion within the Paso Robles, Calif., transition area.

AMENDMENTS 11/14/68 33 F. R. 12824 (Changed)

Montevideo, Minn.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Montevideo Municipal Airport (latitude 44°58'15" N., longitude 95°42'40" W.); and within 2 miles each side of the 326° bearing from Montevideo Municipal 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 northeast and 8 miles southwest of the 326° bearing from Montevideo Municipal Airport, extending from the airport to 12 miles northwest of the airport; and within 5 miles each side of the 138° bearing from Montevideo Municipal Airport, extending from the airport to 12 miles southeast of the airport; excluding the portion which overlies the Madison, Minn., transition area.

AMENDMENTS 9/19/68 33 F. R. 10565 (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 Craig, 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 the point of beginning, excluding the portion that overlaps the Columbus, Ga., transition area; and that airspace southwest of Craig AFB extending upward
from 3,000 feet MSL bounded by a line beginning at the intersection of the south boundary of V-56 and longitude 88°20'00" W.; thence east along the south boundary of V-56 to a 35-mile radius arc centered at latitude 32°27'25" N., longitude 87°05'14" W.; thence counterclockwise along this arc and a 35-mile radius arc centered on the Craig, Ala., VOR to the north boundary of V-20; thence southwest along the north boundary of V-20 to a 14-mile radius arc centered on the Monroeville, Ala., VOR; thence counterclockwise along this arc to the north boundary of V-222; thence west along the north boundary of V-222 to the east boundary of V-209; thence north along the east boundary of V-209 to the intersection of a 30-mile radius arc centered at Key Field, Meridian; thence to point of beginning; and that airspace northwest of Craig AFB bounded by a line beginning at the intersection of the north boundary of V-56 and the east boundary of V-209; thence northeast along the east boundary of V-209 to latitude 33°01'00" N.; thence east along latitude 33°01'00" N. 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 northeast along this line to the south boundary of V-66; thence east along the south boundary of V-66 to the west boundary of V-7; thence south along the west boundary of V-7 to a 35-mile radius arc centered at latitude 32°27'25" N., longitude 87°05'14" W.; thence counterclockwise along this arc to the north boundary of V-56; thence west along the north boundary of V-56 to point of beginning.

AMENDMENTS 7/25/68 33 F. R. 7299 (Changed)

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.

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 2 miles each side of the Montrose VOR 313° radial extending from the 5-mile radius area to 14 miles northwest of the VOR; and that airspace extending upward from 1,200 feet above the surface within 6 miles northeast and 9 miles southwest of the Montrose VOR 313° and 133° radials extending from 19 miles northwest to 8 miles southeast of the VOR.

AMENDMENTS 8/22/68 33 F. R. 8732 (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.

AMENDMENTS 7/25/68 33 F. R. 8433 (Changed)

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.

Morrisville, Vt.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center (44°32'10" N., 72°36'55" W.) of Morrisville-Stowe State Airport, Morrisville, Vt., and within 2 miles each side of the Morrisville RBN (44°35'13" N., 72°35'10" W.) 025° bearing extending from the 5-mile radius area to 8 miles northeast of the RBN.

Moses Lake, Wash.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Grant County Airport (latitude 47°12'35" N., longitude 119°18'50" W.), within 2 miles each side of the Ephrata VORTAC 156° radial extending from the 5-mile radius area to 4 miles southeast of the VORTAC, within 2 miles west and 2.5 miles east of the Moses Lake ILS localizer south course extending from the 5-mile radius area to 10.5 miles south of the Moses Lake RBN, within 7 miles southeast and 10 miles northwest of the Ephrata VORTAC 043° and 223° radials extending from 8 miles southwest to 14 miles northeast of the VORTAC; that airspace extending upward from 1,200 feet above the surface within 5 miles each side of the Ephrata VORTAC 043° radial extending from the VORTAC to the arc of a 16-mile radius circle centered on the Ephrata VORTAC, within 5 miles southwest and 8 miles northeast of the Ephrata VORTAC 336° radial extending from the VORTAC to 12 miles northwest of the VORTAC, within 15 miles east and 10 miles west of the Moses Lake VOR 161° and 341° radials extending from 27 miles south to 14 miles north of the VOR, that airspace northeast of Moses Lake bounded on the northwest by a line 5 miles northwest of and parallel to the Ephrata VORTAC 066° radial, on the east 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 southeast by a line 5 miles southeast of and parallel to the Moses Lake VOR 067° radial, on the west by longitude 119°15'00" W., and that airspace west of Moses Lake bounded on the north by latitude 47°30'00" N., on the east by longitude 119°15'00" W., on the south by latitude 47°00'00" N., and on the west by an arc of a 39-mile radius circle centered on the Grant County Airport.

Moses Point, Alaska
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 an 8-mile radius of Thomasville Municipal Airport (latitude 30°54'05" N., longitude 83°52'50" W.); within an 8-mile radius of Moultrie-Thomasville Airport (latitude 31°04'58" N., longitude 83°48'15" W.); within an 8-mile radius of Spence AF Auxiliary Field (latitude 31°08'26" N., longitude 83°42'24" W.).

AMENDMENTS 6/20/68 33 F. R. 6533 (Rewritten)

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.

Mount Vernon, Ill.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Mount Vernon Municipal Airport (latitude 38°19'15" N., longitude 88°51'40" W.); within 2 miles each side of the 044° bearing from Mount Vernon Municipal Airport, extending from the 6-mile radius area to 8 miles northeast of the airport; and within 2 miles each side of the 244° bearing from Mount Vernon Municipal Airport, extending from the 6-mile radius to 8 miles southwest of the airport.

AMENDMENTS 9/19/68 33 F. R. 10443 (Added); Corr: 33 F. R. 12962

Mount Vernon, Ohio
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 40°19'45" N., 82°31'30" W., of Mount Vernon Airport, Mount Vernon, Ohio; within 2 miles each side of the Appleton, Ohio, VORTAC 015° radial extending from the 5-mile radius area to the VORTAC and within 2 miles each side of the centerline of Runway 28 extended from the 5-mile radius area to 6 miles west of the end of the runway excluding that airspace that coincides with the Columbus, Ohio, transition area.

AMENDMENTS 8/22/68 33 F. R. 9466 (Added)

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.

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°15'00" 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.

Muscatine, Iowa
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Muscatine Municipal Airport (latitude 41°22'00" N., longitude 91°08'40" W.).

AMENDMENTS 7/25/68 33 F. R. 7875 (Added)

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 VORTAC 112° and 292° radials extending 5 miles W and 13 miles E of the VORTAC, within 5 miles each side of the Muscle Shoals VORTAC 293° radial extending from 5 miles w to 18 miles W of the VORTAC, and within 8 miles W and 5 miles E of the Muscle Shoals VORTAC 002° radial extending from the VORTAC to a point 30 miles north of the VORTAC, 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; and that airspace southwest of Muscle Shoals, bounded on the east by V-7W, on the southwest by V-159N, and on the north by V-54S.

AMENDMENTS 5/23/68 33 F. R. 5351 (Changed); 8/22/68 33 F. R. 12178 (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.

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 Conway 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 circle centered on Fayetteville Municipal Airport (Grannis Field) (latitude 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 8/22/68 33 F. R. 12178 (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; that airspace northeast of Nantucket bounded on the northwest by Control 1143, on the southeast by Control 1146, and on the east by longitude 67°00'00" W. The portion east of longitude 68°00'00" W., is excluded below 5,500 feet MSL.

AMENDMENTS 10/17/68 33 F. R. 12086 (Changed)

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) VORTAC 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.

AMENDMENTS 8/15/68 33 F. R. 12085 (Changed)

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.

Neosho, Mo.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Neosho Memorial Airport (latitude 36°48'35" N., longitude 94°23'15" W.); and within 2 miles each side of the Neosho, Mo., VOR 308° radial, extending from the 5-mile radius area to 8 miles northwest of the VOR; and that airspace extending upward from 1,200 feet above the surface within 5 miles northeast and 8 miles southwest of the Neosho VOR 308° radial, extending from the VOR to 12 miles northwest of the VOR, excluding the portion which overlies the Joplin, Mo., transition area.

AMENDMENTS 11/14/68 33 F. R. 14588 (Added)

PENDING AMENDMENT
New Bern, N. C.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Simmons-Nott Airport (latitude 35°04'20" N., longitude 77°02'38" W.); excluding the portion within R-5306A.

AMENDMENTS 4/3/69 34 F. R. 1010 (Added)

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.

Newburyport, Mass.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center (42°47'45" N., 70°50'25" W.) of Plum Island Airport, Newburyport, Mass.; and within 2 miles each side of the Runway 33 centerline extended from the 5-mile radius area to 6 miles northwest of the end of the runway, excluding the portion which coincides with the Boston, Mass., transition area. This transition area shall be effective from sunrise to sunset, daily.

AMENDMENTS 2/29/68 33 F. R. 688 (Added)

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;
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°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 northwest along the north boundary of Control Area 1226 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. to point of beginning.

AMENDMENTS 7/25/68 33 F. R. 8479 (Changed); 12/13/68 33 F. R. 19077 (Changed)

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 9.5 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.; and that airspace between the arcs of a 12 and 16.5-mile radius circle centered on the Newport VORTAC, extending counterclockwise from the 044° radial to a line 5 miles west of a parallel to the 005° radial of the VORTAC.

AMENDMENTS 12/12/68 33 F. R. 15109 (Changed)

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.

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.

Newton, Kans.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Newton Municipal Airport (latitude 38°03'20" N., longitude 97°16'35" W.); and within 2 miles each side of the 349° bearing from Newton Municipal Airport; extending from the 5-mile radius area to 8 miles north of the airport.

AMENDMENTS 10/17/68 33 F. R. 12137 (Added)

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°55'00" N., longitude 74°31'00" W.; to latitude 40°57'00" N., longitude 74°33'00" W.; to latitude 41°03'00" N., longitude 74°27'00" W.; to latitude 41°02'30" N., longitude 74°21'00" 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 west edge of V-139 to latitude 40°12'55" N., longitude 73°19'00" 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.

AMENDMENTS 9/19/68 33 F. R. 11148 (Changed)

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 south along the west boundary of W-386 to latitude 37°00'00" N., longitude 75°32'00" W.; thence to latitude 36°49'25" N., longitude 75°32'00" W.; thence westerly and southerly along the north and west boundary of 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 portion within R-5301B, R-6606, W-386, and the portion below 2,000 feet MSL outside the United States.

AMENDMENTS 4/25/68 33 F. R. 3508 (Changed); 2/6/69 33 F. R. 17766 (Changed)
PENDING AMENDMENT
Alter the Norfolk, Va., transition area by adding in the description of the 700-foot transition area following the words "thence to point of beginning" the words "and within 2 miles southeast and 5 miles northwest of the Runway 7 centerline extended 15 miles northeast of the end of the runway 7."
AMENDMENTS 3/6/69 34 F. R. 249 (Changed)

North, S. C.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of the North AFAF (latitude 33°36'30" N., longitude 81°05'00" W.). This transition area 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.

North Bend, Oreg.
That airspace extending upward from 700 feet above the surface within 2 miles each side of the North Bend VORTAC 004° radial, extending from the VORTAC to 6 miles north of the VORTAC; within 2 miles each side of the North Bend VORTAC 023° radial, extending from the VORTAC to 8 miles northeast of the VORTAC; within 2 miles each side of the North Bend VORTAC 044° radial, extending from the VORTAC to 11 miles northeast of the VORTAC; within 2 miles each side of the North Bend VORTAC 090° radial, extending from the VORTAC to 8 miles east of the VORTAC; within 2 miles each side of the North Bend VORTAC 111° radial, extending from the VORTAC to 13 miles east of the VORTAC; within 2 miles each side of the North Bend VORTAC 182° radial, extending from the VORTAC to 5 miles south of the VORTAC; within 2 miles each side of the North Bend VORTAC 270° radial, extending from the VORTAC to 10 miles west of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within a 22-mile radius of the North Bend VORTAC, extending clockwise from the east edge of V-27, south of the VORTAC to the east edge of V-287 north of the VORTAC; within 5 miles north and 8 miles south of the North Bend VORTAC 090° radial, extending from the VORTAC to 12 miles east of the VORTAC.

North Conway, N. H.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center (44°01'25" N., 71°06'45" W.), of White Mountain Airport, North Conway, N. H.; within 2 miles each side of a 128° bearing from the North Conway, N. H., RBN (44°01'26" N., 71°06'59" W.), extending from the 5-mile radius area to 8 miles southeast of the RBN.
That airspace extending upward from 1,200 feet above the surface within 5 miles northeast and 8 miles southwest of a 128° bearing from the North Conway, N. H., RBN extending from the RBN to 12 miles southeast of the RBN; within 5 miles each side of a direct line extending from the Whitefield, N. H., RBN (44°21'58" N., 71°33'00" W.) to the North Conway, N. H., RBN; within 5 miles each side of a direct line extending from the Montpelier, Vt., VOR to the North Conway, N. H., RBN; within 5 miles each side of a direct line extending from the Lebanon, N. H., VOR to the North Conway, N. H., RBN and within 5 miles each side of a line bearing 116° from the North Conway, N. H., RBN extending from the RBN to the northwest boundary of the Portland, Maine, 1,200-foot transition area, excluding those portions that coincide with the Berlin, N. H., Lebanon, N. H., and Burlington, Vt., 1,200-foot transition areas. This transition area is effective from sunrise to sunset, daily.

AMENDMENTS 7/25/68 33 F. R. 8732 (Added); 11/14/68 33 F. R. 12544 (Changed)

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' above the surface within a 10-mile radius of Lee Bird Field (latitude 41°07'35" N., longitude 100°41'50" W.); and within 2 miles each side of the North Platte VOR 209° radial, extending from the 10-mile radius area to 8 miles southwest of the VOR; and that airspace extending upward from 1,200 feet above the surface within a 25-mile radius of the North Platte VOR.

AMENDMENT 9/14/67 32 F.R. 9808 (Rewritten)

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.

Ocean City, Md.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center 38°18'35" N., 75°07'20" W., of Ocean City Airport, Ocean City, Md., and within 2 miles each side of the Snow Hill, Md., VORTAC 047° radial extending from the 5-mile radius area to 18 miles northeast of the VORTAC excluding the portion outside the United States.

AMENDMENTS 6/20/68 33 F. R. 6916 (Added)

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 6 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°49'00" 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.

Olney, Ill.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Olney-Noble Airport, Olney, Ill. (latitude 38°43'20" N., longitude 88°10'25" W.); and within 2 miles each side of the 223° bearing from Olney-Noble 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 223° bearing from the Olney-Noble Airport, extending from the airport to 12 miles SW of the airport, excluding the airspace within the Evansville, Ind., transition area.

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.); within 2 miles each side of the Eppley Field ILS localizer southeast course, extending from the 10-mile radius area to 15 miles southeast of the airport; and within 5 miles northeast and 8 miles southwest of the Eppley Field ILS localizer northwest course, extending from the 10-mile radius area to 12 miles northwest of the OM; within a 10-mile radius of Offutt AFB (latitude 41°07'20" N., longitude 95°54'35" W.); within 6 miles northeast and 8 miles southwest of the Offutt AFB VOR 310° and 130° radials, extending from the 10-mile radius area to 12 miles southeast of the VOR; and within 2 miles each side of the Offutt AFB TACAN 307° radial, extending from the 10-mile radius area to 8 miles northwest of the TACAN; within a 5-mile radius of Council Bluffs, Iowa, Municipal Airport (latitude 41°15'35" N., longitude 95°45'40" W.); and within 2 miles each side of the Omaha VORTAC 341° radial, extending from the 5-mile radius area to the VORTAC; and that airspace extending upward from 1,200 feet above the surface within the area beginning southeast of Omaha at the north edge of V-216 and longitude 95°00'00" W.; thence north along longitude 95°00'00" W. to and east along the north edge of V-6, to and north along longitude 94°42'00" W., to and west along the south edge of V-172, to and north along longitude 95°18'00" W., to and west along latitude 41°43'00" N., to and south along longitude 96°25'00" W., to and east along latitude 41°30'00" W., to and south along longitude 96°23'00" W., to and east along the north edge of V-216 to the point of beginning.

AMENDMENTS 5/23/68 33 F. R. 5350 (Rewritten)

Omak, Wash.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Omak Airport (latitude 48°27'50" N., longitude 119°31'00" W.), within 2 miles each side of the 177° bearing from the Omak radio beacon (latitude 48°27'13" N., longitude 119°30'56" W.), extending from the 5-mile radius area to 8 miles S of the radio beacon; and that airspace extending upward from 1,200 feet above the surface, within 7 miles E and 10 miles W of the 177° and 357° bearings from the Omak radio beacon, extending from 8 miles N to 20 miles S of the radio beacon.

O'Neill, Nebr.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of O'Neill Municipal Airport (latitude 42°28'10" N., longitude 98°41'15" W.); and within 2 miles each side of the O'Neill VORTAC 315° radial, extending from the 5-mile radius area to 12 miles northwest of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within a 17-mile radius of O'Neill VORTAC extending clockwise from the north edge of V-100 to the northwest edge of V-148; and within 7 miles north and 10 miles south of the O'Neill VORTAC 273° and 093° radials, extending from 20 miles west to 9 miles east of the VORTAC.

AMENDMENTS 2/1/68 32 F. R. 13917 (Rewritten)

Oneonta, N. Y.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center (42°31'26" N., 75°03'56" W.), of Oneonta Municipal Airport, Oneonta, N. Y.; and within 2 miles each side of the Rockdale VOR 067° radial, extending from the 5-mile radius area to the Rockdale VOR, excluding the portion within the Sidney, N. Y. transition area.

AMENDMENTS 6/20/68 33 F. R. 6914 (Changed)

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.

Osceola, Wis.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Osceola Municipal Airport (latitude 45°18'40" N., longitude 92°41'30" W.); and within 2 miles each side of the 114° bearing from Osceola Municipal Airport, extending from the 6-mile radius area to 8 miles southeast 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 114° bearing from Osceola Municipal Airport, extending from the airport to 12 miles southeast of the airport.

AMENDMENTS 4/25/68 33 F. R. 3507 (Added)

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 (latitude 43°59'20" N., longitude 88°33'15" W.); within 8 miles east and 5 miles west of the Oshkosh VOR 182° radial, extending from the 8-mile radius area to 12 miles south of the VOR; within a 5-mile radius of Fond du Lac County Airport (latitude 43°46'10" N., longitude 88°29'30" W.); and within 5 miles south and 8 miles north of the 273° bearing from Fond du Lac County Airport, extending from the airport to 12 miles west of the airport; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 44°36'00" N., longitude 87°47'15" W.; thence to latitude 44°36'00" 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-177 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°29'25" N., longitude 88°35'00" W., thence clockwise via the arc of a 20-mile radius circle centered on the Green Bay, Wis., VOR to the point of beginning, excluding the portion which overlies the Cecil, Wis., transition area.

AMENDMENTS 9/19/68 33 F. R. 12891 (Rewritten)

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°04'35" 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 700 feet above the surface within a 6-mile radius of Ottumwa Industrial Airport (latitude 41°06'20" N., longitude 92°26'50" W.) and within 2 miles each side of the Ottumwa VORTAC 309° radial extending from the 6-mile radius area to 13 miles northwest of the airport; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at the intersection of a line 5 miles south of and parallel to the Ottumwa 251° radial and the arc of a 25-mile radius circle centered on the Ottumwa VORTAC, thence clockwise along the arc of a 25-mile radius circle centered on the Ottumwa VORTAC, to and south along a line 5 miles east of and parallel to the Ottumwa VORTAC 026° radial, to and clockwise along the arc of a 15-mile radius circle centered on the Ottumwa VORTAC, to and west along a line 5 miles south of and parallel to the Ottumwa VORTAC 251° radial to the point of beginning.

AMENDMENTS 2/29/68 32 F. R. 20769 (Rewritten)

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.

Oxford, Ohio
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center (39°30'10" N., 84°47'15" W.) of Miami University Airport, Oxford, Ohio, and within 2 miles each side of the Oxford, Ohio, RBN (39°30'27" N., 84°46'50" W.) 223° bearing extending from the 5-mile radius area to 11 miles southwest of the RBN.

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 north by latitude 34°15'00" N., on the east by longitude 120°00'00" W., on the south by latitude 34°00'00" N., and on the west by longitude 120°30'00" W., excluding the portion within the Santa Barbara, Calif., transition area.

AMENDMENTS 2/29/68 33 F. R. 531 (Changed)

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 12 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°50'00" N., 89°10'00" W. thence north along longitude 89°10'00" W. to the southern edge of V-178S, thence east along the southern edge of V-178S to 36°59'10" N., 89°00'50" W. to the point of beginning.

AMENDMENTS 2/29/68 33 F. R. 532 (Changed)

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.

Painesville, Ohio
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 41°40'00" N., 81°12'00" W., of Concord Airpark, Painesville, Ohio; within 2 miles each side of the Runway 12 centerline extended from the 5-mile radius area to 6 miles southeast of the end of the runway; within 2 miles each side of the Runway 20 centerline extended from the 5-mile radius area to 7 miles south of the end of the runway and within 2 miles each side of the Chardon VOR 350° radial extending from the 5-mile radius area to the VOR, excluding those portions within the Willoughby, Ohio, and Chagrin Falls, Ohio, transition areas.

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.

Palestine, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Palestine Municipal Airport (latitude 31°47'00" N., longitude 95°42'10" W.), and within 2 miles each side of the 208° bearing from the Palestine RBN (latitude 31°46'48" N., longitude 95°42'03" W.) extending from the 5-mile radius area to 8 miles southwest of the RBN.

AMENDMENTS 10/17/68 33 F. R. 12180 (Added)

Palm Beach, Fla.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Palm Beach International Airport (latitude 26°41'05" N., longitude 80°05'35" 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.

AMENDMENTS 2/6/69 33 F. R. 18135 (Changed)

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.

Palmer, Mass.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 42° 13'25" N., 72°18'45" W., of Metropolitan Airport, Palmer, Mass.; within 2 miles each side of the runway 4 centerline extended from the 5-mile radius area to 9 miles northeast of the end of the runway; within 2 miles each side of the runway 22 centerline extended from the 5-mile radius area to 9 miles southwest of the end of the runway, and within 2 miles each side of the 202° bearing from the Palmer, Mass., RBN, 42°13'26" N., 72° 18'47" W., extending from the 5-mile radius area to 8 miles south of the RBN, excluding the portion which coincides with the Chicopee Falls, Mass., transition area.

Palm Springs, Calif.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Palm Springs Airport (latitude 33°49'36" N., longitude 116°30'18" W.), within 2 miles NE and 5 miles SW of the Palm Springs VOR 120° and 300° radials, extending from 3 miles NW to 8.5 miles SE of the VOR, and within 3 miles S of the 104° bearing from the Palm Springs Airport, extending from the 5-mile radius area to 10 miles E of the airport.

Pampa, Tex.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Perry Le Fors Airport (latitude 35°36'25" N., longitude 100°59'55" W.), and within 2 miles each side of the 001° bearing from the Pampa RBN (latitude 35°36'40" N., longitude 100°59'45" W.), extending from the 7-mile radius area to 8 miles north of the RBN.

Panama City, Fla.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Panama City-Bay County Airport (latitude 30°12'41" N., longitude 85°40'57" W.); within an 8-mile radius of Tyndall AFB (latitude 30°04'15" N., longitude 85°34'30" W.); excluding the airspace outside of the continental limits of the United States; 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.

Paragould, Ark.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Paragould Municipal Airport (latitude 36°03'52" N., longitude 90°30'45" W.), and within 2 miles each side of the 235° bearing from the Paragould RBN (latitude 36°03'52" N., longitude 90°30'45" W.), extending from the 7-mile radius area to 8 miles southwest of the RBN.

Paris, Tenn.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Henry County Airport (latitude 36°20'15" N., longitude 88°23'00" W.); within 2 miles each side of the 210° bearing from the Paris RBN (latitude 36°20'26" N., longitude 88°22'41" W.), extending from the 5-mile radius area to 8 miles southwest of the RBN; within 2 miles each side of the 353° bearing from the Paris RBN, extending from the 5-mile radius area to 8 miles north of the RBN; and that airspace extending upward from 1200 feet above the surface within 8 miles northwest and 5 miles southeast of the 210° bearing from the Paris RBN, extending from the RBN to 12 miles southwest; within 5 miles each side of the 331° bearing from the Paris RBN, extending from the RBN to the Paducah, Ky., transition area; within 8 miles east and 5 miles west of the 353° bearing from the Paris RBN, extending from the RBN to 12 miles north; and that airspace bounded on the northwest by a line 5 miles north of and parallel to the 247° bearing from the Paris RBN, on the northeast by the Hopkinsville, Ky., transition area, on the south by the north boundary of V-140, and on the west by the Dyersburg, Tenn., transition area, excluding the portion that coincides with the Hopkinsville, Ky., and Union City, Tenn., transition areas.

AMENDMENTS 10/17/68 33 F. R. 11747 (Added); Corr: 33 F. R. 14701

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.

AMENDMENTS 7/25/68 33 F. R. 8433 (Changed)

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 5 miles southwest and 8 miles northeast of the Pasco VOR 132° radial, extending from the VOR to 12 miles southeast of the VOR, within 5 miles southeast and 8 miles northwest of the Pasco 036° and 216° radials, extending from 12 miles northeast to 3 miles southwest of the VOR, within 2 miles each side of the Pasco 250° radial, extending from the VOR to 12 miles west of the VOR, and within 2 miles each side of the Pasco 276° radial, extending from the VOR to 9 miles west of the VOR; that airspace extending upward from 1,200 feet above the surface within 6 miles southwest and 8 miles northeast of the Pasco 132° and 312° radials, extending from 8 miles northwest to 18 miles southeast of the VOR, excluding the portion within Restricted Area R-6715.

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.

Patuxent River, Md. NAS
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 portion within R-4002 is excluded.

AMENDMENTS 4/25/68 33 F. R. 3508 (Changed)

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 a 9-mile radius of Pellston, Mich., Emmet County Airport (latitude 45°34'40" N., longitude 84°47'40" W.); and that airspace extending upward from 1,200 feet above the surface within a 13-mile radius of Pellston VORTAC extending clockwise from a line 5 miles SW of and parallel to the Pellston VORTAC 310° radial to a line 5 miles W of and parallel to the Pellston VORTAC 180° radial, and within 8 miles NE and 5 miles SW of the 132° bearing from Emmet County Airport, extending from the airport to 12 miles SE of the airport.

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.

Pennsylvania

That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 42°40'00" N., longitude 75°30'00" W., to latitude 42°10'00" N., longitude 75°25'00" W., to latitude 42°00'00" N., longitude 75°26'00" W., to latitude 42°00'00" N., longitude 75°00'00" W., to latitude 41°31'00" N., longitude 75°07'00" W., to latitude 40°56'16" N., longitude 75°11'04" W.,
to latitude 40°48'00" N., longitude 75°00'00" W., to latitude 40°49'00" N., longitude 74°37'00" W., to latitude 40°38'00" N., longitude 74°49'30" W., to latitude 40°31'15" N., longitude 74°42'30" W., to latitude 40°24'20" N., longitude 74°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 77°47'00" W., to latitude 39°30'00" N., longitude 78°30'00" W., to latitude 39°30'00" N., longitude 78°58'00" W., to latitude 39°25'00" N., longitude 78°58'00" W., to latitude 39°25'00" N., longitude 79°20'00" W., to latitude 40°02'00" N., longitude 79°51'30" W., thence clockwise along a 37-mile arc centered on the Imperial, Pa., VORTAC to the 202° radial of the Imperial VORTAC; thence within a 60-mile radius of the Imperial VORTAC extending clockwise from the 202° to the 249° radials; thence along a 37-mile arc centered on the Imperial VORTAC, extending clockwise from the 249° radial to latitude 40°56'00" 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°23'35" W.) to: latitude 41°50'55" N., longitude 81°05'30" W., to 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°32'00" N., longitude 77°36'00" W., to latitude 42°40'00" N., longitude 77°23'45" W., to latitude 42°41'30" N., longitude 76°23'00" W., thence to the point of beginning.

AMENDMENTS 12/12/68 33 F. R. 15704 (Added); Corr: 33 F. R. 18135

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 latitude 30°15'00" N., longitude 87°41'00" W.; thence north to latitude 30°50'00" N., longitude 87°48'00" W.; thence to the east boundary of V-20S and latitude 31°00'00" N.; thence northeast along the east boundary of V-20S to the intersection of the arc of a 14-mile radius circle centered at the Monroeville, Ala., VOR; thence counterclockwise along this arc to a line 4 nautical miles north of and parallel to the Monroeville VOR 104° radial; thence east along this line to the west boundary of V-115; thence south along the west boundary of V-115 to latitude 30°50'00" N.; 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.; thence to point of beginning.

AMENDMENTS 2/29/68 33 F. R. 138 (Changed)

Peoria, Ill.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of 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 southeast course, extending from the 8-mile radius area to 8 miles southeast of the OM; within 8 miles southwest and 5 miles northeast of the Peoria VORTAC 279° radial, extending from the 8-mile radius area to 12 miles west of the VORTAC; within a 5-mile radius of Mount Hawley Auxiliary Airport (latitude 40°47'35" N., longitude 89°36'50" W.); and that airspace extending upward from 1,200 feet above the surface bounded on the north by latitude 41°10'10" N., on the east by longitude 88°40'00" W., on the south by latitude 40°20'00" N., and on the west by longitude 90°00'00" W.

AMENDMENTS 2/1/68 32 F. R. 17575 (Rewritten)

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.

Perryville, Mo.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Perryville, Mo., Municipal Airport (latitude 37°51'55" N., longitude 89°51'45" W.) and within 2 miles each side of the Farmington, Mo., VORTAC 057° radial extending from the 8-mile radius area to 15 miles northeast of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within an area beginning at the intersection of lines 5 miles southwest of and parallel to the Farmington VORTAC 336° and 120° radials, thence northwest along a line 5 miles southwest of and parallel to the Farmington VORTAC 336° radial to and clockwise along the arc of a 13-mile radius circle centered on the Farmington VORTAC, to and northwest along a line 5 miles southwest of and parallel to the Farmington VORTAC 120° radial, to the point of beginning, and within 5 miles each side of the Farmington VORTAC 057° radial extending from the 13-mile radius area to 15 miles northeast of the VORTAC.

Peru, Ind.
That airspace extending upward from 700 feet above the surface within a 15-mile radius of Bunker Hill AFB (latitude 40°39'40" N., longitude 86°08'30" W.); within a 6½-mile radius of Kokomo Municipal Airport (latitude 40°31'45" N., longitude 86°03'30" W.); and within a 5-mile radius of Logansport Municipal Airport (latitude 40°42'40" N., longitude 86°22'35" W.); 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.; 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.; to point of beginning.

AMENDMENTS 2/1/68 32 F. R. 17575 (Rewritten); Corr: 33 F. R. 452

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 north of the VOR.

AMENDMENTS 12/12/68 33 F. R. 15704 (Changed)

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°48'30" N., longitude 112°15'00" W., direct to latitude 33°34'45" N., longitude 111°32'15" W., thence clockwise via the arc of a 20-mile radius circle centered on Williams AFB (latitude 33°18'25" N., longitude 111°39°35" W.) to latitude 33°02'30" N., longitude 111°47'30" W., thence direct to latitude 33°16'00" N., longitude 112°31'00" W., thence via an arc of a 20-mile radius circle centered on Luke AFB (latitude 33°32'05" N., longitude 112°22'55" W.) 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 112°43'00" W.; thence to the point of beginning.

AMENDMENTS 4/25/68 33 F. R. 4171 (Changed)

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.

Pine Bluff, Ark.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Grider Field latitude 34°10'35" N., longitude 91°55'55" W.); within 5 miles east and 8 miles west of the Pine Bluff VORTAC 006° radial, extending from the VORTAC to 12 miles north; and within 2 miles each side of the Pine Bluff VORTAC 185° radial, extending from 10.5 miles south of the VORTAC to 18.5 miles south.

PENDING AMENDMENT
Pine Bluff, Ark.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Grider Field (latitude 34°10'35" N., longitude 91°55'55" W.), within 2 miles each side of the Pine Bluff VORTAC 007° radial extending from the 7-mile radius area to 14 miles north of the VORTAC, and within 2 miles each side of the Pine Bluff VORTAC 185° radial extending from the 7-mile radius area to 18.5 miles south of the VORTAC.

AMENDMENTS 3/6/69 34 F. R. 131 (Rewritten)

Pine Mountain, Ga.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Gardens-Harris County Airport (latitude 32°50'30" N., longitude 84°52'55" W.), within 2 miles each side of the 024° bearing from the Pine Mountain RBN (latitude 32°50'30" N., longitude 84°52'36" W.); extending from the 8-mile radius area to 8 miles northeast of the RBN.

AMENDMENTS 9/19/68 33 F. R. 10799 (Added); Corr: 33 F. R. 11747

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.

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-L-ILS localizer west course extending from the 8-mile radius area to the Creek, Pa., RBN, and within 2 miles each side of the Allegheny RBN 257° bearing, extending from the Allegheny County 8-mile radius area to 8 miles west of the RBN.

AMENDMENTS 12/12/68 33 F. R. 15704 (Changed)

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.

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.

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 VOR 033° radial extending from the 13-mile radius area to 8 miles northeast of the VOR.

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.

Plymouth, Mich.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Mettetal Airport (latitude 42°20'55" N., longitude 83°27'25" W.); and within 2 miles each side of the Salem, Mich., VORTAC 120° and 126° radials, extending from the 5-mile radius area to the VORTAC, excluding the portion which overlies the Detroit, Mich., 700-foot floor transition area and the Salem, Mich., transition area.

AMENDMENTS 2/1/68 32 F. R. 17576 (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 Barrow, Alaska
That airspace extending upward from 700 feet above the surface within a 17-mile radius of latitude 71°18'00" N., longitude 156°43'00" W. This transition area 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 Alaska Airman's Guide and Chart Supplement.

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-107, 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.

Ponce, P. R.
That airspace extending upward from 700 feet above the surface within a 15-mile radius of Mercedita Airport, Ponce, P. R. (latitude 18°00'40" N., longitude 66°33'50" W.) north of latitude 18°00'00" N., and within an 8-mile radius of Mercedita Airport south of latitude 18°00'00" N.

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 13 miles north and 8 miles south of the Cochise, Ariz., VORTAC 096° radial extending from 20 miles east to 56 miles east of the VORTAC, and that airspace extending upward from 1,200 feet above the surface bounded on the northeast by V-198, on the south by V-16, and on the west by longitude 108°49'00" W.

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°03'30" 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-440, 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.

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 2 miles each side of the 229° and 341° bearings from St. Clair County Airport extending from the 5-mile radius area to 8 miles SW and N 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 latitude 42°59'50" N., longitude 70°45'30" W.

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.

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.

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.

Port Sulphur, La.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Port Sulphur, La., seaplane base (latitude 29°27'45" N., longitude 89°42'10" W.), and within 2 miles each side of the Harvey, La., VORTAC 145° radial extending from the 25-mile DME fix to the Port Sulphur 5-mile radius area, and within 2 miles each side of the Grand Isle VORTAC 050° radial extending from the 25-mile DME fix to the Port Sulphur 5-mile radius area.

AMENDMENTS 8/22/68 33 F. R. 9466 (Added)

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.

Pottsville, Pa.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center, 40°42'25" N., 76°22'40" W., of Schuylkill County (Zerbey) Airport, Pottsville, Pa.; and within 2 miles each side of the Ravine, Pa., VOR 049° radial extending from the 6-mile radius area to 9 miles northeast of the VOR.

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 VORTAC 338° radial extending from the 8-mile radius area to 8 miles north of the VORTAC; within 2 miles each side of the Sprague ville RBN 167° bearing extending from the 8-mile radius area to 8 miles south of the RBN; within 2 miles each side of the Presque Isle VORTAC 160° radial extending from the 8-mile radius area to 21 miles south of the VORTAC; 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 2/29/68 33 F. R. 688 (Changed)

PENDING AMENDMENT

Price, Utah

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Price radio beacon (latitude 39°36'44" N., longitude 110°44'59" W.) and within 2 miles each side of the 199° bearing from the Price radio beacon extending from the 5-mile radius area to 8 miles south of the radio beacon; that airspace extending upward from 1,200 feet above the surface within 6 miles west and 9 miles east of the 199° and 019° bearings from the Price radio beacon extending from 7 miles north to 18 miles south of the radio beacon.

AMENDMENTS 4/3/69 34 F. R. 1011 (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.

Providence, R. I.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of Theodore Francis Green State 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.

AMENDMENTS 2/9/68 33 F. R. 2765 (Changed)

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.

Provo, Utah
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Provo Municipal Airport (latitude 40°12'56" N., longitude 111°43'14" W.), within 2 miles each side of the 218° bearing from the Provo radio beacon (latitude 40°13'10" N., longitude 111°43'26" W.) extending from the 5-mile radius area to 12 miles southwest of the RBN, within 5 miles each side of the 328° bearing from the Provo RBN extending from the 5-mile radius area to 6 miles northwest of the RBN, and within 5 miles northeast and 8 miles southwest of the 328° bearing from the Provo RBN extending from 6 to 20 miles northwest of the RBN; that airspace extending upward from 1,200 feet above the surface bounded on the north by latitude 40°30'00" N., on the southeast by the northwest edge of V-235 and V-21, on the west by the east edge of V-257, and that airspace bounded on the east and south by an arc of a 23-mile radius circle centered on the Provo VORTAC extending clockwise from the south edge of V-200 to the southeast edge of V-21, on the west by a line from the point of intersection of the 23-mile arc and the southeast edge of V-21 direct to latitude 40°30'00" N., longitude 111°49'00" W., and on the northeast by a line from latitude 40°30'00" N., longitude 111°49'00" W., direct to point of beginning.

AMENDMENTS 3/28/68 33 F. R. 67 (Rewritten)

Prudhoe Bay, Alaska
That airspace extending upward from 700 feet above the surface within 2 miles each side of the Prudhoe Bay, Alaska, RBN (latitude 70°14'55" N., longitude 148°23'28" W.) 076° bearing, extending from the RBN to 16 miles northeast, and within 2 miles northwest and 4 miles southeast of the Prudhoe Bay RBN 256° bearing extending from the RBN to 24 miles southwest, and that airspace extending upward from 1,200 feet above the surface within the area bounded by a line beginning at latitude 69°40'00" N., longitude 153°00'00" W.; to latitude 70°33'00" N., longitude 150°45'00" W.; thence east via 3 nautical miles offshore to latitude 70°14'00" N., longitude 146°00'00" W.; to latitude 69°35'00" N., longitude 146°00'00' W.; to latitude 69°00'00" N., longitude 148°00'00" W.; to latitude 69°00'00" N., longitude 153°00'00" W.; thence to point of beginning.

AMENDMENTS 12/12/68 33 F. R. 15860 (Added); Eff. date changed 1/9/69 33 F. R. 18135; Corr: 33 F. R. 18930 Eff. date changed 1/20/69 34 F. R. 250

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.

Quantico, Va.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center (38°30'10" N., 77°18'20" W.), of MCAS Quantico, Va.; and within 2 miles each side of the Brooke, Va., 013° radial extending from the 7-mile radius area to the VOR.

Quincy, Ill.
That airspace extending upward from 700 feet above the surface within 5 miles northwest and 8 miles southeast of the Quincy ILS localizer southwest course extending from 4 miles northeast to 12 miles southwest of the OM; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at the intersection of a line 5 miles west of and parallel to the Quincy VORTAC 017° radial and the arc of a 25-mile radius circle centered on the Quincy VORTAC, thence clockwise along the arc of a 25-mile radius circle centered on the Quincy VORTAC, to and west along a line 5 miles south of and parallel to the Quincy VORTAC 087° radial, to and clockwise along the arc of a 13-mile radius circle centered on the Quincy VORTAC, to and east along a line 5 miles north of and parallel to the Quincy VORTAC 286° radial, to and clockwise along the arc of a 12-mile radius circle centered on Quincy Municipal Airport (latitude 39°56'35" N., longitude 91°11'40" W.), to and north along a line 5 miles west of and parallel to the Quincy VORTAC 017° radial to the point of beginning.
AMENDMENTS 2/1/68 32 F. R. 16483 (Rewritten)

Raleigh, N. C.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of Raleigh-Durham Airport (latitude 35°52'21" N., longitude 78°47'02" W.); within 2 miles each side of the 045° bearing from the Leesville RBN, extending from the 9-mile radius area to 8 miles northeast of the RBN; within 5 miles southeast and 8 miles northwest of the Raleigh-Durham ILS localizer southwest course, extending from the 9-mile radius area to 12 miles southwest of the LOM; 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-56 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, excluding that portion within R-5311.

AMENDMENTS 6/20/68 33 F. R. 6532 (Changed); 10/17/68 33 F. R. 11449 (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.

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.

Readsville, Mo.
That airspace extending upward from 1,200 feet above the surface within an area bounded on the north by V-4, on the east by the arc of a 33-mile radius circle centered on Lambert-St. Louis Municipal Airport (latitude 38°44'50" N., longitude 90°21'55" W.), on the south by V-12, and on the west 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.

Red Hook, N. Y.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 41°59'15" N., 73°50'15" W., of the Skypark Airport, within 2 miles each side of the centerline of Runway 19 extended from the 5-mile radius area to 7 miles south of the end of the runway and within 2 miles each side of the 358° radial of the Kingston, N. Y., VOR extending from the 5-mile radius area to the VOR, excluding the portion within the Poughkeepsie, N. Y. transition area.

AMENDMENTS 2/29/68 33 F. R. 531 (Added)

Redmond, Oreg.

That airspace extending upward from 700 feet above the surface within 2 miles each side of the Redmond VORTAC 269° radial extending from 1 to 8 miles west of the VORTAC; within 2 miles each side of the Redmond VORTAC 162° radial extending from the VORTAC to 5 miles south of the VORTAC; within 2 miles each side of a 230° bearing from Roberts Field, Redmond, Oreg. (latitude 44°15'10" N., longitude 121°08'55" W.), extending from the arc of a 5-mile radius circle centered on Roberts Field Airport to 10 miles southwest of the airport, and within 2 miles each side of a 302° bearing from the Redmond RBN extending from the RBN to 8 miles northwest of the RBN; that airspace extending upward from 1,200 feet above the surface within 14 miles northeast and 2 miles southwest of the Redmond VORTAC 122° and 302° radials extending from 18 miles northwest to 10 miles southeast of the VORTAC, within 6 miles west and 9 miles east of the Redmond VORTAC 189° radial extending from the VORTAC to 19 miles south of the VORTAC, and that airspace bounded on the northeast by a line 2 miles southwest of and parallel to the Redmond VORTAC 302° radial, on the east by the west edge of V-25, on the south by a line 5 miles south of and parallel to the Redmond VORTAC 269° radial and on the west by an arc of a 17-mile radius circle centered on the Redmond VORTAC.

AMENDMENTS 11/14/68 33 F. R. 13002 (Rewritten)

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 an 8-mile radius of Miller Airport (latitude 43°54'05" N., longitude 85°31'05" W.); within 5 miles east and 8 miles west of the 352° bearing from Miller Airport, extending from the airport to 16 miles north of the airport; and within 5 miles east and 8 miles west of the 003° bearing from Miller Airport, extending from the airport to 12 miles north of the airport.

AMENDMENTS 9/19/68 33 F. R. 10564 (Rewritten)

Refugio, Tex.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Tom O'Connor Oilfield Airport (latitude 28°20'04" N., longitude 97°08'58" W.); within 2 miles each side of the 335° bearing from the Vidauri RBN (latitude 28°23'51" N., longitude 97°10'40" W.), extending from the 5-mile radius area to 8 miles northwest of the RBN; within 2 miles each side of the 039° bearing from the Refugio RBN (latitude 28°20'27" N., longitude 97°08'58" W.), extending from the 5-mile radius area to 8 miles northeast of the RBN; and within a 4-mile radius of Mellon Ranch Airport (latitude 28°16'15" N., longitude 97°12'30" W.).

AMENDMENTS 2/29/68 33 F. R. 66 (Added)

Rehoboth Beach, Del.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center 38°43'10" N., 75°07'35" W., of Rehoboth Aircrafters Airport, Rehoboth Beach, Del., and within 2 miles each side of the Waterloo, Del., VORTAC 144° radial extending from the 5-mile radius area to the VORTAC. This transition area is effective from sunrise to sunset, daily.

AMENDMENTS 6/20/68 33 F. R. 6916 (Added)

Reno, Nev.
That airspace extending upward from 700 feet above the surface within an arc of a 25-mile radius circle centered on Reno Municipal Airport (latitude 39°30'02" N., longitude 119°46'07" W.) beginning at longitude 120°00'00" W., clockwise to latitude 39°25'00" N.; thence direct latitude 39°13'00" N., longitude 119°47'00" W.; thence south via longitude 119°47'00" W. to its intersection with an arc of a 25-mile radius circle centered on Reno Municipal Airport; thence clockwise via the 25-mile radius arc to longitude 120°00'00" W.; thence direct to point of beginning; that airspace extending upward from 1,200 feet above the surface within a 45-mile radius of the Reno VORTAC, excluding the portion west of longitude 120°19'00" W., east of longitude 119°00'00" W.; and that airspace southwest of Reno within 22 miles north and 13 miles south of the Lake Tahoe, Calif., VOR 090° and 270° radials, extending from 7 miles east to 35 miles west of the VOR.
AMENDMENTS 7/25/68 33 F. R. 8479 (Rewritten)

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.

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.

Rio Vista, Calif.
That airspace extending upward from 700 feet above the surface within a 3-mile radius of Rio Vista Airport (latitude 38°10'20" N., longitude 121°41'20" W.) and within 2 miles each side of the Sacramento VORTAC 202° radial extending from the 3-mile radius area to 8 miles north of the airport.
AMENDMENTS 10/17/68 33 F. R. 11450 (Added)

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, 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, and that airspace within 5 miles each side of the Riverton VOR 288° radial extending from the 25-mile radius area to 30 miles west of the VOR.

AMENDMENTS 9/19/68 33 F. R. 10204 (Rewritten)

Roanoke, Va.
That airspace extending upward from 700 feet above the surface within a 12-mile radius of the center 37°19'25" N., 79°58'35" W., of Roanoke Municipal Airport, Roanoke, Va., and within 2 miles each side of the Roanoke VOR 177° radial extending from the 12-mile radius area to 17 miles south of the Roanoke VOR.

AMENDMENTS 5/8/68 33 F. R. 6915 (Changed); 7/25/68 33 F. R. 8433 (Changed)
AMENDMENTS 12/12/68 33 F. R. 15859 (Rewritten)

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.

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.

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., VORTAC 267° radial extending from the 5-mile radius area to the VORTAC; excluding that airspace which coincides with the Charlotte, N. C., 700-foot transition area.

AMENDMENTS 8/15/68 33 F. R. 12085 (Changed)

Rockingham, N. C.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Rockingham-Hamlet Airport (latitude 34°53'30" N., longitude 79°45'35" W.); within 2 miles each side of the Pinehurst VORTAC 206° radial, extending from the 5-mile radius area to 13 miles southwest of the Pinehurst VORTAC.

AMENDMENTS 6/20/68 33 F. R. 6343 (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.

Rockport, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Aransas County Airport (latitude 28°05'14" N., longitude 97°02'30" W.), and within 2 miles each side of the 314° bearing from the Rockport RBN (latitude 28°05'30" N., longitude 97°02'40" W.), extending from the 5-mile radius area to 8 miles northwest of the RBN, and within 2 miles each side of the Corpus Christi VORTAC 062° radial, extending from the 5-mile radius area to 20.5 miles northeast of the VORTAC.

AMENDMENTS 5/23/68 33 F. R. 5143 (Changed)

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 a 7-mile radius of Rocky Mount Municipal Airport (latitude 35°58'01" N., longitude 77°47'33" W.); within 2 miles each side of the Rocky Mount VORTAC 083° radial, extending from the 7-mile radius area to 8 miles east of the VORTAC.

AMENDMENTS 11/14/68 33 F. R. 14220 (Rewritten)

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.

Roosevelt Roads, P.R.
That airspace extending upward from 700 feet above the surface within a 10-mile radius of NS Roosevelt Roads (latitude 18°15'05" N., longitude 65°38'35" W.), excluding the portion within the San Juan 700-foot transition area.

AMENDMENTS 8/22/68 33 F. R. 9599 (Added)

Roscommon, Mich.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Roscommon County Airport (latitude 44°21'30" N., longitude 84°40'15" W.); and within 2 miles each side of the 082° bearing from Roscommon County Airport, extending from the airport to 8 miles east of the airport; and that airspace extending upward from 1,200 feet above the surface within 5 miles south and 8 miles north of the 082° bearing from Roscommon County Airport, extending from the airport to 12 miles east of the airport; and within 5 miles each side of the 250° bearing from Roscommon County Airport, extending from the airport to the Lake City, Mich., transition area.

AMENDMENTS 3/28/68 33 F. R. 2630 (Added)

Roseburg, Oreg.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Roseburg Municipal Airport (latitude 43°14'20" N., longitude 123°21'15" W.), within 2 miles each side of the Roseburg VOR 177° radial, extending from the 5-mile radius area to 3.5 miles S of the VOR; that airspace extending upward from 1,200 feet above the surface within 8 miles W and 5 miles E of the 177° radial, extending from the VOR to 12 miles S of the VOR, and within 8 miles W and 5 miles E of the 003° and 183° radials, extending from 18 miles N to 7 miles S of the VOR.

Roswell, N. M.
That airspace extending upward from 700 feet above the surface bounded by a line beginning at latitude 33°35'25" N., longitude 104°46'40" W., thence to latitude 33°37'00" N., longitude 104°20'00" W., to latitude 33°29'15" N., longitude 104°10'05" W., to latitude 33°24'30" N., longitude 104°07'00" W., to latitude 33°07'00" N., longitude 104°12'00" W., to latitude 33°06'25" N., longitude 104°32'30" W., to latitude 33°12'40" N., longitude 104°43'25" W., to latitude 33°30'35" N., longitude 104°49'55" 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 32°50'40" N., longitude 105°15'00" W., thence 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 at latitude 33°17'59" N., longitude 104°31'48" W., to latitude 32°43'35" N., longitude 104°54'55" W., to latitude 32°40'38" N., longitude 104°58'25" W., thence to the point of beginning; within 5 miles each side of the Roswell VORTAC 319° radial and the Albuquerque, N. Mex., VORTAC 128° radial extending from the 45-mile radius area to 93.5 miles northwest of the Roswell VORTAC, including that airspace within lines diverging at 4.5° from the Albuquerque VORTAC 128° radial extended to intersect with the bisector of the angle formed by the Albuquerque VORTAC 128° radial and the Roswell VORTAC 319° radial and extending from those points of intersection to the Roswell VORTAC, excluding that portion within the Corona, N. Mex., and Albuquerque, N. Mex., transition areas; within 5 miles each side of the Roswell VORTAC 051° radial extending from the 45-mile radius area to 93.5 miles northeast of the VORTAC including that airspace within lines diverging at 4.5° each side of the 051° radial from the VORTAC but excluding that portion within the Clovis, N. Mex., transition area; within 5 miles each side of the Roswell VORTAC 141° radial and of the Wink, Tex. 322° radial extending from the 45-mile radius area to 93.5 miles southeast of the Roswell VORTAC; within 5 miles each side of the Roswell VORTAC 215° radial extending from the 45-mile radius area to 93.5 miles southwest of the VORTAC, including that airspace within lines diverging at 4.5° each side of the 215° radial from the VORTAC but excluding that portion within the El Paso, Tex., transition area.

AMENDMENTS 8/22/68 33 F. R. 9876 (Rewritten)

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.

Ruston, La.
That airsapce extending upward from 700 feet above the surface within a 5-mile radius of Ruston Municipal Airport (latitude 32°30'45" N., longitude 92°37'45" W.), and within 2 miles each side of the Monroe, La., VORTAC 278° radial extending from the 5-mile radius area to 24 miles west of the VORTAC.

AMENDMENTS 5/23/68 33 F. R. 4510 (Added)

Rutland, Vt.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center 43°31'55" N., 72°57'00" W. of Rutland Airport, Rutland, Vt., and within 5 miles east and 8 miles west of a 344° bearing from Rutland, Vt., RBN extending from the RBN to 12 miles north of the RBN.

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 within an arc of a 38-mile radius circle centered on the Sacramento VORTAC, bounded on the west by the west edge of V-23, and on the southwest by the northeast 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.

Saginaw, Mich.

That airspace extending upward from 1,200 feet above the surface within an area bounded by a line beginning at latitude 43°16'00" N., longitude 83°30'00" W., W along latitude 43°16'00" N., to and N along longitude 84°25'00" W., to and NW along a line 10 miles SW of and parallel to the Saginaw, Mich., VORTAC 317° radial, to and clockwise along the arc of a 31-mile radius circle centered on the Saginaw VORTAC, to and S along a line 5 miles E of and parallel to the Saginaw VORTAC 013° radial, to and clockwise along the arc of a 14-mile radius circle centered on the Tri-City Airport (latitude 43°31'55" N., longitude 84°04'50" W.), to and E along the N boundary of V-216, to and S along longitude 83°30'00" W. to the point of beginning, and within 10 miles SW and 7 miles NE of the Saginaw VORTAC 317° radial, extending from the 31-mile radius area to 37 miles NW of the VORTAC.

PENDING AMENDMENT

Saginaw, Mich.

That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 43°16'00" N., longitude 83°30'00" W., thence west along latitude 43°16'00" N., to and north along longitude 84°25'00" W., to and northwest along a line 10 miles southwest of and parallel to the Saginaw, Mich., VORTAC 317° radial, to and clockwise along the arc of a 31-mile radius circle centered on the Saginaw VORTAC, to and south along a line 5 miles east of and parallel to the Saginaw VORTAC 013° radial, to and clockwise along the arc of a 20-mile radius circle centered on the Saginaw VORTAC, to and east along a line 10 miles north of and parallel to the Saginaw VORTAC 105° radial, to and south along longitude 83°24'00" W., to and west along the north edge of V-216, to and south along longitude 83°30'00" W., to the point of beginning and within 10 miles southwest and 7 miles northeast of the Saginaw VORTAC 317° radial extending from the 31-mile radius area to 37 miles northwest of the VORTAC.

AMENDMENTS 3/6/69 34 F. R. 1370 (Rewritten)

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 289° 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 Rosecrans Memorial Airport (latitude 39°46'25" N., longitude 94°54'45" W.); and within 5 miles east and 8 miles west of the St. Joseph ILS localizer south course, extending from the 8-mile radius area to 12 miles south of the OM; that airspace extending upward from 1,200 feet above the surface bounded by a line starting at the intersection of the southeast edge of V-77 and the west edge of V-13; thence south along the west edge of V-13 to latitude 39°42'20" N., longitude 94°29'00" W.; thence to latitude 39°44'00" N., longitude 94°43'20" W.; to latitude 39°30'00" N., longitude 94°49'00" W.; thence west along latitude 39°30'00" N., to the southwest edge of V-71; thence northwest along the southwest edge of V-71 to the west edge of V-77; thence north along the west boundary of V-77 to the northeast edge of V-71; thence northwest along the northeast edge of V-71; to the south edge of V-50 thence to latitude 40°00'35" N., longitude 95°32'30" W.; thence to latitude 40°09'00" N., longitude 95°30'00" W.; thence to latitude 40°05'40" N., longitude 95°07'35" W., thence clockwise via the arc of a 14-mile radius circle centered on the St. Joseph VOR to the southeast edge of V-77; thence northeast along the southeast edge of V-77 to the point of beginning; and that airspace extending upward from 4,500 feet MSL in the vicinity of St. Joseph bounded by V-13 on the west, V-161 on the east and V-50 on the south; within the area bounded on the west by V-13, on the north by V-50, on the east by V-161 and on the south by 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 the area bounded on the north by V-216, on the east by V-15 and on the southwest by a line starting at the intersection of the south edge of V-216 and on the north edge of V-50, to the intersection of the north edge of V-50 and a line from latitude 40°00'35" N., longitude 95°32'30" W. to latitude 40°09'00" N.; longitude 95°30'00" W.; thence direct to latitude 40°09'00" N., longitude 95°30'00" W., to latitude 40°05'40" N., longitude 95°07'35" W., thence clockwise along the arc of a 14-mile radius circle centered on the St. Joseph VOR to its intersection with the west edge of V-15; and the area bounded on the southwest by V-15, on the north by V-216, on the southeast by V-77 and on the south by the arc of a 14-mile radius circle centered on the St. Joseph VOR.

AMENDMENTS 9/19/68 33 F. R. 10564 (Rewritten); Corr: 33 F. R. 12962

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 southeast and 8 miles northwest of the Lambert-St. Louis Municipal Airport Runway 24 ILS localizer northeast course, extending from the 10-mile radius area to 12 miles northeast of the Runway 24 OM; within 5 miles southwest and 8 miles northeast of the Lambert-St. Louis Municipal Airport Runway 12R ILS localizer northwest course extending from the Runway 12R OM to 12 miles northwest of the OM; within a 5-mile radius of Civic Memorial Airport, Alton, Ill. (latitude 38°53'30" N., longitude 90°03'00" W.); within 2 miles each side of the 009° bearing from Civic Memorial Airport, extending from the 5-mile radius area to 7 miles north of the airport; and within 5 miles south and 8 miles north of the 103° bearing from Civic Memorial Airport, extending from the airport to 12 miles east of the airport; that airspace extending from 1,200 feet above the surface within a 33-mile radius of Lambert-St. Louis Municipal Airport; within 6 miles southwest and 9 miles northeast of the St. Louis VORTAC 328° radial, extending from the 33-mile radius area to 36 miles northwest of the VORTAC; within 5 miles northwest and 8 miles southeast of the Maryland Heights VORTAC 243° radial, extending from the 33-mile radius area to 19 miles southwest of the VORTAC; within the area bounded on the west and northwest by the east and southeast edge of V-14S, on the northeast by the 33-mile radius area, on the southeast by the northwest edge of V-72 and on the south by the north boundary of V-88; within a 40-mile radius of Scott AFB (latitude 38°32'30" N., longitude 89°51'05" W.); within 5 miles west and 8 miles east of the 009° bearing from Civic Memorial Airport, extending from the airport to 19 miles north of the airport; within the area bounded on the northwest by the 40-mile radius area, on the east by the west edge of V-313, on the southwest by the northeast edge of V-335; and the area north of St. Louis bounded on the west by the east edge of V-52N, on the north by the south edge of V-50 and on the east by the west edge of V-9W, excluding the portion which overlies the Springfield, Ill., transition area; that airspace extending upward from 2,500 feet MSL within the area bounded on the north by the arc of a 40-mile radius circle centered on Scott AFB, on the northeast by the southwest edge of V-335, on the east by the west edge of V-313, on the south by the north edge of V-190 and on the west by the east edge of V-9; and that airspace extending upward from 4,500 feet MSL within the area bounded on the north by the south edge of V-88, on the northeast by the southwest edge of V-9W, on the south by the north edge of V-190, on the west by a line 5 miles west of and parallel to the St. Louis VORTAC 200° radial and on the northwest by the southeast edge of V-72; within the area bounded on the north by the south edge of V-12, on the southeast by the northwest edge of V-14N, on the southwest by the northeast edge of V-175 and on the northwest by a line 5 miles southeast of and parallel to the Jefferson City, Mo., VOR 041° radial; and within the area bounded on the northeast by the southwest edge of V-52, on the south by the north edge of V-4N and on the northwest by the southeast boundary of V-63, excluding that airspace which coincides with the Springfield, Vandalia, and Centralia, Ill., transition areas.

AMENDMENTS 10/17/68 33 F. R. 12136 (Rewritten)

St. Marys, Pa.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center 41°24'45" N., 78°30'20" W., of St. Marys Municipal Airport, St. Marys, Pa.; within 2 miles each side of the Runway 9 centerline extended from the 5-mile radius area to 7 miles east of the end of the runway; within 2 miles each side of the Runway 27 centerline extended from the 5-mile radius area to 5 miles west of the end of the runway and within 2 miles each side of the Slate Run VORTAC 256° radial extending from the 5-mile radius area to 19 miles west of the VORTAC.

AMENDMENTS 6/20/68 33 F. R. 6916 (Added)

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.

Salem, Mich.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of New Hudson, Mich., Airport (latitude 42°30'15" N., longitude 83°37'25" W.), and within a 6-mile radius of Wixom, Mich., Spencer Airport (latitude 42°31'15" N., longitude 83°33'10" W.), and within 2 miles each side of the Salem, Mich., VORTAC 347° and 013° radials extending from the 6-mile radius areas to the VORTAC, excluding that portion which coincides with the Pontiac, Mich. transition area.

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-48 and on the west by V-73.

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.

Salisbury, N. C.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Rowan County Airport (latitude 35°38'30" N., longitude 80°31'10" W.); within 2 miles each side of the 014° bearing from the Salisbury NDB (latitude 35°40'29" N., longitude 80°30'32" W.), extending from the 6-mile radius area to 8 miles north of the NDB.

AMENDMENTS 8/1/68 33 F. R. 10281 (Rewritten)

Salt Lake City, Utah
That airspace extending upward from 700 feet above the surface bounded on the north by latitude 41°00'00" N., on the east by longitude 111°45'00" W., and on the south and west by the arc of an 18.5-mile radius circle centered on the Salt Lake City VORTAC; 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°30'00" 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.

AMENDMENTS 9/19/68 33 F. R. 9466 (Changed)

Salyer Farms, Calif.
That airspace extending upward from 700 feet above the surface within a 3-mile radius of Salyer Farms Airport (latitude 36°05'01" N., longitude 119°32'39" W.), and within 2 miles each side of the 151° bearing from the Salyer Farms radio beacon (latitude 36°05'14" N., longitude 119°32'44" W.) extending from the 3-mile radius area to 8 miles southeast of the radio beacon excluding that airspace within a 1-mile radius of Corcoran Airport (latitude 36°06'10" N., longitude 119°35'40" W.), that airspace extending upward from 1,200 feet above the surface within 5 miles northeast and 8 miles southwest of the 151° bearing from the Salyer Falms radio beacon extending from the radio beacon to 12 miles southeast.

AMENDMENTS 10/17/68 33 F. R. 11149 (Added); Corr: 33 F. R. 14404

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 5 miles northwest and 8 miles southeast of the San Angelos ILS localizer southwest course extending from the OM to 12 miles southwest; 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 30°57'00" N., longitude 100°37'30" W., to latitude 30°51'00" N., longitude 101°05'00" W., to latitude 31°28'40" N., longitude 101°05'00" 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.

AMENDMENTS 9/19/68 33 F. R. 10204 (Changed)

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 west 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., east of longitude 98°30'00" W.; thence to latitude 29°43'00" N., longitude 98°01'30" W., thence to point of beginning, within 5 miles northeast and 8 miles southwest of the LaVernia VOR 149° radial extending from the VOR to 12 miles southeast, within 2 miles each side of the Kelly VOR 189° radial extending from the VOR to 26 miles south; within 2 miles each side of the Stinson VOR 166° radial extending from the VOR to 8 miles southeast, and within 2 miles each side of the Stinson VOR 148° radial extending from the VOR to 16 miles southeast; 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 3,500 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.

AMENDMENTS 3/28/68 33 F. R. 2627 (Changed); F. R. Corr: 33 F. R. 5088; 11/14/68 33 F. R. 14402 (Changed)

San Carlos, Ariz.
That airspace extending upward from 12,000 feet MSL bounded on the northwest by the southeast edge of V-190, on the east by an arc of a 115 mile radius circle centered on Williams AFB, Ariz. (latitude 33°18'25" N., longitude 111°39'35" W.); on the south by the north edge of V-94 and on the west by longitude 110°52'00" W.

AMENDMENTS 12/12/68 33 F. R. 15109 (Added)

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.

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.

Sanford, N. C.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Sanford Municipal Airport (latitude 35°25'55" N., longitude 79°11'10" W.).

AMENDMENTS 2/29/68 33 F. R. 139 (Added)

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.

Sanibel, Fla.
That airspace extending upward from 2,000 feet above the surface, bounded on the S by Control 1230, on the E and NE by V-225 and the arc of a 20-mile radius circle centered on the Fort Myers, Fla., VORTAC, on the N by latitude 26°30'00" N., on the W by W-168 and a line extending from latitude 26°10'00" N., longitude 82°17'00" W., to the INT of the N boundary of control 1230 and longitude 82°15'00" W.

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.

San Juan, P. R.
That airspace extending upward from 700 feet above the surface south of latitude 18°23'00" N.; within a 20-mile radius of Puerto Rico International Airport (latitude 18°26'45" N., longitude 66°00'05" W.); that airspace north of latitude 18°23'00" N. within a 12-mile radius of Puerto Rico International Airport; within 2 miles each side of the San Juan VORTAC 273° radial, extending from the 12-mile radius area to the San Juan (SJU) RBN; within 2 miles each side of the 281° bearing from the San Pat RBN, extending from the 12-mile radius area to the San Juan (SJU) RBN; within 8 miles north and 5 miles south of the 281° bearing from the San Pat RBN, extending from the 12-mile radius area to 12 miles west of the San Pat RBN; and that airspace extending upward from 1,200 feet above the surface beginning at the intersection of a line 4 nautical miles north of and parallel to the centerline of Route 2 and the arc of a 41-mile radius circle centered at Puerto Rico International Airport west of San Juan VORTAC; thence clockwise along this arc to the centerline of Route 3; thence southeast along the centerline of Route 3 to the arc of a 23-mile radius circle centered at Puerto Rico International Airport; thence clockwise along this arc to longitude 65°55'00" W.; thence south to latitude 18°40'00" N., longitude 65°55'00" W.; thence east to latitude 18°40'00" N., longitude 65°26'00" W.; thence south along longitude 65°26'00" W. to a line 4 nautical miles north of and parallel to the centerline of Route 2; thence east and southeast along this line to the arc of a 15-mile radius circle centered at Harry S. Truman Airport (latitude 18°20'25" N., longitude 64°58'10" W.); thence counterclockwise along this arc to a line 3 nautical miles southwest of and parallel to the centerline of Route 2; thence northwest and west along this line to longitude 65°26'00" W.; thence south along longitude 65°26'00" W. to the arc of a 15-mile radius circle centered at NS Roosevelt Roads Airport (latitude 18°15'05" N., longitude 65°38'35" W.); thence clockwise along this arc to the intersection of a line 5 miles southeast of and parallel to the 052° bearing from the Point Tuna RBN; thence southwest along this line to latitude 18°00'00" N.; thence west along latitude 18°00'00" N., to longitude 66°19'20" W.; thence south to latitude 17°49'30" N., longitude 66°23'30" W.; thence west to the intersection of longitude 66°25'30" W. and the arc of a 15-mile radius circle centered at Mercedita Airport (latitude 18°00'40" N., longitude 66°33'50" W.); thence clockwise along this arc to latitude 18°00'00" N.; thence west to latitude 18°07'00" N., longitude 67°22'00" W.; thence north to the intersection of longitude 67°23'00" W. and the arc of a 25-mile radius circle centered at Ramey AFB (latitude 18°29'50" N., longitude 67°07'45" W.); thence clockwise along this arc to a line 4 nautical miles north of and parallel to the centerline of Route 2 east of Ramey AFB; thence east along this line to the point of beginning; and that airspace extending upward from 2,000 feet MSL within a 100 nautical mile radius of the Isla Grande Airport (latitude 18°27'30" N., longitude 66°05'55" W.) San Juan, P. R.; excluding the portion that coincides with the 1,200-foot floor portions of the San Juan, St. Croix, and St. Thomas transition areas.

AMENDMENTS 8/22/68 33 F. R. 9599 (Added)

San Luis Obispo, Calif.
That airspace extending upward from 700 feet above the surface within a 3-mile radius of San Luis Obispo County Airport (latitude 35°14'16" N., longitude 120°38'20" W.); within 2 miles each side of the San Luis Obispo VORTAC 280° and 100° radials, extending from the 3-mile radius area to 8 miles west of the VORTAC; and within 2 miles west and 3 miles east of the 191° bearing from the San Luis Obispo County Airport, extending from the 3-mile radius area to 6 miles south of the airport.

AMENDMENTS 2/29/68 33 F. R. 531 (Rewritten)

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.

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 700 feet above the surface within 2 miles each side of the Santa Barbara ILS localizer west course, extending from the OM to 2 miles west of the OM; between the arcs of a 5-mile radius circle and 8.5-mile radius circle centered on the Santa Barbara Municipal Airport (latitude 34°25'35" N., longitude 119°50'20" W.), extending clockwise from a line 2 miles north of the 089° bearing from the Santa Barbara LMM to a line 2.5 miles south of the 115° bearing from the LMM; and within 2 miles east and 7 miles west of the Santa Barbara VORTAC 196° radial, extending from a 5-mile radius circle centered on the Santa Barbara Municipal Airport to 15.5 miles south of the VORTAC;
and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 35°35'00" N., longitude 120°05'00" W., thence to latitude 35°05'00" N., longitude 120°05'00" W., to latitude 35°05'00" N., longitude 119°30'00" W., to latitude 34°20'00" N., longitude 119°30'00" W., to latitude 34°20'00" N., longitude 120°00'00" W., to latitude 34°15'00" N., longitude 120°00'00" W., to latitude 34°15'00" N., longitude 120°10'30" W., to latitude 34°06'15" N., longitude 120°30'00" W., to latitude 34°24'00" N., longitude 120°30'00" W., to latitude 34°24'45" N., longitude 120°27'20" W., to latitude 34°35'00" N., longitude 120°31'40" W., to latitude 34°39'50" N., longitude 120°31'15" W., to latitude 34°46'15" N., longitude 120°26'40" W., to latitude 34°49'00" N., longitude 120°27'15" W., to latitude 34°59'32" N., longitude 120°41'50" W., to latitude 35°10'00" N., longitude 120°55'00" W., to latitude 35°21'00" N., longitude 121°03'00" W., to latitude 35°33'00" N., longitude 121°03'00" W., to latitude 35°33'00" N., longitude 120°40'30" W., to latitude 35°22'25" N., longitude 120°31'50" W., to latitude 35°31'40" N., longitude 120°15'00" W., to latitude 35°35'35" N., longitude 120°18'10" W., thence to point of beginning.

AMENDMENTS 2/29/68 33 F. R. 531 (Rewritten); 7/25/68 33 F. R. 7875 (Changed)

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 Maria, Calif.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Santa Maria Public Airport (latitude 34°53'55" N., longitude 120°27'20" W., and within 2 miles southwest and 8 miles northeast of the Santa Maria VOR 332° and 152° radials, extending from 1.5 miles southeast to 8 miles northwest of the VOR, excluding the portion within R-2516.

AMENDMENTS 2/29/68 33 F. R. 531 (Added)

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.).

Santa Ynez, Calif.
That airspace extending upward from 700 feet above the surface within a 3-mile radius of Santa Ynez Airport (latitude 34°36'25" N., longitude 120°04'30" W.), and within 2 miles each side of the Gaviota VOR 336° radial, extending from 3.5 miles to 12 miles northwest of the VOR,

AMENDMENTS 2/29/68 33 F. R. 531 (Added)

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 13 miles southwest of the VOR.

AMENDMENTS 6/20/68 33 F. R. 6914 (Changed)

Sarasota, Fla.
That airspace extending upward from 700 feet above the surface within an 8-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 209° radial, extending from the 8-mile radius area to 8 miles northwest of the VOR.

AMENDMENTS 6/20/68 33 F. R. 6533 (Rewritten)

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 northeast and 5 miles southwest of the 129° bearing from the Sault Ste. Marie RBN, extending from the RBN to 12 miles southeast of the RBN; within 2 miles each side of the Sault Ste. Marie VOR 153° radial, extending from the VOR to 8 miles southeast of the VOR, within 2 miles each side of the Sault Ste. Marie, Ontario, Canada, ILS localizer northwest course, extending from the OM to 8 miles northwest 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 northwest 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.
AMENDMENTS 8/22/68 33 F. R. 11001 (Rewritten)

Savannah, Ga.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Hunter AAF (latitude 32°00'35" N., longitude 81°08'45" W.); within an 8-mile radius Savannah Municipal Airport (latitude 32°07'35" N., longitude 81°12'05" W.); within 2 miles each side of the Savannah VORTAC 061° radial, extending from the Savannah Municipal Airport 8-mile radius area to 8 miles NE of the VORTAC; within 2 miles each side of the Savannah ILS localizer E course, extending from the Savannah Municipal Airport 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-185; thence E via the S boundary of V-185 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 7/18/68 33 F. R. 10203 (Changed)

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.
PENDING AMENDMENT
In the Seattle, Wash., transition area, delete all between "that airspace south of Seattle extending upward from 4,500 MSL" and "on the southwest by the arc of a 37-mile radius circle" and substitute therefor: "bounded on the north by latitude 46°45'00" N., on the southeast by a line extending from latitude 46°45'00" N., longitude 122°25'00" W., to latitude 46°38'00" N., longitude 122°30'00" W., on the east by longitude 122°30'00" W., on the south by latitude 46°26'00" N., on the west by the east edge of V-165; that airspace southwest of Seattle bounded on the southeast by V-165".
AMENDMENTS 4/3/69 34 F. R. 1370 (Changed)

Sedalia, Mo.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Whiteman AFB (latitude 38°43'50" N., longitude 93°33'00" W.); within 2 miles each side of the Whiteman AFB ILS localizer south course, extending from the 8-mile radius area to 8 miles south of the OM; within a 5-mile radius of Sedalia Memorial Airport (latitude 38°42'15" N., longitude 93°10'50" W.); and within 2 miles each side of the 042° bearing from Sedalia Memorial Airport, extending from the 5-mile radius area to 8 miles northeast of the airport; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at the intersection of longitude 93°30'00" W.; and the south edge of V-12, thence north via longitude 93°30'00" W.; to and east along the south boundary of V-4; to and south along longitude 92°31'00" W.; to and west along the south edge of V-12; to and southwest along a line 8 miles southeast of and parallel to the 042° bearing from Sedalia Memorial Airport; to and clockwise along the arc of a 29-mile radius circle centered on the Whiteman AFB VOR; to and northwest along the northeast edge of V-159; to and counterclockwise along the arc of a 42-mile radius circle centered on the Kansas City Municipal Airport (latitude 39°07'20" N., longitude 94°35'30" W.); to and east along the south edge of V-12; to the point of beginning.

AMENDMENTS 10/17/68 33 F. R. 12137 (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 Craig TACAN 316° radial, extending from the 9-mile radius area to 12 miles NW of the TACAN.

Seymour, Ind.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Freeman Field (latitude 38°55'35" N., longitude 85°54'25" W.); and within 2 miles each side of the 161° bearing from Freeman Field, extending from the 6-mile radius area to 8 miles south of the airport.
AMENDMENTS 3/28/68 33 F. R. 1071 (Added)

Shawnee, Okla.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Shawnee Municipal Airport (latitude 35°21'16" N., longitude 96°56'33" W.), and within 2 miles each side of the 009° bearing from the Shawnee RBN (latitude 35°20'51" N., longitude 96°56'48" W.) extending from the 5-mile radius area to 8 miles north of the RBN.

AMENDMENTS 12/12/68 33 F. R. 15412 (Added)

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.

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.

Shelby, Ohio
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center 40°52'25" N., 82°41'55" W., of Shelby Community Airport, Shelby, Ohio, excluding the portion which coincides with the Mansfield, Ohio, transition area.

AMENDMENTS 6/20/68 33 F. R. 6917 (Added)

Shelbyville, Ind.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Shelbyville Memorial Airport (latitude 39°34'50" N., longitude 85°48'20" W.), and within 2 miles each side of the Shelbyville, Ind., VOR 340° radial extending from the 5-mile radius area to 8 miles north of the VOR.
AMENDMENTS 2/29/68 32 F. R. 20631 (Added)

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 195° radial extending from the VOR to 12 miles S.

Shemya, Alaska
That airspace extending upward from 700 feet above the surface within a 12-mile radius of the Shemya Airport (latitude 52°42'50" N., longitude 174°06'57" E.); and that airspace extending upward from 1,200 feet above the surface within a 29-mile radius of the Shemya Airport. The portion within R-2204 is excluded.
AMENDMENTS 8/22/68 33 F. R. 8592 (Added)

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 counter-clockwise 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.

Sidney, Mont.
That airspace extending upward from 700 feet above the surface within an 11-mile radius of Sidney-Richland Municipal Airport (latitude 47°42'35" N., longitude 104°11'10" W.); and within 2 miles each side of the 115° bearing from Sidney Richland Municipal Airport, extending from the 11-mile radius area to 13 miles southeast of the airport; and that airspace extending upward from 1,200 feet above the surface within 8 miles southwest and 5 miles northeast of the 115° bearing from Sidney-Richland Municipal Airport, extending from the airport to 17 miles southeast of the airport.
AMENDMENTS 5/23/68 33 F. R. 5352 (Added)

Sidney, Nebr.
That airspace extending upward from 700 feet above the surface within a 10-mile radius of Sidney Municipal Airport (latitude 41°05'55" N., longitude 102°58'55" W.); within 5 miles NE and 8 miles SW of the Sidney VORTAC 321° radial, extending from the 10-mile radius area to 12 miles NW 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 Sidney VORTAC 128° radial, extending from the VORTAC to 12 miles SE of the VORTAC; and that airspace SW of Sidney VORTAC 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 within Federal airways.
AMENDMENTS 5/23/68 33 F. R. 3055 (Rewritten)

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.

PENDING AMENDMENT
Sikeston, Mo.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Sikeston Memorial Airport (latitude 36°53'50" N., longitude 89°33'45" W.); and within 2 miles each side of the 016° bearing from Sikeston Memorial Airport, extending from the 6-mile radius area to 8 miles north of the airport; and that airspace extending upward from 1,200 feet above the surface within 5 miles west and 8 miles east of the 016° bearing from Sikeston Memorial Airport, extending from the airport to the south edge of V-178S.

AMENDMENTS 3/6/69 34 F. R. 1371 (Added)

Siloam Springs, Ark.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Smith Airport (latitude 36°11'21" N., longitude 94°29'18" W.), and within 2 miles each side of the Fayetteville VORTAC 260° radial extending from the 5-mile radius area to 12.5 miles west of the VORTAC, excluding the portion within the Decatur, Ark., transition area.

AMENDMENTS 9/19/68 33 F. R. 12179 (Added)

Silver City, N. Mex.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Silver City-Grant County Airport (latitude 32°38'22" N., longitude 108°09'22" W.); and within 5 miles southwest and 8 miles northeast of the Silver City VOR 141° radial, extending from the VOR to 12 miles southeast; and that airspace extending upward from 1,200 feet above the surface within an area bounded by a line beginning at latitude 32°19'00" N., longitude 107°59'00" W.; to latitude 32°35'00" N., longitude 108°37'00" W.; to latitude 33°02'00" N., longitude 107°42'00" W.; to latitude 32°25'00" N., longitude 107°50'00" W.; to point of beginning.

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.
PENDING AMENDMENTS
The Simmons Army Air Field, N. C., transition area is revoked. 4/3/69 34 F. R. 1522 (Revoked).

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°24'10" N., longitude 96°23'05" W.); within 7 miles southwest and 8 miles northeast of the Sioux City ILS localizer southeast course, extending from the 10-mile radius area to 12 miles southeast of the OM; within 7 miles northeast and 8 miles southwest of the Sioux City ILS localizer northwest course, extending from the 10-mile radius area to 12 miles northwest of the Jackson, Nebr. RBN; within a 6-mile radius of Graham Field, North Sioux City, S. Dak. (latitude 42°32'25" N., longitude 96°29'05" W.); and within 5 miles southwest and 8 miles northeast of the 319° bearing from Graham Field extending from the airport to 12 miles northwest of the airport; that airspace extending from 1,200 feet above the surface within a 27-mile radius of Sioux City VORTAC; and the area bounded on the northeast by a line 5 miles northeast of and parallel to the Sioux City VORTAC 116° radial, on the southwest by a line 5 miles southwest of and parallel to the Sioux City VORTAC 140° radial, on the northwest by the 27-mile radius area and on the southeast by the arc of a 30-mile radius circle centered on the Sioux City ILS OM; and that airspace extending upward from 3500' MSL east, south and west of Sioux City bounded on the north by V-100, on the southeast by V-138, on the south by V-172 and on the west by longitude 98°00'00" W.

AMENDMENTS 5/23/68 33 F. R. 4873 (Rewritten); 2/6/69 33 F. R. 18930 (Rewritten)

Sioux Falls, S. Dak.
That airspace extending upward from 700 feet above the surface within a 17-mile radius of the Sioux Falls VORTAC; that airspace extending upward from 1,200 feet above the surface within a 25-mile radius of the Sioux Falls VORTAC; and that airspace extending upward from 4,000 feet MSL north of Sioux Falls bounded on the north by V-26S, on the southeast by V-148 and on the southwest by V-15; within a 50-mile radius of Sious Falls VORTAC, extending from the south edge of V-148S east of Sioux Falls clockwise to the northwest edge of V-148 west of Sioux Falls; and within a 55-mile radius of the Sioux Falls VORTAC, extending from the northwest edge of V-148 west of Sioux Falls, clockwise to the south edge of V-120 west of Sioux Falls.
AMENDMENTS 12/12/68 33 F. R. 15544 (Rewritten)

Sitka, Alaska
That airspace extending upward from 700 feet above the surface within 3 miles northwest and 2 miles southeast of the Sitka RR southwest course, extending from the RR to 8 miles southwest of the RR; within 2 miles each side of the Biorka Island VORTAC 148° radial, extending from the VORTAC to 8 miles southeast of the VORTAC; within 2 miles each side of the Sitka RR southeast course, extending from the RR to 8 miles southeast of the RR; and within 2 miles each side of the LDA northwest course, extending from 10 miles northwest to 22 miles northwest of the LDA; and that airspace extending upward from 1,200 feet above the surface within 9 miles southwest and 22 miles northeast of the Biorka Island VORTAC 308° radial, extending from the VORTAC to 33 miles northwest of the VORTAC, and within 9 miles northwest and 6 miles southeast of the Biorka Island VORTAC 027° and 207° radials, extending from 8 miles northeast to 19 miles southwest of the VORTAC.

AMENDMENTS 5/23/68 33 F. R. 5215 (Rewritten); 12/12/68 33 F. R. 15647 (Rewritten)

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.

Soldotna, Alaska
That airspace extending upward from 700 feet within a 5-mile radius of the Soldotna Airport (latitude 60°28'25" N., longitude 151°02'20" W.); within 2 miles each side of the Kenai VOR 151° radial extending from the 5-mile radius area to the VOR excluding the portion within the Kenai control zone.

AMENDMENTS 11/14/68 33 F. R. 14535 (Rewritten)

Somerset, Ky.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 37°03'25" N., 84°36'45" W., of Somerset-Pulaski County Airport, Somerset, Ky.; and within 2 miles each side of the Somerset, Ky., RBN (latitude 37°03'19" N., longitude 84°36'58" W.) 220° bearing extending from the 5-mile radius area to 8 miles southwest of the RBN; within 2 miles eash side of the centerline of Runway 4 extended from the 5-mile radius area to 8 miles northeast of the end of the runway; and within 2 miles each side of the centerline of Runway 22 extended from the 5-mile radius area to 5 miles southwest of the end of the runway.
That airspace extending upward from 1,200 feet above the surface bounded on the northwest by V-493, on the north by the Lexington, Ky., transition area, on the east by V-97 and on the south by V-140N, excluding the portion that coincides with the London, Ky., transition area.

AMENDMENTS 12/12/68 33 F. R. 15544 (Changed)

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.

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.

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 VORTAC 083° radial, extending from the 6-mile radius area to the VORTAC.

AMENDMENTS 8/15/68 33 F. R. 12085 (Changed)

South Haven, Mich.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of South Haven, Mich. Municipal Airport (latitude 42°21'00" N., longitude 86°15'30" W.) and within 2 miles each side of the Pullman, Mich., VORTAC 226° radial extending from the 5-mile radius area to the VORTAC.

South Kauai, Hawaii
That airspace extending upward from 700 feet above the surface within 2 miles north and 4 miles south of the South Kauai, Hawaii, VORTAC 271° radial extending from the VORTAC to 8 miles west of the VORTAC; within 2 miles each side of the South Kauai, VORTAC 089° radial extending from the VORTAC to 6 miles east of the VORTAC and within 2 miles each side of the South Kauai, VORTAC 133° radial extending from the VORTAC to 6 miles southeast of the VORTAC.

AMENDMENTS 10/17/68 33 F. R. 11747 (Rewritten)

Spartanburg, S. C.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Spartanburg Downtown Memorial 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 8-mile radius area to 8 miles southwest of the RBN; within 2 miles each side of the Spartanburg VORTAC 196° and 016° radials, extending from the 8-mile radius area to 8 miles north of the VORTAC, excluding that portion which coincides with the Greenville, S. C., transition area.

AMENDMENTS 11/15/68 33 F. R. 17625 (Changed)

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.

Springfield, Ill

That airspace extending upward from 700 feet above the surface within an 8-mile radius of Capital Airport (latitude 39°50'35" N., longitude 89°40'35" W.); and within the arc of a 23-mile radius circle centered on the Capital VORTAC, extending from a line 2 miles southeast of and parallel to the Capital VORTAC 213° radial clockwise to a line 2 miles northwest of and parallel to the Capital VORTAC 228° radial; and that airspace extending upward from 1,200 feet above the surface within an area bounded by a line beginning at the intersection of longitude 89°33'00" W. and the northwest boundary of V-426, thence southwest along the northwest 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 north along the west boundary of V-9W, to and north along longitude 90°18'00" W., to and west along a line 10 miles south of and parallel to the Capital VORTAC 269° radial to and north along longitude 90°29'00" W., to and east along a line 6 miles north of and parallel to the Capital VORTAC 269° radial to and clockwise along the arc of a 26-mile radius circle centered on Capital Airport, to and northeast along the southeast boundary of V-173, to and south along longitude 88°39'59" W., to and southwest along the northwest boundary of V-191, to and counterclockwise along the arc of a 15-mile radius circle centered on the Decatur, Ill., VOR, to and west along a line 6 miles north of and parallel to the Decatur VOR 285° radial to and clockwise along the arc of a 26-mile radius circle centered on Capital Airport, to and south along longitude 89°33'00" W., to the point of beginning; and that airspace extending upward from 3,000 MSL within the area bounded on the north by latitude 40°20'00" N., on the east by the west boundary of V-129, on the south by the arc of a 26-mile radius circle centered on Capital Airport, and on the west by longitude 90°00'00" W.; within the area bounded on the north by latitude 40°20'00" N., on the southeast by the northwest boundary of V-9 on the south by the arc of a 26-mile radius circle centered on Capital Airport, and on the west by the east boundary of V-129; within the area bounded on the north by latitude 40°20'00" N., on the southeast by the northwest boundary of V-173, and on the west by the southeast boundary of V-9; and within the area bounded on the northwest by the arc of a 26-mile radius circle centered on Capital Airport, on the north by a line 10 miles south of and parallel to the Decatur VOR 285° radial, on the southeast by the northwest boundary of V-191 and V-426, and on the west by longitude 89°33'00" W.

AMENDMENTS 2/1/68 32 F. R. 16392 (Rewritten)

Springfield, Mo.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Springfield, Mo., 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 northwest of the RBN; within 5 miles west and 8 miles east of the Springfield ILS localizer south course, extending from 1 mile north to 12 miles south of the OM; and that airspace extending upward from 1,200 feet above the surface within a 25-mile radius area of the Springfield Municipal Airport; within 7 miles northwest and 10 mile southeast of the Springfield VORTAC 210° radial, extending from the 25-mile radius area to 44 miles southwest of the VORTAC; within 7 miles northwest and 10 miles southeast of the Springfield VORTAC 240° radial, extending from the 25-mile radius area to 37 miles southwest of the VORTAC; within 7 miles south and 10 miles north of the Springfield VORTAC 261° radial, extending from the 25-mile radius area to 51 miles west of the VORTAC; within a 26-mile radius area of the Springfield VORTAC, within 7 miles northeast and 10 miles southwest of the Springfield VORTAC 337° radial, extending from the 26-mile radius area to 40 miles northwest of the VORTAC; within 7 miles southeast and 10 miles northwest of the Springfield VORTAC 028° radial, extending from the 26-mile radius area to 41 miles northeast of the VORTAC; within 7 miles southeast and 10 miles northwest of the Springfield VORTAC 058° radial, extending from the 26-mile radius area to 44 miles northeast of the VORTAC; and within 8 miles southeast and 11 miles northwest of the Dogwood, Mo., VORTAC 053° and 233° radials, extending from 7 miles northeast to 14 miles southwest of the VORTAC.

Springfield, Vt.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center (48°20'40" N., 72°31'15" W.) of Hartness Municipal Airport, Springfield, Vt., within 5 miles northwest and 8 miles southeast of a 214° bearing from the Hartness RBN (43°16'12" N., 72°35'12" W.) extending from the RBN to 12 miles southwest of the RBN and within 2 miles each side of a 034° bearing from the Hartness RBN extending from the 6-mile radius area to the RBN.

AMENDMENTS 1/9/69 33 F. R. 16557 (Rewritten)

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.

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 within 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.

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 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 10/11/68 33 F. R. 15647 (Changed)

Sugar Land, Tex.
That airsapce extending upward from 700 feet above the surface within a 5-mile radius of Hull Field (latitude 29°37'37" N., longitude 95°39'30" W.) and within 2 miles each side of the 348° bearing from the Sugar Land RBN (latitude 29°37'53" N., longitude 95°39'25" W.) extending from the 5-mile radius area to 8 miles north of the RBN, excluding the portion within the Alief, Tex., transition area.

AMENDMENTS 4/25/68 33 F. R. 4094 (Added)

Sullivan, Ind.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Sullivan County Airport (latitude 39°07'00" N., longitude 87°26'55" W.); and within 2 miles each side of the 187° bearing from Sullivan County Airport, extending from the 5-mile radius area to 8 miles south of the airport.

AMENDMENTS 12/12/68 33 F. R. 15545 (Added)

Sulphur Springs, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Sulphur Springs Airport (latitude 33°09'30" N., longitude 95°37'15" W.), and within 2 miles each side of the Sulphur Springs VORTAC 240° radial extending from the 5-mile radius area to 18 miles southwest of the VORTAC.

AMENDMENTS 8/22/68 33 F. R. 9467 (Added)

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 an 8-mile radius of Shaw AFB (latitude 33°58'15" N., longitude 80°28'19" W.); within a 10-mile radius of McEntire ANGB (latitude 33°55'26" N., longitude 80°48'14" W.); within a 5-mile radius of Sumter Municipal Airport (latitude 33°59'39" N., longitude 80°21'45" W.); within 2 miles each side of the Shaw AFB ILS localizer southwest course, extending from the 8-mile radius area to 12 miles southwest of the LOM; within 2 miles each side of the McEntire ANG VOR 138° radial, extending from the 10-mile radius area to 12 miles southeast of the VOR; within 2 miles each side of the Shaw AFB TACAN 213° radial, extending from the 8-mile radius area to 17 miles southwest of the TACAN, excluding the airspace that coincides with the Columbia, S. C., transition area.

AMENDMENTS 6/20/68 33 F. R. 6533 (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.

Sunrise, Hawaii
That airspace extending upward from 2,500 feet above the surface bounded on the north by V-12, on the east by the Honolulu Oceanic Control Area, and on the south by V-4; that airspace bounded on the north by V-4, on the east by the Honolulu Oceanic Control Area, on the south by V-8, and on the west by the arc of a 19-mile radius circle centered on the Molokai Airport (latitude 21°09'25" N., longitude 157°05'55" W.); and that airspace bounded on the north by V-8, on the east by the Honolulu Oceanic Control Area, on the south by a line 15 nmi south of and parallel to the Molokai VOR 067° radial, and on the west by the arc of a 30-mile radius circle centered on the Kahului Airport (latitude 20°54'00" N., longitude 156°26'00" W.).

Sussex, N. J.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center (41°12'00" N., 74°37'25" W.) of Sussex Airport, Sussex, N. J.; within 2 miles each side of the Sparta, N. J. VOR 334° radial extending from the 5-mile radius area to the VOR; within 2 miles each side of the centerline of Runway 3 extended to 9 miles NE of the end of the runway; within 2 miles each side of the centerline of Runway 21 extended to 10 miles SW of the end of the runway; within 2 miles each side of the centerline of Runway 26 extended to 12 miles W of the end of the runway; within 2 miles each side of the centerline of Runway 8 extended to 10 miles E of the end of the runway, excluding the portion within the Andover, N. J., 700-foot-floor transition area. This transition area shall be in effect from sunrise to sunset daily.

Swordfish, Hawaii
That airspace extending upward from 2,700 feet above the surface bounded on the north and northeast by V-14, on the east by the South Kauai, Hawaii, VORTAC 179° radial, on the south by a line 8 miles south of and parallel to the South Kauai VORTAC 269° radial, and on the west by a line 10.5 miles west of and parallel to the South Kauai VORTAC 179° radial; and that airspace extending upward from 5,000 feet above the surface bounded on the north and northeast by V-14, on the south by V-12 and the Honolulu Oceanic Control Area, and on the west by longitude 160°00'00" W.; that airspace bounded on the north by V-12 and the Honolulu transition area, on the northeast by V-14, on the south by V-4, and on the west by the Honolulu Oceanic Control Area; and that airspace bounded on the north by V-4, on the east by the Honolulu transition area, on the south by W-319, and on the southwest by the Honolulu Oceanic Control Area.
AMENDMENTS 10/17/68 33 F. R. 11747 (Rewritten)

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 10-mile radius of the Tallahassee Municipal Airport (latitude 30°23'59" N., longitude 84°21'22" W.); within a 5-mile radius of the Tallahassee Commercial Airport (latitude 30°33'02" N., longitude 84°22'31" W.); within 8 miles east and 5 miles west of the ILS localizer south course, extending from the 10-mile radius area to 12 miles south of the LOM; within 2 miles each side of the Tallahassee VORTAC 355° radial, extending from the 5-mile radius area to 8 miles north of the VORTAC.

AMENDMENTS 7/25/68 33 F. R. 8479 (Rewritten)

Tampa, Fla.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Tampa International Airport (latitude 27°58'30" N., longitude 82°31'45" W.); within an 8-mile radius of St. Petersburg-Clearwater International Airport (latitude 27°54'35" N., longitude 82°41'12" W.); within 2 miles each side of the St. Petersburg ILS localizer north course, extending from the 8-mile radius area to 8 miles north of the LOM; within 2 miles each side of the St. Petersburg VORTAC 343° radial, extending from the 8-mile radius area to 12 miles north of the VORTAC; within a 5-mile radius of Albert Whitted Airport (latitude 27°45'50" N., longitude 82°37'45" W.); within a 5-mile radius of Peter O. Knight Airport (latitude 27°54'55" N., longitude 82°27'05" W.); within an 8-mile radius of MacDill AFB (latitude 27°51'00" N., longitude 82°30'25" W.); within 2 miles each side of the MacDill ILS localizer northeast course, extending from the Peter O. Knight 5-mile radius area to 8 miles northeast of the LOM;
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.

AMENDMENTS 10/17/68 33 F. R. 14403 (Changed); 2/6/69 33 F. R. 18477 (Changed)

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.

Tecumseh, Mich.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Tecumseh, Mich. Airport (latitude 42°01'30" N., longitude 83°56'20" W.).

Terre Haute, Ind.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Hulman Field (latitude 39°27'00" N., longitude 87°18'40" W.); within 5 miles southeast and 9 miles northwest of the Terre Haute VORTAC 051° radial, extending from the VORTAC to 13 miles northeast of the VORTAC; and within 7 miles southeast and 8 miles northwest of the Terre Haute VORTAC 230° radial, extending from the VORTAC to 23 miles southwest of the VORTAC.

AMENDMENTS 2/6/69 33 F. R. 18929 (Rewritten)

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.), that airspace S of The Dalles, extending from a line 2 miles E clockwise to a line 2 miles NW of The Dalles VORTAC (latitude 45°42'50" N., longitude 121°05'59" W.) 187° and 207° radials respectively, extending from the 5-mile radius area to the arc of an 11.5-mile radius circle centered on The Dalles Municipal Airport; that airspace extending upward from 1,200 feet above the surface within 8 miles N and 6 miles S of The Dalles VORTAC 281° and 101° radials, extending from 7 miles W to 14 miles E of the VORTAC; within 5 miles N of The Dalles VORTAC 101° radial, extending from 14 miles E to 23 miles E of the VORTAC, and that airspace within a 23-mile radius of The Dalles VORTAC, extending clockwise from the 101° radial to the 272° radial, excluding the airspace within the Portland, Oreg., transition area.

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.

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.).

Tobe, Colo.
That airspace north of Tobe, Colo., VORTAC, extending upward from 8,500 feet MSL, bounded on the north by V-210, on the southeast by V-263, and on the west by V-19E, excluding the airspace within Federal airways.

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 6-mile radius of David Wayne Hooks Memorial Airport (latitude 30°03'44" N., longitude 95°33'10" W.); and within 2 miles each side of the 356° bearing from the David Hooks RBN (latitude 30°07'23" N., longitude 95°33'35" W.), extending from the 6-mile radius area to 8 miles north 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.

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.

Traverse City, Mich.

That airspace extending upward from 700 feet above the surface within a 15-mile radius of the Traverse City VOR.

Trenton, Mo.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Trenton, Mo. Municipal Airport (latitude 40°05'00" N., longitude 93°35'25" W.) and within 2 miles each side of the 172° bearing from Trenton Municipal Airport, extending from the 5-mile radius area to 8 miles south of the airport; and that airspace extending upward from 1,200 feet above the surface within 5 miles west and 8 miles east of the 172° bearing from Trenton Municipal Airport, extending from the airport to 12 miles south of the airport.

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; within the area east of the 30-mile radius circle bounded on the south by V-310, on the east by longitude 81°30'00" W., and on the northwest by V-16; and within the area southeast of the 30-mile radius circle bounded on the west by V-35, on the south by latitude 35°54'00" N., and on the northeast by V-259.

Trinidad, Colo.

That airspace extending upward from 1,200 feet above the surface within 5 miles west and 8 miles east of the 172° and 352° bearings from the Trinidad, Colo. RBN, extending from 7 miles south to 13 miles north of the RBN.

AMENDMENTS 7/25/68 33 F. R. 8480 (Added)

PENDING AMENDMENT
Troy, Ala.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of Troy Municipal Airport (latitude 31°51'40" N., longitude 86°00'45" W.); within 8 miles north and 5 miles south of the ILS localizer west course, extending from the 9-mile radius area to 12 miles west of the OM.

AMENDMENTS 4/3/69 34 F. R. 1522 (Added)

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°56'32" 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.

AMENDMENTS 4/11/68 33 F. R. 5615 (Changed)

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 33 miles east 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.

AMENDMENTS 7/25/68 33 F. R. 7718 (Changed)

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.

Tuscaloosa, Ala.
That airspace extending upward from 700 feet above the surface within an 11-mile radius of Van De Graaff Airport (latitude 33°13'10" N., longitude 87°36'45" W.).
AMENDMENTS 11/14/68 33 F. R. 14285 (Rewritten); Corr: 33 F. R. 15245

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 extending from latitude 32°05'30" N., longitude 95°17'00" W., to latitude 32°27'00" N., longitude 95°42'30" W., to latitude 32°35'30" N., longitude 95°32'30" W., to latitude 32°13'30" N., longitude 95°07'00" 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.

AMENDMENTS 12/12/68 33 F. R. 14861 (Changed)

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.

Unalakleet, Alaska
That airspace extending upward from 700 feet above the surface within 5 miles north and 8 miles south of the Unalakleet RR northwest course, extending from the RR to 17 miles northwest of the RR; and within 8 miles northwest and 5 miles southeast of the Unalakleet VOR 225° radial, extending from the VOR to 17 miles southwest of the VOR; and that airspace extending upward from 1,200 feet above the surface within 7 miles northeast and 8 miles southwest of the RR southeast and northwest courses, extending from 7 miles southeast to 23 miles northwest of the RR.

AMENDMENTS 11/14/68 33 F. R. 12620 (Rewritten)

Union City, Tenn.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Everett-Stewart Airport (latitude 36°22'50" N., longitude 88°59'15" W.); within 2 miles each side of the Dyersburg VORTAC 037° radial, extending from the 5-mile radius area to 25 miles northeast of the VORTAC; within 2 miles each side of the 347° and 186° bearings from the Union City RBN (latitude 36°23'06" N., longitude 88°58'50" W.), extending from the 5-mile radius area to 8 miles north and 8 miles south of the RBN; and that airspace extending upward from 1,200 feet above the surface within 8 miles west and 5 miles east of the 347° and 186° bearings from the Union City RBN, extending from 12 miles north to 12 miles south of the RBN, excluding the portion that coincides with the Dyersburg, Tenn., transition area.

AMENDMENTS 4/25/68 33 F. R. 4095 (Added); 11/14/68 33 F. R. 14284 (Rewritten)

Upolu Point, Hawaii
That airspace extending upward from 1,200 feet above the surface bounded on the north by V-15, on the east by V-6, on the south by V-2, and on the west by V-11; that airspace bounded on the northeast by V-16, on the southeast by V-11, and on the southwest by V-5; and that airspace bounded on the north by a line 4 nmi north of and parallel to the Lanai VOR 110° radial, on the east by V-11, and the south by V-2.

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 306° 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 12/12/68 33 F. R. 15860 (Changed)

Uvalde, Tex.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Garner Field (latitude 29°12'54" N., longitude 99°44'30" W.) and within 2 miles each side of the 171° bearing from the Uvalde RBN (latitude 29°13'06" N., longitude 99°44'29" W.) extending from the 5-mile radius area to 8 miles south of the RBN;
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 30°10'40" N., longitude 99°18'40" W., thence west along latitude 30°10'40" N. to the arc of a 60-mile radius circle centered at latitude 29°21'35" N., longitude 100°46'35" W. to latitude 30°00'00" N., longitude 100°30'00" W., thence south along longitude 100°30'00" W. to and clockwise along the arc of a 35-mile radius circle centered at latitude 29°21'35" N., longitude 100°46'35" W. to the United States-Mexico border, thence southeast along the United States-Mexico border to latitude 28°20'00" N. to latitude 28°32'00" N., longitude 99°58'00" W. to latitude 28°32'00" N., longitude 99°28'00" W., thence to point of beginning.

AMENDMENTS 11/14/68 33 F. R. 14402 (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-35/159, 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 NAS Albany (latitude 31°35'55" N., longitude 84°05'39" W.).

AMENDMENTS 2/21/68 33 F. R. 4171 (Changed)

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. This transition area 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.

Valparaiso, Ind.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Porter County Airport (latitude 41°27'10" N., longitude 87°00'20" W.) and within 2 miles each side of the 077° bearing from Porter County Airport extending from the 5-mile radius area to 8 miles east of the airport.

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.); and within a 14-mile radius of the Vandalia VORTAC; and that airspace extending upward from 3,000 MSL within an area bounded on the W by V-191, on the E by V-313 and on the S by the arc of a 14-mile radius circle centered on the Vandalia VORTAC.

Vandenberg AFB, Calif.

That airspace extending upward from 700 feet above the surface within 2 miles each side of the Vandenberg AFB ILS localizer southeast course, extending from 2.5 miles northwest to 1 mile southeast of the OM.

AMENDMENTS 2/29/68 33 F. R. 531 (Added)

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.

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.

AMENDMENTS 3/28/68 33 F. R. 2629 (Changed)

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.

Vidalia, Ga.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Vidalia Municipal Airport (latitude 32°11'45" N., longitude 82°22'15" W.); within 2 miles each side of the 077° bearing from the Vidalia, Ga., RBN (latitude 32°11'48.8" N., longitude 82°22'16.7" W.), extending from the 6-mile radius area to 8 miles east of the RBN, and that airspace extending upward from 1,200 feet above the surface bounded on the north by V-154, on the southeast by V-157, on the southwest by V-267, and on the northwest by V-70.

AMENDMENTS 2/6/69 33 F. R. 18478 (Added); Corr: 34 F. R. 249

Vincennes, Ind.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of O'Neal Airport (latitude 38°41'30" N., longitude 87°33'10" W.); within a 7-mile radius of Lawrenceville-Vincennes Municipal Airport (latitude 38°45'35" N., longitude 87°36'30" W.); within 2 miles each side of the 258° bearing from O'Neal Airport, extending from the 5- and 7-mile radii areas to 8 miles west of O'Neal Airport; and within 2 miles each side of the 356° bearing from Lawrenceville-Vincennes Municipal Airport, extending from the 7-mile radius area to 8 miles north of the Lawrenceville-Vincennes Municipal Airport.

AMENDMENTS 4/25/68 33 F. R. 3056 (Added); 10/17/68 33 F. R. 12137 (Rewritten)

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.

Wabash, Ind.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Wabash Municipal Airport (latitude 40°45'50" N., longitude 85°48'05" W.); and within 2 miles each side of the Kokomo, Ind. VORTAC 040° radial, extending from the 5-mile radius area to 14 miles northeast of the VORTAC, excluding the portion that overlies the Peru, Ind. transition area.

AMENDMENTS 1/9/69 33 F. R. 16331 (Added)

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.

Wake Island
That airspace extending upward from 1,200 feet above the surface within a 100-nmi radius of the Wake Island VORTAC.

Wallace, N. C.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Wallace Municipal Airport (latitude 34°43'05" N., longitude 78°01'20" W.).

AMENDMENTS 12/12/68 33 F. R. 14778 (Added)

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.

Walnut Ridge, Ark.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Walnut Ridge Municipal Airport (latitude 36°07'30" N., longitude 90°55'25" W.), within 2 miles each side of the Walnut Ridge VORTAC 244° radial extending from the 6-mile radius area to 8 miles southwest of the VORTAC; and within 2 miles each side of the Walnut Ridge VORTAC 055° radial extending from the 6-mile radius area to 15 miles northeast of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within 8 miles southeast and 5 miles northwest of the Walnut Ridge VORTAC 244° and 064° radials extending from 13 miles southwest to 7 miles northeast of the VORTAC excluding the portion within the Memphis, Tenn., transition area; within 5 miles each side of the Walnut Ridge VORTAC 020° radial extending from the VORTAC to 23 miles north, within 5 miles each side of the Walnut Ridge VORTAC 235° radial extending from the VORTAC to 23 miles southwest, and within 5 miles southeast, and 8 miles northwest of the Walnut Ridge VORTAC 055° radial extending from the VORTAC to 19 miles northeast.

AMENDMENTS 6/20/68 33 F. R. 6532 (Rewritten)

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°30'00" N., longitude 77°04'00" 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.

AMENDMENTS 6/20/68 33 F. R. 6914 (Changed)

Washington, N. C.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of Washington Warren Field (latitude 35°34'15" N., longitude 77°03'00" W.); within 2 miles each side of the 198° bearing from WITN Commercial Broadcast Station (latitude 35°31'34" N., longitude 77°04'31" W.), extending from the 8-mile radius area to 8 miles southwest of WITN Commercial Broadcast Station.

AMENDMENTS 7/22/68 33 F. R. 11002 (Changed)

Waterloo, Iowa

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Waterloo Municipal Airport (latitude 42°33'20" N., longitude 92°24'00" W.); within 2 miles each side of the Waterloo ILS localizer northwest course, extending from the 7-mile radius area to 10 miles northwest of the OM; within 5 miles west and 8 miles east of the Waterloo VORTAC 200° radial, extending from the VORTAC to 12 miles south of the VORTAC; and within the arc of a 16-mile radius circle centered on the Waterloo VORTAC, extending clockwise from the Waterloo VORTAC 353° radial to the Waterloo VORTAC 134° radial; that airspace extending upward from 1,200 feet above the surface within the arc of a 29-mile radius circle centered on the Waterloo VORTAC; extending clockwise from a line 8 miles north of and parallel to the Waterloo VORTAC 096° radial to a line 8 miles east of and parallel to the Waterloo VORTAC 353° radial; and that airspace extending upward from 3,500 feet MSL bounded on the southeast by V-161W, on the west by V-13E, on the north by V-100 and on the east by the arc of a 29-mile radius circle centered on the Waterloo VORTAC.

AMENDMENTS 5/23/68 33 F. R. 4796 (Rewritten)

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 upward from 700 feet above the surface within a 10-mile radius of Watertown Municipal Airport (latitude 44°54'35" N., longitude 97°09'30" W.); and within 5 miles east and 8 miles west of the Watertown VORTAC 006° radial, extending from the 10-mile radius area to 12 miles north of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within a 15-mile radius of Watertown VORTAC extending from the Watertown VORTAC 238° radial clockwise to the Watertown VORTAC 086° radial; within a 24-mile radius of the Watertown VORTAC, extending from the Watertown VORTAC 086° radial clockwise to the Watertown VORTAC 238° radial; within 5 miles northeast and 8 miles southwest of the Watertown VORTAC 297° radial, extending from the 15-mile radius area to 30 miles northwest of the VORTAC; and within 8 miles west and 5 miles east of the Watertown VORTAC 006° radial, extending from the 15-mile radius area to 39 miles north of the VORTAC.

AMENDMENTS 11/14/68 33 F. R. 12962 (Rewritten)

Waterville, Maine
That airspace extending upward from 700 feet above the surface within a 5 mile radius of the center (44°32'10" N., 69°40'30" W.) of Robert LaFleur Airport, Waterville, Maine; within 2 miles each side of a 211° bearing from Waterville RBN (44°30'26" N., 69°41'48" W.) extending from the 5 mile radius area to 8 miles SW of the RBN and within 2 miles each side of the Augusta, Maine, VOR 022° radial extending from the 5-mile radius area to 9 miles north of the VOR excluding the portion that coincides with the Augusta, Maine, 700-foot floor 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.

Waycross, Ga.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Waycross-Ware County Airport (latitude 31°14'55" N., longitude 82°23'48" W.); within 2 miles each side of the Waycross VORTAC 099° radial, extending from the 8-mile radius area to the VORTAC. The portion within a 1½-mile radius of Bivins Airport (latitude 31°11'06" N., longitude 82°16'25" W.) is excluded.

'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.

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.

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.

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.

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 Helena, Ark.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Thompson-Robbins Airport (latitude 34°34'16" N., longitude 90°40'33" W.); and within 2 miles each side of the 350° bearing from the Thompson-Robbins RBN (latitude 34°35'00" N., longitude 90°40'00" W.) extending from the 5-mile radius area to 8 miles north of the RBN.

AMENDMENTS 6/20/68 33 F. R. 5951 (Added)

Westminster, Md.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center 39°36'10" N., 77°00'05" W. of Westminster Airport, Westminster, Md., and within 2 miles each side of the Westminster VOR 350° radial extending from the 6-mile radius area to the VOR. This transition area is effective from sunrise to sunset, daily.

AMENDMENTS 1/9/69 33 F. R. 16557 (Added)

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.

West Virginia
That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 39°50'00" N., longitude 77°30'00" W.; to latitude 39°16'00" N., longitude 77°30'00" W.; to latitude 39°05'26" N., longitude 78°12'02" W.; to latitude 38°51'15" N., longitude 78°12'21" W.; to latitude 38°43'00" N., longitude 78°12'00" W.; to latitude 38°43'00" N., longitude 78°58'00" W.; to latitude 38°00'00" N., longitude 79°30'00" W.; to latitude 37°00'00" N., longitude 79°30'00" W.; to latitude 37°00'00" N., longitude 80°25'10" W.; thence counterclockwise via a 15 NM arc centered at Pulaski VOR (latitude 37°05'15" N., longitude 80°42'47" W.) to latitude 37°19'25" N., longitude 80°49'10" W.; to latitude 37°10'00" N., longitude 80°51'30" W.; to latitude 37°05'00" N., longitude 82°10'00" W.; to latitude 38°02'00" N., longitude 82°15'00" W.; to latitude 38°00'00" N., longitude 82°55'00" W.; to latitude 38°45'00" N., longitude 83°30'00" W.; to latitude 39°00'00" N., longitude 83°00'00" W.; to latitude 39°00'00" N., longitude 81°43'40" W.; to latitude 39°40'00" N., longitude 81°47'00" W.; to latitude 39°40'00" N., longitude 81°30'00" W.; to latitude 39°43'00" N., longitude 81°13'00" W.; to latitude 39°53'15" N., longitude 81°03'15" W.; thence counterclockwise via a 60-mile radius arc centered on the Imperial VORTAC to latitude 39°42'00" N., longitude 80°38'30" W.; to latitude 39°59'00" N., longitude 80°29'00" W.; thence counterclockwise via a 37-mile radius arc centered on the Imperial VORTAC to latitude 40°02'00" N., longitude 79°51'30" W.; to latitude 39°25'00" N., longitude 79°20'00" W.; to latitude 39°25'00" N., longitude 78°58'00" W.; to latitude 39°30'00" N., longitude 78°58'00" W.; to latitude 39°30'00" N., longitude 78°30'00" W.; to latitude 39°50'00" N., longitude 77°47'00" W.; thence to point of beginning.

AMENDMENTS 7/25/68 33 F. R. 8433 (Added)

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 W edge of V-440, 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.

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 Wichita Municipal Airport (latitude 37°39'10" N., longitude 97°25'45" W.); within 5 miles east and 8 miles west of the Wichita Municipal Airport ILS localizer south course, extending from the 8-mile radius area to 12 miles south of the OM; within an 8-mile radius of McConnell AFB (latitude 37°37'25" N., longitude 97°16'00" W.); within 2 miles each side of the McConnell AFB ILS localizer south course extending from the 8-mile radius area to 8 miles south of the OM; within a 5-mile radius of Augusta, Kans., Municipal Airport (latitude 37°40'20" N., longitude 97°04'40" W.); within 2 miles each side of the 009° and 189° bearings from Augusta Municipal Airport, extending from the 5-mile radius area to 6 miles north and south of the airport; within a 5-mile radius of Piper Airpark (latitude 37°44'55" N., longitude 97°13'20" W.); and within 2 miles each side of the 344° bearing from Piper Airpark, extending from the 5-mile radius area to 6 miles north of the airport; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at the INT of the north boundary of V-516 and longitude 96°29'00" W., thence extending northwest to the INT of a line 10 miles southeast of and parallel to the Emporia, Kans., VORTAC 209° radial and latitude 37°10'00" N., thence northeast along a line 10 miles southeast of and parallel to the Emporia VORTAC 209° radial to the Emporia VORTAC 134° radial, thence northwest along the Emporia VORTAC 134° and 314° radials to, and west along the north boundary of V-10 to, and northeast along the west boundary of V-77 to, and southwest along the southeast boundary of V-280 to, and east along the north boundary of V-10 to longitude 97°15'00" W., thence southwest to latitude 38°00'30" N., longitude 97°28'00" W., thence southwest to the INT of the northwest boundary of V-12N and longitude 97°56'25" W., thence southwest along the northwest boundary of V-12N to, and south along the west boundary of V-125 to, and southeast along the southwest boundary of V-74 to the Ponca City, Okla., VORTAC 217° radial, thence northeast along the Ponca City VORTAC 217° and 047° radials to, and northeast along the northwest 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 north boundary of V-516 and longitude 96°29'00" W., thence northwest to the INT of a line 10 miles southeast of and parallel to the Emporia, Kans., VORTAC 209° radial and latitude 37°10'00" N., thence northeast along a line 10 miles southeast of and parallel to the Emporia VORTAC 209° radial to, and southeast along the southwest boundary of V-132 to, and southeast along a line 12 miles southwest of and parallel to the Chanute, Kans., VOR 334° and 154° radials to, and south along the west boundary of V-131 to, and southwest along the northwest boundary of V-516 to the point of beginning, excluding the portions which overlie the Ponca City, Okla., and Emporia, Kans., transition areas.

AMENDMENTS 4/25/68 33 F. R. 4509 (Rewritten)

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.

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.

AMENDMENTS 12/12/68 33 F. R. 15704 (Changed)

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 9½-mile radius of Sloulin International Airport (latitude 48°10'35" N., longitude 103°33'10" W.); and within 2 miles each side of the Williston VOR 316° radial, extending from the 9½-mile radius area to 8 miles northwest of the VOR; and that airspace extending upward from 1,200 feet above the surface within 5 miles northeast and 8 miles southwest of the Williston VOR 136° and 316° radials, extending from the 9½-mile radius area to 12 miles northwest of the VOR; and within 5 miles southwest and 8 miles northeast of the 127° bearing from Sloulin International Airport, extending from the 9½-mile radius area to 16 miles southeast of the airport.

AMENDMENTS 3/28/68 33 F. R. 2505 (Rewritten)

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.

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, within a 4-mile radius of the center (39°31'20" N., 75°43'25" W.) of Summit Airpark Airport; and within 2 miles each side of the New Castle, Del., VORTAC 207° radial extending from the Summit Airpark 4-mile radius area to the VORTAC.

Wilmington, N. C.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of New Hanover County Airport (lat. 34° 16' 11" N., long. 77° 54' 14" W.); within 2 miles each side of the Wilmington VORTAC 017° radial, extending from the 8-mile radius area to 8 miles north of the VORTAC; within 2 miles each side of the ILS localizer south course, extending from the 8-mile radius area to 8 miles south of the LOM; within 2 miles each side of the ILS localizer north course extending from the 8-mile radius area to 8 miles north of Wesley Intersection;
and that airspace extending upward from 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-139 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 11/14/68 33 F. R. 14285 (Changed); 2/6/69 33 F. R. 17624 (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.

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.

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.

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.

Winner, S. Dak.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Wiley Field (latitude 43°23'25" N., longitude 99°50'40" W.); and within 2 miles each side of the Winner VOR 212° radial, extending from the 7-mile radius area to the VOR; and that airspace extending upward from 1,200 feet above the surface within 5 miles southeast and 8 miles northwest of the Winner VOR 032° and 212° radials, extending from 5 miles southwest to 12 miles northeast of the VOR; and within 5 miles each side of the Winner VOR 212° radial, extending from 12 to 19 miles southwest of the VOR.
AMENDMENTS 4/25/68 33 F. R. 4368 (Added)

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.

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 an 8-mile radius of Smith Reynolds Airport (latitude 36°08'01.3" N., longitude 80°13'22.1" W.); within 2 miles each side of the Winston-Salem ILS localizer southeast course, extending from the 8-mile radius area to 8 miles southeast of the LOM, excluding the portion that coincides with the Greensboro transition area.
AMENDMENTS 8/22/68 33 F. R. 9254 (Rewritten)

Wisconsin Rapids, Wis.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Alexander Field-South Wood County Airport (latitude 44°21'30" N., longitude 89°50'15" W.); and within 2 miles each side of the 191° bearing from Alexander Field-South Wood County Airport, extending from the 6-mile radius to 8 miles S of the airport; and that airspace extending upward from 1,200 feet above the surface within 7 miles N and 14 miles S of the 101° and 281° bearings from Alexander Field-South Wood County Airport extending from 5 miles W to 9 miles E of the airport, excluding the portion of the 1,200-foot transition area, which overlies the Camp Douglas, Wis. and Wausau, Wis., transition areas.

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 northwest of the airport; and that airspace extending upward from 1,200 feet above the surface within 5 miles northeast and 8 miles southwest of the 314° bearing from Wolf Point Airport, extending from the airport to 14½ miles northwest of the airport; and within 5 miles each side of the 280° bearing from Wolf Point Airport, extending from the airport to the Glasgow, Mont., International Airport (latitude 48°12'50" N., longitude 106°37'10" W.), excluding the Glasgow, Mont., transition area.
AMENDMENTS 12/12/68 33 F. R. 15543 (Rewritten)

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.

Worland, Wyo.
That airspace extending upward from 700 feet above the surface, within 8 miles west and 6 miles east of the Worland 352° and 172° radials, extending from 13 miles north to 7 miles south of the VOR; that airspace extending upward from 1,200 feet above the surface, within a 23-mile radius of Worland VOR.

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.

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 2 miles each side of the Colts Neck VOR 167° radial extending from the Monmouth County Airport 5-mile radius area to the VOR; within a 5-mile radius of the Red Bank
Airport (latitude 40°19'45" N., longitude 74°04'45" W.); within 3 miles north and 5 miles south of the Colts Neck VOR 255° and 075° radials extending from 5 miles east to 10 miles west of the VOR; and within a 5-mile radius of the center, 40°13'05" N., 74°05'30" W., of the Asbury Park-Neptune Airport, Neptune, N. J., and within 2 miles each side of the Colts Neck VOR 151° radial extending from the Asbury Park-Neptune Airport 5-mile radius area to the VOR; 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°12'55" N., longitude 73°19'00" W., to latitude 39°58'40" N., longitude 73°38'35" W., to latitude 39°38'40" N., longitude 74°05'05" W., to latitude 39°31'45" N., longitude 74°15'55" 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; and that airspace extending upward from 2,000 feet above the surface bounded on the northwest by the southeast boundary of V-139, on the northeast by the southwest boundary of Control 1147, and on the south by a line along latitude 39°44'00" N. The airspace within W-107 below 2,000 feet MSL and within Control 1147 is excluded.

AMENDMENTS 7/25/68 33 F. R. 8434 (Changed); 7/25/68 33 F. R. 8591 (Changed)
PENDING AMENDMENT
Insert in the description of the Wrightstown, N. J. 700-foot transition area description following the words "above the surface" the words, "within a 5-mile radius of the center, 40°04'00" N. 74°10'40" W. of Lakewood Airport, Lakewood, N. J.;".
AMENDMENTS 3/6/69 34 F. R. 249 (Changed)

Wurtsboro, N. Y.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center (41°35'50" N., 74°27'35" W.) of Wurtsboro-Sullivan County Airport, Wurtsboro, N. Y.; and within 2 miles each side of the Huguenot, N. Y., VOR 028° radial extending from the 5-mile radius area to the VOR excluding that portion that coincides with the Newburgh, N. Y., Transition Area, effective from sunrise to sunset daily.

Yakataga, Alaska
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Yakataga Airport (latitude 60°04'52" N., longitude 142°29'30" W.); within 2 miles each side of the southwest course of the Yakataga RR, extending from the 5-mile radius area to the INT of the southwest course of the Yakataga RR and the east course of the Hinchinbrook, Alaska, RR; and that airspace extending upward from 1,200 feet above the surface within 5 miles northwest and 8 miles southeast of the Yakataga RR southwest course, extending from 7 miles northeast to 13 miles southwest of the INT of the southwest course of the Yakataga RR and east course of the Hinchinbrook, Alaska, RR; within 5 miles each side of the Yakataga RR southeast course extending from the RR to the INT of the southeast course of Yakataga RR and the west course of the Yakutat, Alaska, RR.

AMENDMENTS 5/23/68 33 F. R. 5450 (Rewritten)

Yakima, Wash.

That airspace extending upward from 700 feet above the surface within 2 miles each side of the Yakima VORTAC 129° T (108° M) and 309° T (288° M) radials, extending from 2 miles NW to 6.5 miles SE of the VORTAC; within 2 miles each side of the Yakima ILS localizer E course, extending from 2.5 miles W to 8 miles E of the LOM; and within 2 miles each side of the Yakima VORTAC 276° T (255° M) radial, extending from the VORTAC to 12 miles W of the VORTAC: 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° T (170° M) radial, extending from 9 miles S to 13 miles N of the INT of the Ellensburg VORTAC 191° T (170° M) and the Yakima VORTAC 305° T (284° M) radials; within 9 miles NE and 6 miles SW of the Yakima VORTAC 129° T (108° M) radials, extending from the VORTAC to 33 miles SE of the VORTAC; that airspace NE and E of Yakima within a 16-mile radius of the Yakima VORTAC, extending clockwise from the E edge of V-25 to the NE edge of V-4, that airspace S of Yakima within a 21-mile radius of the Yakima VORTAC, extending clockwise from the SW edge of V-4 to the NW edge of V-448; and that airspace extending upward from 7,500 feet MSL within 11 miles NW and 16 miles SE of the Yakima VORTAC 242° T (221° M) radial, extending from 8 miles SW to 52 miles SW of the VORTAC.

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 119° radial, extending from the 15-mile radius area to 65 miles southeast of the VORTAC.

AMENDMENTS 5/23/68 33 F. R. 5214 (Rewritten)
AMENDMENTS 10/10/68 33 F. R. 11332 (Rewritten); Eff. date changed 10/17/68 33 FR 14220

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 6-mile radius of Barrier Field (latitude 32°52'30" N., longitude 90°24'25" W.); within 2 miles each side of the 100° bearing from WAZF Commercial Broadcast Station (latitude 32°52'00" N., longitude 90°23'31" W.), extending from the 6-mile radius area to 8 miles east of WAZF Commercial Broadcast Station; within 2 miles each side of the Jackson, Miss. VORTAC 332° radial, extending from the 6-mile radius area to 16 miles northwest of the VORTAC; and that airspace extending upward from 1200 feet above the surface within 5 miles each side of the 280° bearing from WAZF Commercial Broadcast Station, extending from WAZF Commercial Broadcast Station to 13 miles west; and within 8 miles north and 5 miles south of the 100° bearing from WAZF Commercial Broadcast Station, extending from WAZF Commercial Broadcast Station to 12 miles east.

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 north of the VOR.

AMENDMENTS 12/12/68 33 F. R. 15704 (Changed)

PENDING AMENDMENT
Youngstown, Ohio (Lansdowne Airport)
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center 41°07'50" N., 80°37'10" W. of Lansdowne Airport, Youngstown, Ohio, excluding the portion that coincides with the Youngstown, Ohio 700-foot floor transition area. This transition area is effective from sunrise to sunset, daily.

AMENDMENTS 3/6/69 34 F. R. 249 (Added)

Youngstown, Ohio (Youngstown Executive Airport)
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 41°03'34" N., 80°49'48" W., of Youngstown Executive Airport, Youngstown, Ohio; within 2 miles each side of the centerline of Runway 29 extended from the 5-mile radius area to 5 miles west of the end of the runway; within 2 miles each side of the centerline of Runway 11 extended from the 5-mile radius area to 6 miles east of the end of the runway and within 2 miles each side of the 203° radial of the Youngstown, Ohio, VOR extending from the 5-mile radius area to 11 miles southwest of the VOR.

AMENDMENTS 2/1/68 32 F. R. 20705 (Added)

Yuma, Ariz.
That airspace extending upward from 700 feet above the surface, within an 11-mile radius of Yuma MCAS/Yuma International Airport (latitude 32°39'10" N., longitude 114°36'20" W.); within 2 miles each side of the Yuma VORTAC 181° radial, extending from the 11-mile radius
area to 21 miles south of the VORTAC; that airspace extending upward from 1,200 feet above the surface, within 12 miles west and 11 miles east of the Yuma VORTAC 351° radial, extending from the north edge of V-66 to 20 miles north of the VORTAC, within 5 miles north and 8 miles south of the Yuma VORTAC 087° radial, extending from the VORTAC to 14 miles east of the VORTAC, within 11 miles east and 8 miles west of the Yuma VORTAC 180° radial, extending from the VORTAC to the United States/Mexico border; and that airspace northwest of Yuma, extending upward from 4,000 feet MSL, bounded on the north by the arc of an 18-mile radius circle centered on the Blythe, Calif., Airport (latitude 33°37'15" N., longitude 114°43'00" W.), on the east by the west edge of V-135, on the south by the north edge of V-66, and on the northwest and west by lines 5 miles northwest and west of and parallel to the Imperial and Blythe, Calif., VORTAC's, 064° and 187° radials respectively; excluding that 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.

Zionsville, Ind.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Terry Memorial Airport (latitude 40°02'05" N., longitude 86°15'00" W.).

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 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 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.

That airspace within the continental control area from 18,000 feet MSL up to FL 240 bounded by a line beginning at latitude 37°18'15" N., longitude 80°44'45" W.; thence to latitude 37°16'00" N., longitude 80°53'00" W.; thence to latitude 37°11'30" N., longitude 81°09'00" W.; thence to latitude 36°34'00" N., longitude 84°01'00" W.; thence to latitude 36°30'00" N., longitude 84°45'00" W.; thence to latitude 36°12'30" N, longitude 85°10'30" W.; thence to latitude 36°11'00" N., longitude 85°24'00" W.; thence to latitude 36°54'00" N., longitude 85°35'00" W.; thence to latitude 37°18'00" N., longitude 86°09'00" W.; thence to latitude 37°16'30" N., longitude 87°23'50" W.; thence to latitude 37°43'30" N., longitude 88°19'00" W.; thence to latitude 37°32'00" N., longitude 88°50'00" W.; thence to latitude 37°09'00" N., longitude 90°34'00" W.; thence to latitude 36°26'00" N., longitude 94°41'00" W.; thence to latitude 36°55'00" N., longitude 95°05'00" W.; thence to latitude 36°42'00" N., longitude 95°53'00" W.; thence to latitude 38°04'00" N., longitude 96°00'00" W.; thence to latitude 38°22'00" N., longitude 96°22'00" W.; thence to latitude 38°22'00" N., longitude 98°24'00" W.; thence to latitude 38°47'00" N., longitude 99°04'00" W.; thence to latitude 39°23'00" N., longitude 99°04'00" W.; thence to latitude 42°08'15" N., longitude 99°01'15" W.; thence to latitude 42°20'00" N., longitude 98°34'00" W.; thence to latitude 43°16'30" N., longitude 97°01'45" W.; thence to latitude 43°00'00" N., longitude 96°43'00" W.; thence to latitude 43°04'30" N., longitude 95°37'00" W.; thence to latitude 45°54'00" N., longitude 95°29'00" W.; thence to latitude 46°17'45" N., longitude 93°50'00" W.; thence to latitude 44°57'45" N., longitude 90°01'30" W.; thence to latitude 45°34'30" N., longitude 89°18'00" W.; thence to latitude 45°10'00" N., longitude 88°35'30" W.; thence to latitude 44°50'00" N., longitude 88°00'00" W.; thence to latitude 44°04'00" N., longitude 85°00'00" W.; thence to latitude 43°52'00" N., longitude 84°10'00" W.; thence to latitude 43°52'00" N., longitude 82°11'20" W.; thence along the United States/Canadian border to latitude 44°48'00" N., longitude 66°53'00" W.; thence via a line 3 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 38°00'00" N., longitude 75°11'00" W.; thence to latitude 38°13'30" N., longitude 75°41'00" W.; thence to latitude 38°20'30" N., longitude 75°36'40" W.; thence to latitude 38°53'40" N., longitude 75°51'20" W.; thence to latitude 38°26'20" N., longitude 77°03'15" W.; thence to latitude 37°01'00" N., longitude 77°55'00" W.; thence to latitude 36°19'00" N., longitude 79°16'00" W.; thence to latitude 37°00'00" N., longitude 80°25'10" W.; thence to latitude 37°12'15" N., longitude 80°25'45" W.; thence to the point of beginning.

AMENDMENTS 4/25/68 33 F. R. 4171 (Changed)

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.
Anton Chico, N. Mex.
Appleton, Ohio
Ardmore, Okla.
Asheville, N. C.
Atlanta, Ga.
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.
Bay Point, INT: INT Oakland, Calif., 039°, Napa, Calif., 117° radials.
Beatty, Nev.
Beaumont, Tex.
Bellingham, Wash.
Bemidji, Minn. 4/25/68 33 F. R. 4367 (Added)
Berlin, N. H. 12/12/68 33 F. R. 15989 (Added)
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.
Bonneville, Utah
Boston, Mass.
Boulder City, Nev. 6/18/68 33 F. R. 9334 (Changed)
Bowling Green, Ky.
Boysen Reservoir, Wyo.
Bozeman, Mont.
Bradford, Ill.
Brainerd, Minn. 4/25/68 33 F. R. 4367 (Added)
Bridgeport, Tex.
Britton, Tex.
Brooke, Va.
Brookley, Ala.
Brookwood, Ala.
Brownsville, Tex.
Brunswick, Ga.
Bryce Canyon, Utah
Buckeye, Ariz.
Buffalo, N. Y.
Burley, Idaho
Burlington, Iowa
Burlington, Vt.

Butler, Mo.
Cape Girardeau, Mo.
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, Mo.
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.
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.
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 Kessel, W. Va. 039°, Martinsburg, W. Va., 297° radials.
AMENDMENTS 11/14/68 33 F. R. 12775 (Rewritten)

Florence, S. C.
Fort Bridger, Wyo.
Fort Dodge, Iowa 4/25/68 33 F. R. 4367 (Added)
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. 4/25/68 33 F. R. 4367 (Added)
Grand Rapids, Minn.
Grantsburg, Wis.
Grantsville, Md.
Great Falls, Mont.
Green Bay, Wis.
Greensboro, N. C.
Greenville, Fla.
Greenwood, Miss.
Greenwood, S. C.
Gregg 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
Harrisburg, Pa.
Harrison, Ark.
Hartford, Conn.
Hattiesburg, Miss.
Hayes Center, Nebr.
Hazen, Nev.
Hector, Calif.
Helena, Mont.
Herndon, Va.

PENDING AMENDMENT
Hays, Kansas. 5/29/69 34 F. R. 1721 (Added)

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.
Ilwaco INT: INT Astoria, Oreg., 309° and Hoquiam, Wash., 182° radials. 12/12/68 33 F. R. 15245 (Added)
Imperial, Calif.
Indianapolis, Ind.
International Falls, Minn. 4/25/68 33 F. R. 4367 (Added)
Jacks Creek, Tenn.
Jackson, Mich.
Jackson, Miss.
Jacksonville, Fla.
Jamestown, N. Dak.
Janesville, Wis.
Joliet, Ill.
Julian, Calif.
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 Henry, Pa.
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.
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.
Martinsburg, W. Va.
Massena, N. Y.
Mason City, Iowa
McAlester, Okla.
McCall, Idaho
McComb, Miss.
McCook, Nebr.
Medford, Oreg.
Medicine Bow, Wyo.
Memphis, Tenn.
Meridian, Miss.
Miami, Fla.
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.
Modena, Pa. 5/23/68 33 F. R. 5214 (Added)
Moline, Ill.
Monroe, La.
Monroeville, Ala.
Montebello, Va.
Montgomery, Ala.
Mormon Mesa, Nev.
Morgantown, W. Va.
Mullan Pass, Idaho
Muncie, Ind.
Muscle Shoals, Ala.
Muskegon, Mich.
Myrtle Beach, S. C.
Nabb, Ind.
Nantucket, Mass.
Naperville, Ill.
Nashville, Tenn.
Needles, Calif.
Neola, Iowa
Neosho, Mo.
Newcombe, Ky. 3/28/68 33 F. R. 1070 (Added)
Newman, Tex.
New Orleans, La.
Newport, Oreg.
Nodine, Minn.
Norris INT: INT Modena, Pa., 250°, Lancaster, Pa., 178° radials.
North Bend, Oreg.
Northbrook, Ill.
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.
Oswego, Kans.
Ottumwa, Iowa 2/1/68 32 F. R. 17576 (Added)
Paducah, Ky.
Pahokee, Fla.
Palacios, Tex.
Palm Beach, Fla.

Palmdale, Calif.
Palm Springs, Calif.
Parker, Calif.
Parkersburg, W. Va.
Paso Robles, Calif.
Patuxent, Md.
Pawling, N. Y.
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.
Pontiac, Ill. 4/25/68 33 F. R. 4367 (Added)
Porterville, Calif.
Portland, Fla., RBN 9/19/68 33 F. R. 14220 (Added)
Portland, Oreg.
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.
Roberts, Ill.
Rochester, Minn.
Rochester, N. Y.
Rockford, Ill.
Rock Springs, Wyo.
Rocky Mount, N. C.
Rome, Oreg.
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.
Seal Beach, Calif. 12/12/68 33 F. R. 15544 (Added)
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.
South Bangor INT: INT of Bangor, Maine, RBN 153° bearing and 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.
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.
Tuscola, Tex. 3/26/68 33 F. R. 5215 (Added)
Tuskegee, Ala.
Twenty-Nine Palms, Calif.
Twin Falls, Nev.
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 Point, Ind.
White Cloud, Mich.
Whitehall, Mont.
White Lake, La.
Whitesburg, Ky.
Wichita, Kans.
Wichita Falls, Tex.

Wilkes-Barre, Pa. 10/17/68 33 F. R. 11450 (Added)
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.
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.
Biscayne Bay, Fla.
Blythe, Calif.
Boise, Idaho
Boston, Mass.
Boulder City, Nev. 6/18/68 33 F. R. 9334 (Changed)
Bowling Green, Ky. 8/22/68 33 F. R. 9335 (Added)
Bradford, Ill.
Brownsville, Tex.
Bryce Canyon, Utah
Buffalo, N. Y.
Butler, Mo.
Carleton, Mich. 1/9/69 33 F. R. 17767 (Added)
Casanova, Va. 1/9/69 33 F. R. 17768 (Added)
Charleston, S. C.
Charleston, W. Va.
Cleveland, Ohio
Coaldale, Nev.
Columbia, S. C.
Coyle, N. J.
Crazy Woman, Wyo.
Crestview, Fla.
Croaker INT: INT Norfolk, Va., 088° and Sea Isle, N. J., 146° radials. 2/6/69 33 F. R. 17766 (Added)
Croaker DME INT: Norfolk, Va., VORTAC 088° radial, 154 nautical miles from Norfolk VORTAC.
AMENDMENTS 2/6/69 33 F. R. 17766 (Added)
Davey INT: INT Yarmouth, Nova Scotia, 230° and Bangor, Maine 152° radials.
Daytona Beach, Fla.
Denver, Colo.
Des Moines, Iowa
Dickinson, N. Dak.
Dove Creek, Colo. 7/25/68 33 F. R. 6710 (Added)
Dubois, Idaho
Duluth, Minn.
Dupree, S. Dak.
El Paso, Tex.
Evansville, Ind.
Falmouth, Ky. 1/9/69 33 F. R. 17767 (Added)
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.	
Goodland, Kans.	7/25/68 33 F. R. 6710 (Added)
Gordonsville, Va.	
Grand Junction, Colo.	
Great Falls, Mont.	
Greater Southwest, Tex.	
Green Bay, Wis.	
Greensboro, N. C.	
Greenwood, Miss.	
Hancock, N. Y.	1/9/69 33 F. R. 17767 (Added)
Hector, Calif.	
Herndon, Va.	1/9/69 33 F. R. 17768 (Revoked)
Hill City, Kans.	
Houston, Tex.	
Indianapolis, Ind.	
Iowa City, Iowa	7/25/68 33 F. R. 6710 (Added)
Jackson, Miss.	
Jacksonville, Fla.	
Jamestown, N. Y.	1/9/69 33 F. R. 17767 (Added)
Joliet, Ill.	
Kansas City, Mo.	
Kennedy, N. Y.	
Kev West, Fla.	
Knoxville, Tenn.	
Lake Charles, La.	
Lakeview, Oreg.	
Laredo, Tex.	
Las Vegas, N. Mex.	
Lewistown, Mont.	
Lincoln, Nebr.	7/25/68 33 F. R. 6710 (Added)
Little Rock, Ark.	
Los Angeles, Calif.	
Louisville, Ky.	
Lufkin, Tex.	
Malad City, Idaho	
Mason City, Iowa	
Meeker, Colo.	
Messena, N. Y.	
McCall, Idaho	
McComb, Miss.	
Medford, Oreg.	
Memphis, Tenn.	
Meridian, Miss.	
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.	
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.	
Putnam, Conn.	1/9/69 33 F. R. 17767 (Added)
Raleigh-Durham, N. C.	
Ramey AFB, P. R., RBN	
Rapid City, S. Dak.	
Red Bluff, Calif.	
Reno, Nev.	
Richmond, Va.	
Robbinsville, N. J.	1/9/69 33 F. R. 17768 (Added)
Rock Springs, Wyo.	
Rome, Oreg.	
Roswell, N. Mex.	
Rosewood, Ohio	1/9/69 33 F. R. 17767 (Added)
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.	
Sioux Falls, S. Dak.	
Spartanburg, S. C.	
Spokane, Wash.	
Springfield, Mo.	
Stockton, Calif.	
Syracuse, N. Y.	
Tallahassee, Fla.	
Texarkana, Ark.	
Tuba City, Ariz.	
Tucson, Ariz.	
Tulsa, Okla.	
Tuna DME INT: Kennedy, N. Y., VORTAC 143° radial, 128 nautical miles from Kennedy VORTAC.	
Vero Beach, Fla.	
Waco, Tex.	
Walnut Ridge, Ark.	
Westminster, Md.	
Whitehall, Mont.	
Wichita, Kans.	
Wilmington, N. C.	
Wilson, Nev.	
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.

Crab INT: INT Sarasota, Fla., 286°, Tallahassee, Fla., 187° radials.

Crab INT: INT 188° bearing Tallahassee, Fla., RBN, 284° bearing Egmont Key, Fla., RBN.

Croaker INT: INT of 073° bearing Weeksville, N. C., RBN, and the west boundary of New York Oceanic Control Area at latitude 36° 57' 30" N., longitude 73° 00' 00" W.

AMENDMENTS 2/6/69 33 F. R. 17766 (Added)

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.

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.

Gulfstream INT: INT 216° bearing Bimini, Bahamas, RBN, 145° bearing Portland, Fla., RBN.
AMENDMENTS 9/19/68 33 F. R. 14220 (Changed)

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.).

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.

Shad INT: INT of Sea Isle, N. J., 134° and Norfolk, Va., 071° radials. 7/25/68 33 F. R. 8434 (Added).

Shad DME INT: Sea Isle, N. J., VORTAC 134° radial, 118 nautical miles from Sea Isle VORTAC.
AMENDMENTS 7/25/68 33 F. R. 8434 (Added)

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
Aniak, Alaska, RBN
Annette Island, Alaska
Annette Island, Alaska, RR
Bethel, Alaska
Bethel, Alaska, RBN.
Bettles, Alaska
Bettles, Alaska, RR
Big Delta, Alaska
Big Delta, Alaska, RR
Big Lake, Alaska
Big Mountain, Alaska, RBN
Biorka Island, Alaska
Carp INT: INT SW course Sitka, Alaska, RR, centerline Middleton Island-Sandspit route at latitude 55°42' N., longitude 136°36' W. 6/20/68 33 F. R. 6286 (Changed)
Chandalar, Alaska, RBN. 12/12/68 33 F. R. 15860 (Added); Eff. date Ch. 1/9/69 33 F. R. 18135 Eff. date changed 1/20/69 34 F. R. 250
Clam Gulch INT: Homer, Alaska, 294° Kenai, Alaska, 216°, radials.
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
Dixon INT: INT SW course Annette Island, Alaska, RR, NW course Sandspit, British Columbia, Canada, RR. 5/25/67 32 F. R. 4056 (Added)
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, RBN 7/25/68 33 F. R. 7719 (Changed)
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 4/25/68 33 F. R. 4368 (Added)
Gulkana, Alaska, RR
Gustavus, Alaska, RR
Haines, Alaska, RBN
Halibut INT: INT SW course Annette Island, Alaska, RR, centerline Middleton Island-Sandspit route at latitude 54°14' N., longitude 133°40' W. 6/20/68 33 F. R. 6286 (Changed)
Harriet INT: INT Anchorage, Alaska, 236° and Homer, Alaska, 330° radials. 11/14/68 33 F.R. 14405 (Rewritten)
Harriet DME INT: Anchorage, Alaska, 236° radial, 75 nautical miles from Anchorage VORTAC. 11/14/68 33 F. R. 14405 (Added)
Herring INT: INT 248° bearing King Salmon, Alaska, RR, 131° bearing Cape Newenham, Alaska, RBN.
Hinchinbrook, Alaska, RR
Homer, Alaska
Homer, Alaska, RR
Iliamna, Alaska, RBN
Johnstone Point, Alaska
Kenai, Alaska
Kenai, Alaska, RR
King Salmon, Alaska
King Salmon, Alaska, RR
Kodiak, Alaska
Kodiak, Alaska, RR
Kotzebue, Alaska
Kotzebue, Alaska, RBN
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.
McGrath, Alaska
McGrath, Alaska, RR
Middleton Island, Alaska
Middleton Island, Alaska, RBN
Minchumina, Alaska, RR

Moses Point, Alaska
Moses Point, Alaska, RR
Muzon INT: Annette Island, Alaska 236°, and Sandspit, British Columbia, Canada, 331° radials.
Nenabank INT: INT west course Fairbanks, Alaska, RR, northwest course Nenana, Alaska, RR.
Nenana, Alaska
Nenana, Alaska, RR.
Nome, Alaska
Nome, Alaska, RR
Northway, Alaska
Northway, Alaska, RR
Petersburg, Alaska, RR.
Porpoise INT: INT SW course Yakutat, Alaska, RR centerline Middleton Island-Sandspit route at latitude 57°52' N., longitude 141°46' W. 6/20/68 33 F. R. 6286 (Changed)
Port Alexander INT: INT SE course Sitka, Alaska, RR, SW course Petersburg, Alaska, RR.
Prudhoe Bay, Alaska, RBN. 12/12/68 33 F. R. 15860 (Added); Eff. date ch. 1/9/69 33 F. R. 18135 1/20/69 34 F. R. 250
Puntilla Lake, Alaska, RBN
Sagwon, Alaska RBN 12/12/68 33 F. R. 15860 (Added); Eff. date ch. 1/9/69 33 F. R. 18135 1/20/69 34 F. R. 250
Shemya, Alaska, RBN
Shrimp INT: INT SW course Gustavus, Alaska, RR, centerline Middleton Island-Sandspit route at latitude 56°57' N., longitude 139°26' W. 6/20/68 33 F. R. 6286 (Changed)
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.
Summit, Alaska, RR
Talkeetna, Alaska, RBN
Tanana, Alaska
Tanana, Alaska RR
Umiat, Alaska, RBN. 12/12/68 33 F. R. 15860 (Added); Eff. date changed 1/9/69 33 F. R. 18135 1/20/69 34 F. R. 250
Unalakleet, Alaska
Unalakleet, Alaska, RR
Yakobi INT: INT NW course Sitka, Alaska, RR SW course Gustavus, Alaska, RR.
Yakutat, Alaska
Yakutat, Alaska, RR

§ 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
Bethel, Alaska
Big Lake, Alaska
Biorka Island, Alaska.
Carp INT: INT Biorka Island, Alaska, 207° radial and centerline Middleton Island-Sandspit route at latitude 55°42' N., longitude 136°36' W. 6/20/68 33 F. R. 6286 (Changed)
Cold Bay, Alaska, RR
Crab INT: INT 227° bearing King Salmon, RR, 314° bearing Port Heiden, Alaska RBN.
Dillingham, Alaska
Fairbanks, Alaska
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.
Gulkana, Alaska 4/25/68 33 F. R. 4368 (Added)
Harriet INT: INT Anchorage, Alaska, 236° and Homer, Alaska, 330° radials. 11/14/68 33 F.R. 14405 (Added).
Harriet DME INT: Anchorage, Alaska, 236° radial, 75 nautical miles from Anchorage VORTAC. 11/14/68 33 F. R. 14405 (Added)
Herring INT: INT 248° bearing King Salmon, Alaska, RR, 131° bearing Cape Newenham, Alaska, RBN.
Johnstone Point, Alaska

King Fish INT: INT Yakutat, Alaska, 213° radial and Hinchinbrook, Alaska, 118° bearing (lat. 58°45'N., long. 140°35' W.). 2/6/69 33 F. R. 18010 (Added)
King Salmon, Alaska.
Kodiak, Alaska
Kotzebue, Alaska
Marble INT: INT of Kodiak, Alaska, 107° radial and NW boundary Anchorage Oceanic Control Area at latitude 57°28' N., longitude 150°32' W.
McGrath, Alaska.
Middleton Island, Alaska.
Nome, Alaska.
Northway, Alaska
Porpoise INT: INT Yakutat, Alaska, 215° radial and centerline Middleton Island-Sandspit route at latitude 57°52' N., longitude 141°46' W. 6/20/68 33 F. R. 6286 (Changed)
Prudhoe Bay, Alaska, RBN 12/12/68 33 F. R. 15860 (Added); Eff. date changed 1/9/69 33 F. R. 18135; Eff. date changed 1/20/69 34 F. R. 250
Sagwon, Alaska, RBN. 12/12/68 33 F. R. 15860 (Added); Eff. date changed 1/9/69 33 F. R. 18135; Eff. date changed 1/20/69 34 F. R. 250
Shemya, Alaska, RBN.
Sisters Island, Alaska
Unalakleet, Alaska
Yakutat, Alaska.
Yakutat, Alaska, RR.

§ 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.
Clam INT: INT of Upolu Point, Hawaii, 076° radial and the Honolulu FIR/Oceanic CTA at latitude 20°35'N., longitude 154°12' W. 2/29/68 33 F. R. 2765 (Added)
Crater INT: INT of Hilo, Hawaii, 057° radial and the Honolulu FIR/Oceanic CTA at latitude 20°22' N., longitude 153°57' W. 2/29/68 33 F. R. 2765 (Added)
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
Lobster INT: INT of Hilo, Hawaii, 013° radial and the Honolulu FIR/Oceanic CTA at latitude 21°02'N., longitude 154°42' W. 2/29/68 33 F. R. 2765 (Added)
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.
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

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73.3 Special use airspace.
73.5 Bearings; radials; miles.

SUBPART B -- RESTRICTED AREAS

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73.42 Michigan.
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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.
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SUBPART C -- PROHIBITED AREAS

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DESCRIPTIONS OF DESIGNATED PROHIBITED AREAS
73.87 P-56, District of Columbia.

Subpart A -- General

§ 73.1 Applicability.

The airspace that is described in Subpart B and Subpart C of this part is designated as special use airspace. These parts prescribe 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 horizontal 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 subpart, 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.

Subpart C -- Prohibited Areas

§ 73.81 Applicability.

This subpart designates prohibited areas and prescribes limitations on the operation of aircraft therein.

§ 73.83 Restrictions.

No person may operate an aircraft within a prohibited area unless authorization has been granted by the using agency.

§ 73.85 Using agency.

For the purpose of this subpart, the using agency is the agency, organization or military command that established the requirements for the prohibited area.

Note: Sections 73.87 through 73.99 are reserved for descriptions of designated prohibited areas.

§ 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.

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 Administration, Atlanta ARTC Center.
Using agency: Commanding Officer, Fort McClellan, Ala.

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 Administration, 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 Administration, 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, excluding that airspace within R-2202B.
Designated altitudes. Surface to unlimited.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, 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°07'30" N., longitude 146°27'30" W.; to latitude 64°02'30" N., longitude 146°11'30" W.; to latitude 63°53'00" N., longitude 146°24'30" W.; to latitude 63°57'00" N., longitude 146°41'00" W.; to point of beginning.
Designated altitudes. Surface to 5,000 feet MSL.
Time of designation. Continuous.
Using agency. President, U. S. Army Arctic Test Board, Fort Greely, Alaska

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: Daily, Monday through Friday, other times as activated by NOTAM issued by the using agency at least 24 hours in advance.
Controlling agency: FAA, Anchorage Approach Control.
Using agency. Commanding General, U. S. Army Alaska, Fort Richardson, Alaska.

AMENDMENTS 5/1/68 33 F. R. 6917 (Changed)

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: Daily, Monday through Friday, other times as activated by NOTAM issued by the using agency at least 24 hours in advance.
Controlling agency: FAA, Anchorage Approach Control.
Using agency. Commanding General, U. S. Army Alaska, Fort Richardson, Alaska.

AMENDMENTS 5/1/68 33 F. R. 6917 (Changed)

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 Administration, Fairbanks ARTC Center.
Using agency. Commanding General, U. S. Army Alaska, Fort Richardson, Alaska.

R-2206 Clear, Alaska

Boundaries: Beginning at latitude 64°19'46" N., longitude 149°10'08" W.; to latitude 64°19'46" N., longitude 149°15'33" W.; to latitude 64°16'19" N., longitude 149°15'33" W.; to latitude 64°16'19" N., longitude 149°10'05" W ; thence north, 100 feet west of and parallel to the Alaskan railroad to the point of beginning.

Designated altitudes: Surface to 5,000 feet MSL.

Time of designation: Continuous.

Using agency: Commander 13th Missile Warning Squadron, Clear, Alaska.

§ 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 Administration, 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 Administration, 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 Administration, 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 2400 local time, Monday through Friday.

Controlling agency. Federal Aviation Administration, Albuquerque Center.

Using agency. Commander, Luke AFB, Arizona.

AMENDMENTS 7/5/68 33 F. R. 10204 (Changed)

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 Administration, Albuquerque Center.
Using agency. Commander, Luke AFB, Ariz.

R-2306A Yuma West, Ariz.

Boundaries: Beginning at 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 latitude 33°15'00" N., longitude 114°15'00" W.; thence south along Highway 95 to latitude 33°00'00" N., longitude 114°17'20" W.; to point of beginning.
Designated altitudes: Surface to 80,000 feet MSL.
Time of designation: Continuous.
Controlling agency: Federal Aviation Administration, Los Angeles Air Route Traffic Control Center.
Using agency: Commanding officer, Yuma Proving Ground, Yuma, Ariz.

AMENDMENTS 3/28/68 33 F. R. 2991 (Rewritten)

R-2306B Yuma West, Ariz.

Boundaries: Beginning at latitude 33°28'00" N., longitude 114°13'00" W.; thence south along 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 point of beginning.
Designated altitudes: Surface to 80,000 feet MSL.
Time of designation: Continuous.
Controlling agency: Federal Aviation Administration, Los Angeles Air Route Traffic Control Center.
Using agency: Commanding Officer, Yuma Proving Ground, Yuma, Ariz.

AMENDMENTS 3/28/68 33 F. R. 2991 (Rewritten)

R-2306C Yuma West, Ariz.

Boundaries: Beginning at latitude 33°15'00" N., longitude 114°34'37" W.; to latitude 33°23'00" N., longitude 114°34'37" W.; to latitude 33°26'00" N., longitude 114°30'00" W.; to latitude 33°15'00" N., longitude 114°30' 00" W.; to point of beginning.
Designated altitudes: Surface to 17,000 feet MSL.
Time of designation: Continuous.
Controlling agency: Federal Aviation Administration, Los Angeles Air Route Traffic Control Center.
Using agency: Commanding Officer, Yuma Proving Ground, Yuma, Ariz.

AMENDMENTS 3/28/68 33 F. R. 2991 (Added)

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 Administration, 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°17'30" N., longitude 113°39'04" W.; to latitude 33°17'30" N., longitude 113°45'00" W.; to latitude 33°02'00" N., longitude 113°45'00" 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 Highway 95 to point of beginning.
Designated altitudes: 1,500 feet AGL to 80,000 feet MSL.
Time of designation: Continuous.
Controlling agency: Federal Aviation Administration, Los Angeles Air Route Traffic Control Center.
Using agency: Commanding Officer, Yuma Proving Ground, Yuma, Ariz.

AMENDMENTS 3/28/68 33 F. R. 2991 (Rewritten)

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.
Designated altitudes: Surface to 80,000 feet MSL.
Time of designation: Continuous.
Controlling agency: Federal Aviation Administration, Los Angeles Air Route Traffic Control Center.
Using agency: Commanding Officer, Yuma Proving Ground, Yuma, Ariz.

AMENDMENTS 3/28/68 33 F. R. 2991 (Rewritten)

§ 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 Administration, Memphis ARTC Center.
Using agency. Commanding General, Fort Chaffee, Ark.

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 Administration, Memphis ARTC Center.
Using agency. Commanding General, Fort Chaffee, Ark.

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 Administration, Little Rock Approach Control.
Using agency. Adjutant General, State of Arkansas, Little Rock, Arkansas.

§ 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 Administration, 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 Administration, 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 Administration, 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 Administration, 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 Administration, 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 Administration, 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 Administration, 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 Administration, 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 Administration, Los Angeles ARTC Center.

Using agency. Commanding Officer, U. S. Marine Corps Air Station, Yuma, Ariz.

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 Administration, 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 Administration, Los Angeles ARTC Center.

R-2513 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 Ft. 240.

Time of designation. Continuous.

Controlling agency. FAA, Oakland ARTC Center.

Using agency. Commanding General, Fort Ord, Calif.

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 Administration, 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 2000 local time.

Using Agency. Officer in Charge, Fleet Air Control and Surveillance Facility, San Diego, Calif.

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 Administration, 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 Administration, 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 4,000 feet MSL sunset to sunrise.

Time of designation: Continuous.

Controlling agency. Federal Aviation Administration, Los Angeles ARTC Center.

Using Agency. Commanding Officer, Naval Air Facility, El Centro, Calif.

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 Administration, 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 Administration, Oakland ARTC Center.
Using agency. Commander, Fleet Air, Alameda, 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 Administration, 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.

R-2533 Oceanside, Calif.

Boundaries: Beginning at latitude 33°27'48" N., longitude 117°33'15" W.; thence to latitude 33°18'20" N., longitude 117°21'48" W.; thence to latitude 33°17'30" N., longitude 117°16'40" W.; thence to latitude 33°13'20" N., longitude 117°29'00" W.; thence 3 nautical miles from and parallel to the shoreline to latitude 33°22'30" N., longitude 117°39'45" W.; thence to the point of beginning.
Designated altitudes: Surface to 2,000 feet MSL.
Time of designation: Continuous.
Controlling agency: FAA, El Toro RATCC.
Using agency: Commanding Officer U.S. Marine Corps Air Station, El Toro, Calif.

AMENDMENTS 7/25/68 33 F. R. 7669 (Added)

§ 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 Administration, Denver ARTC Center.
Using agency. Commanding General, Fort Carson, Colo.

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 Administration, Denver ARTC Center.
Using agency: Commanding General, Fort Carson, Colo.

§ 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: By NOTAM 48 hours in advance during the following periods: June 1 through September 30, 0800-2000 local time, Monday through Friday; October 1 through May 31, 0800-1600 local time, Saturdays and Sundays.
Controlling agency. Federal Aviation Administration, Salisbury, Md., Flight Service Station.
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 altitudes: Surface to 6,000 feet MSL.
Time of designation. Sunrise to sunset.
Controlling agency. Federal Aviation Administration, Miami ARTC Center.
Using agency. Commander, MacDill AFB, Fla.

AMENDMENTS 2/29/68 33 F. R. 627 (Changed); 2/20/68 33 F. R. 3509 (Changed)

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: Surface to 6,000 feet MSL.
Time of designation. Sunrise to sunset.
Controlling agency. Federal Aviation Administration, Miami ARTC Center.
Using agency. Commander, MacDill AFB, Florida.

AMENDMENTS 2/29/68 33 F. R. 627 (Changed); 2/20/68 33 F. R. 3509 (Changed)

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 Administration, 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 Administration, Miami ARTC Center.

Using agency. Commander, MacDill AFB, Fla.

R-2902A Cape Kennedy, Fla.

Boundaries: Beginning at latitude 28°41'40" N., longitude 80°35'00" W.; thence 3 nautical miles from and parallel to the shoreline to latitude 28°24'30" N., longitude 80°30'30" W.; to latitude 28° 24'30" N., longitude 80°41'45" W.; to latitude 28°30'30" N., longitude 80°43'30" W.; to latitude 28°37'35" N., longitude 80°46'50" W.; to latitude 28°38'00" N., longitude 80°47'02" W.; to point of beginning.

Designated altitudes. Unlimited.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, Miami ARTC Center.

Using agency. Commander, Air Force Eastern Test Range, Patrick AFB, Fla.

R-2902B Cape Kennedy, Fla.

Boundaries. Beginning at latitude 28°53'55" N., longitude 80°44'10" W.; thence 3 nautical miles from and parallel to the shoreline to latitude 28°41'40" N., longitude 80°35'00" W.; to latitude 28°38'00" N., longitude 80°47'02" W.; to latitude 28°48'44" N., longitude 80°51'05" W.; to latitude 28°49'41" N., longitude 80°51'02" W.; to latitude 28°52'58" N., longitude 80°47'30" W.; to the point of beginning.

Designated altitudes. Unlimited.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, Miami ARTC Center.

Using agency. Commander, Air Force Eastern Test Range, Patrick AFB, Fla.

R-2903A Jacksonville, 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°59'28" N., longitude 81°41'00" W.; to latitude 29°59'28" 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 latitude 30°15'30" N., longitude 81°50'00" W.; to point of beginning.

Designated altitudes: Surface to and including 10,000 feet MSL.

Time of designation: Continuous.

Controlling agency. Federal Aviation Administration, Jacksonville TRACON.

Using agency: Commander, Fleet Air Jacksonville, NAS Jacksonville, Fla.

R-2903B Stevens Lake, Fla.

Boundaries: Within a 5 nautical mile radius of lat. 29°53'04" N., longitude 81°59'09" W., excluding the airspace bounded by lat. 29°53'45" N., long. 82°04'50" W.; lat. 29°52'35" N., long. 82°02'00" W.; lat. 29°50'27" N., long. 82°00'00" W.; lat. 29°48'30" N., long. 81°57'00" W.; with a southeast extension beginning at lat. 29°52'30" N., long. 81°53'30" W.; to lat. 29°49'00" N., long. 81°46'20" W.; to lat. 29°44'50" N., long. 81°49'05" W.; to lat. 29°48'30" N., long. 81°57'00" W.; counterclockwise along an arc of a circle 5 nautical miles in radius centered at lat. 29°53'04" N., long. 81°59'09" W.; to the point of beginning; and a northeast extension beginning at lat. 29°59'50" N., long. 81°57'40" W.; to lat. 29°56'45" N., long. 81°53'15" W.; to lat. 29°55'30" N., long. 81°54'10" W.; counterclockwise along an arc of a circle 5 nautical miles in radius centered at lat. 29°53'04" N., long. 81°59'09" W.; to lat. 29°58'10" N., long. 81°59'10" W.; to point of beginning.

Designated altitudes: Within the circular area, surface to FL 230; within the southeast extension, surface to 7,000 feet MSL in the area beginning at lat. 29°52'30" N., long. 81°53'30" W.; to lat. 29°51'10" N., long. 81°51'00" W.; to lat. 29°47'00" N., long. 81°53'55" W.; to lat. 29°48'30" N., long. 81°57'00" W.; counterclockwise along an arc of a circle 5 nautical miles in radius centered at lat. 29°53'04" N., long. 81°59'09" W.; to point of beginning. Surface to 5,000 feet MSL in the area beginning at lat. 29°51'10" N., long. 81°51'00" W.; to lat. 29°49'00" N., long. 81°46'20" W.; to lat. 29°44'50" N., long. 81°49'05" W.; to lat. 29°47'00" N., long. 81°53'55" W.; to lat. 29°51'10" N., long. 81°51'00" W.; within the northeast extension, surface to 7,000 feet MSL.

Time of designation: Continuous.

Controlling agency. Federal Aviation Administration, Jacksonville TRACON.

Using agency: Commander, Fleet Air Jacksonville, NAS Jacksonville, Fla.

R-2903C Putnam, Fla.

Boundaries: A circle with a 5 nautical mile radius centered at 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 Administration, Jacksonville TRACON.
Using agency. Commander, Fleet Air Jacksonville, NAS Jacksonville, Fla.

R-2906 Rodman, Fla.

Boundaries: A circle with a 5-nautical-mile radius centered at latitude 29°29'00" N., longitude 81°46'00" W.; excluding the area east of the east bank of the St. Johns River.
Designated altitudes: Surface to 14,000 feet MSL.
Time of designation: Continuous.
Controlling agency: Federal Aviaiton Administration, Jacksonville ARTC Center.
Using agency: Commander, Fleet Air Jacksonville, NAS Jacksonville, Fla.

R-2907 Lake George, Fla.

Subarea A

Boundaries: Beginning at latitude 29°23'00" N., longitude 81°31'10" W.; to latitude 29°12'30" N., longitude 81°30'00" W.; to latitude 29°12'30" N., longitude 81°38'30" W.; to latitude 29°15'05" N., longitude 81°40'00" W.; to latitude 29°20'30" N., longitude 81°40'00" W.; to latitude 29°23'00" N., longitude 81°40'00" W.; to latitude 29°23'00" N., longitude 81°39'10" W.; thence via a 5-nautical-mile arc centered at latitude 29°19'11" N., longitude 81°35'15" W.; to point of beginning.
Designated altitudes: Surface to FL 240.
Time of designation: Continuous.
Controlling agency: Federal Aviation Administration, Jacksonville ARTC Center.
Using agency: Commander Fleet Air Jacksonville, NAS Jacksonville, Fla.

Subarea B

Boundaries: Beginning at latitude 29°20'05" N., longitude 81°40'00" W.; to latitude 29°15'05" N., longitude 81°40'00" W.; to latitude 29°15'05" N., longitude 81°51'50" W.; to latitude 29°20'05" N., longitude 81°51'50" W.; to point of beginning.
Designated altitudes: Surface to 9,000 feet MSL from a line of longitude 81°40'00" W., to a line of longitude 81°42'55" W.; surface to 6,000 feet MSL from a line of longitude 81°42'55" W., to a line of longitude 81°51'50" W.
Time of designation: Continuous.
Controlling agency: Federal Aviation Administration, 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 circle withi a 5-nautical mile radius centered at latitude 29°06'52" N., longitude 81°42'55" W.; with a northwest extension to the circle beginning at latitude 29°07'55" N., longitude 81°48'20" W.; to latitude 29°10'00" N., longitude 81°50'35" W.; to latitude 29°14'00" N., longitude 81°45'50" W.; to latitude 29°11'50" N., longitude 81°43'00" W.; and with a southeast extension to the circle beginning at latitude 29°10'05" N., longitude 81°38'50" W.; to latitude 28°57'55" N., longitude 81°28'25" W.; to latitude 28°53'50" N., longitude 81°33'45" W.; to latitude 29°03'05" N., longitude 81°47'00" W.
Designated altitudes: Surface to FL 240 within the 5-nautical mile radius. Surface to 9,000 feet MSL within the northwest extension. Surface to 9,000 feet MSL within the southeast extension from the circle to a line from latitude 29°04'25" N., longitude 81°33'55" W.; to latitude 28°58'50" N., longitude 81°40'30" W. Surface to 6,000 feet MSL within that portion of the southeast extension that lies southeast of a line from latitude 29°04'25" N., longitude 81°33'55" W.; to latitude 28°58'50" N., longitude 81°40'30" W.
Time of designation: Continuous.
Controlling agency: Federal Aviation Administration, Jacksonville ARTC Center.
Using agency: Commander, Fleet Air Jacksonville, NAS Jacksonville, 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, excluding that airspace 5,000 feet MSL and below within a circle with a 1¼-mile radius centered at latitude 30°34'19" N., longitude 86°12'56" W.

Designated altitudes. Surface to FL 500.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Jacksonville ARTC Center.
Using agency. Commander, Armament Development and Test Center (ADTC), Eglin AFB, Fla.

AMENDMENTS 10/15/68 33 F. R. 15648 (Changed)

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 Administration, Jacksonville ARTC Center.
Using agency. Commander, Armament Development and Test Center (ADTC), Eglin AFB, Fla.

AMENDMENTS 10/15/68 33 F. R. 15648 (Changed)

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 Administration, Jacksonville ARTC Center.
Using agency. Commander, Armament Development and Test Center (ADTC), Eglin AFB, Fla.

AMENDMENTS 10/15/68 33 F. R. 15648 (Changed)

R-2917 DeFuniak Springs, Fla.

Boundaries: A circle with a 1¼-mile radius centered at latitude 30°34'19" N., longitude 86°12'56" W.
Designated altitude: Surface to 5,000 feet MSL.
Time of designation: Continuous.
Using agency. Commander, Armament Development and Test Center (DTC), Eglin AFB, Fla.

AMENDMENTS 10/15/68 33 F. R. 15648 (Changed)

§ 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°53'10" W.; along the Chattahoochee River 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.

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 Administration, Atlanta ARTC Center.

Using Agency: Commanding Officer, Fort Benning, Ga.

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 Administration, 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 Administration, 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 Administration, 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 Administration, 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 Administration, 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 Administration, Jacksonville ARTC Center.
Using agency. Commander, Fleet Air Jacksonville, NAS Jacksonville, Fla.

§ 73.31 Hawaii

R-3101 PMRFAC FOUR, Hawaii

SUBAREA A
Boundaries: Beginning at latitude 22°13'00" N., longitude 159°42'00" W.; thence to latitude 22°09'45" N., longitude 159°42'00" W.; thence counterclockwise along the shoreline of Kauai to latitude 22°04'36" N., longitude 159°46'20" W.; thence to latitude 22°04'25" N., longitude 159°46'06" W.; thence to latitude 22°03'55" N., longitude 159°46'29" W.; thence to latitude 22°01'45" N., longitude 159°46'53" W.; thence to latitude 22°01'07" N., longitude 159°46'20" W.; thence to latitude 22°00'55" N., longitude 159°45'53" W.; thence to latitude 21°59'52" N., longitude 159°45'14" W.; thence to latitude 21°59'35" N., longitude 159°45'55" W.; thence counterclockwise along the shoreline of Kauai to latitude 21°58'25" N., longitude 159°43'35" W.; thence to latitude 21°58'30" N., longitude 159°48'55" W.; thence clockwise along a line 3 nautical miles from the shoreline of Kauai to the point of beginning.
Designated altitudes: Surface to 5,000 feet MSL.
Time of designation: Continuous.
Controlling agency: FAA, Lihue Flight Service Station.
Using agency: Commander, Pacific Missile Range (COMPMR).

SUBAREA B
Boundaries: Beginning at latitude 22°09'45" N., longitude 159°42'00" W.; thence counterclockwise along the shoreline of Kauai to latitude 22°04'36" N., longitude 159°46'20" W.; thence to latitude 22°04'25" N., longitude 159°46'06" W.; thence to latitude 22°03'55" N., longitude 159°46'29" W.; thence to latitude 22°01'45" N., longitude 159°46'53" W.; thence to latitude 22°01'07" N., longitude 159°46'20" W.; thence to latitude 22°00'55" N., longitude 159°45'53" W.; thence to latitude 21°59'52" N., longitude 159°45'14" W.; thence to latitude 21°59'35" N., longitude 159°45'55" W.; thence counterclockwise along the shoreline of Kauai to latitude 21°58'25" N., longitude 159°43'35" W.; thence to latitude 21°58'20" N., longitude 159°42'00" W.; thence to point of beginning.
Designated altitudes: 1,200 feet above ground to 5,000 feet MSL.
Time of designation: Continuous.
Controlling agency: FAA, Lihue Flight Service Station.
Using agency: Commander, Pacific Missile Range (COMPMR).

SUBAREA C

Boundaries: Beginning at latitude 22°13'00" N., longitude 159°42'00" W.; thence to latitude 22°09'45" N., longitude 159°42'00" W.; thence counterclockwise along the shoreline of Kauai to latitude 22°04'36" N., longitude 159°46'20" W.; thence to latitude 22°04'25" N., longitude 159°46'06" W.; thence to latitude 22°03'55" N., longitude 159°46'29" W.; thence to latitude 22°01'45" N., longitude 159°46'53" W.; thence to latitude 22°01'07" N., longitude 159°46'20" W.; thence to latitude 22°00'55" N., longitude 159°45'53" W.; thence to latitude 21°59'52" N., longitude 159°45'14" W.; thence to latitude 21°59'35" N., longitude 159°45'55" W.; thence counterclockwise along the shoreline of Kauai to latitude 21°58'25" N., longitude 159°43'35" W.; thence to latitude 21°58'30" N., longitude 159°48'55" W.; thence clockwise along a line 3 nautical miles from the shoreline of Kauai to the point of beginning.

Designated altitudes: 5,000 feet MSL to unlimited.

Time of designation: Continuous.

Controlling agency: FAA, Honolulu ARTC Center.

Using agency: Commander, Pacific Missile Range (COMPMR).

SUBAREA D

Boundaries: Beginning at latitude 22°09'45" N., longitude 159°42'00" W.; thence counterclockwise along the shoreline of Kauai to latitude 22°04'36" N., longitude 159°46'20" W.; thence to latitude 22°04'25" N., longitude 159°46'06" W.; thence to latitude 22°03'55" N., longitude 159°46'29" W.; thence to latitude 22°01'45" N., longitude 159°46'53" W.; thence to latitude 22°01'07" N., longitude 159°46'20" W.; thence to latitude 22°00'55" N., longitude 159°45'53" W.; thence to latitude 21°59'52" N., longitude 159°45'14" W.; thence to latitude 21°59'35" N., longitude 159°45'55" W.; thence counterclockwise along the shoreline of Kauai to latitude 21°58'25" N., longitude 159°43'35" W.; thence to latitude 21°58'20" N., longitude 159°42'00" W.; thence to point of beginning.

Designated altitudes: 5,000 feet MSL to unlimited.

Time of designation: Continuous.

Controlling agency: FAA, Honolulu ARTC Center.

Using agency: Commander, Pacific Missile Range (COMPMR).

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 Administration, Hilo Combined Station/Tower.

Using agency. Commanding General, U. S. Army Hawaii, Schofield Barracks, Hawaii.

R-3104A 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 10,000 feet MSL.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, Honolulu ARTC Center.

Using agency: Commander, Fleet Air Hawaii, NAS Barber's Point, Hawaii.

R-3104B 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: 10,000 feet MSL to FL 180.

Time of designation: Continuous.

Controlling agency: Federal Aviation Administration, Honolulu ARTC Center.

Using agency: Commander, Fleet Air Hawaii, NAS Barber's Point, Hawaii.

R-3104C 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: FL 180 to unlimited.

Time of designation: Continuous.

Controlling agency: Federal Aviation Administration, Honolulu ARTC Center.

Using agency: Commander, Fleet Air Hawaii, NAS Barber's Point, Hawaii.

R-3107A 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 14,500 feet MSL.
Time of designation. Continuous.
Controlling agency: Federal Aviation Administration, Honolulu ARTC Center.
Using agency. Commander, Fleet Air Hawaii, NAS Barber's Point, Hawaii.

R-3107B Kaula Rock, Hawaii

Boundaries: A circular area with a 3-nautical-mile radius centered at latitude 21°39'30" N., longitude 160°32'30" W.
Designated altitudes: 14.500 feet MSL to FL 300.
Time of designation: Continuous.
Controlling agency: Federal Aviation Administration, Honolulu ARTC Center.
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 FL 300.
Time of designation. Sunrise to sunset, Monday through Friday.
Controlling agency. Federal Aviation Administration, Maui Combined Station/Tower.
Using agency. Commander, Fleet Air Hawaii, NAS Barber's Point Hawaii.

R-3109A Schofield-Makua, Oahu, Hawaii
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°29'30" N., longitude 158°08'40" W.; to latitude 21°33'15" N., longitude 158°08'40" 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 19,000 feet MSL.
Time of designation: Continuous.
Controlling agency: FAA, Honolulu Flight Service Station.
Using agency: U. S. Army, Hawaii, Schofield Barracks, Hawaii.

AMENDMENTS 3/28/68 33 F. R. 3056 (Rewritten)

R-3109B Schofield-Makua, Oahu, Hawaii
Beginning at latitude 21°29'30" N., longitude 158°08'40" 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°33'15" N., longitude 158°15'15" W.; to latitude 21°34'30" N., longitude 158°15'15" W.; to latitude 21°34'30" N., longitude 158°13'15" W.; to latitude 21°33'15" N., longitude 158°08'40" W.; to point of beginning.
Designated altitudes: Surface to 19,000 feet MSL.
Time of designation: Continuous.
Controlling agency: FAA, Honolulu Flight Service Station.
Using agency: U. S. Army, Hawaii, Schofield Barracks, Hawaii.

AMENDMENTS 3/28/68 33 F. R. 3056 (Rewritten)

R-3120 PMRFAC Five, Hawaii
Boundaries: Beginning at latitude 21°58'30" N., longitude 159°48'55" W.; thence to latitude 21°58'25" N., longitude 159°43'35" W.; thence to latitude 21°58'20" N., longitude 159°42'00" W.; thence to latitude 21°54'45" N., longitude 159°42'00" W.; thence clockwise along a line 3 nautical miles from the shoreline of the Island of Kauai to point of beginning.
Designated altitudes: Surface to 5,000 feet MSL, except 1,200 feet above ground to 5,000 feet MSL in the portion overlying land area.
Time of designation: Continuous.
Controlling agency: FAA, Lihue Flight Service Station.
Using agency: Commander, Pacific Missile Range (COMPMR).

§ 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

SUBAREA A
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 point of beginning.
Designated altitudes: Surface to 12,000 feet MSL.
Time of designation: Sunrise to 8 hours after sunset, Monday through Friday.
Controlling agency: FAA, Salt Lake ARTC Center.
Using agency: Commander 67th Tactical Reconnaissance Wing, Mountain Home AFB, Idaho.

SUBAREA B
Boundaries: Beginning at latitude 42°53'00" N., longitude 115°42'20" W.; to latitude 42°53'00" N., longitude 115°24'15" W.; to latitude 42°36'00" N., longitude 115°24'15" W.; to latitude 42°36'00" N., longitude 115°42'20" W.; to point of beginning.
Designated altitudes: Surface to flight level 240.
Time of designation: Sunrise to 8 hours after sunset, Monday through Friday.
Controlling agency: FAA, Salt Lake ARTC Center.
Using agency: Commander, 67th Tactical Reconnaissance Wing, Mountain Home AFB, Idaho.

SUBAREA C
Boundaries: Beginning at latitude 42°36'00" N., longitude 115°37'00" W.; to latitude 42°36'00" N., longitude 115°30'00" W.; to latitude 42°33'00" N., longitude 115°30'00" W.; to latitude 42°33'00" N., longitude 115°37'00" W.; to point of beginning.
Designated altitudes: Surface to 14,000 feet MSL.
Time of designation: Sunrise to 8 hours after sunset, Monday through Friday.
Controlling agency: FAA, Salt Lake City ARTC Center.
Using agency: Commander, 67th Tactical Reconnaissance Wing, Mountain Home AFB, Idaho.

SUBAREA D
Boundaries: Beginning at latitude 42°33'00" N., longitude 115°37'00" W.; to latitude 42°33'00" N., longitude 115°30'00" W.; to latitude 42°07'00" N., longitude 115°30'00" W.; to latitude 42°07'00" N., longitude 115°37'00" W.; to point of beginning.
Designated altitudes: Surface to 11,000 feet MSL.
Time of designation: Sunrise to 8 hours after sunset, Monday through Friday.
Controlling agency: FAA, Salt Lake City ARTC Center.
Using agency: Commander, 67th Tactical Reconnaissance Wing, Mountain Home AFB, Idaho.

AMENDMENTS 10/17/68 33 F. R. 12891 (Rewritten)

§ 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.
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 Administration, 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. Continuous.
Controlling agency. Federal Aviation Administration, 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 c.s.t., Monday through Saturday; sunrise to sunset, Sunday.
Controlling agency. Federal Aviation Administration, Kansas City ARTC Center.
Using agency. Commander, McConnell AFB, Kans.

R-3602 Manhattan, Kans.
Subarea A
Boundaries: Beginning at latitude 39°17'45" N., longitude 96°49'50" W.; thence along the southern edge of the Chicago, Rock Island and Pacific Railroad right-of-way to latitude 39°18'33" N., longitude 96°57'39" W.; thence south to the shoreline of the main body of Milford Reservoir at latitude 39°12'27" N., longitude 96°57'39" W.; thence along the shoreline of the main body of Milford Reservoir to latitude 39°10'58" N., longitude 96°55'00" W.; to latitude 39°10'58" N., longitude 96°53'13" W.; to latitude 39°08'22" N., longitude 96°53'13" W.; to latitude 39°08'22" N., longitude 96°49'52" W.; thence north along U. S. Highway No. 77 to the point of beginning.
Designated altitudes: Surface to 29,000 feet MSL.
Time of designation: Continuous.
Controlling agency: Federal Aviation Administration, Kansas City ARTC Center.
Using agency: Commanding General, Fort Riley, Kans.

Subarea B
Boundaries: Beginning at latitude 39°17'45" N., longitude 96°49'50" W.; thence south along U. S. Highway No. 77 to latitude 39°07'54" N., longitude 96°49'52" W.; to latitude 39°04'24" N., longitude 96°52'22" W.; to latitude 39°04'24" N., longitude 96°51'15" W.; thence clockwise along the arc of a 4 nautical mile radius circle centered on the Marshall Army Air Field RBN at latitude 39°01'34" N., longitude 96°47'40" W.; to latitude 39°05'17" N., longitude 96°45'40" W.; to latitude 39°08'20" N., longitude 96°43'00" W.; to latitude 39°09'23" N., longitude 96°43'00" W.; to latitude 39°10'43" N., longitude 96°40'55" W.; to latitude 39°12'17" N., longitude 96°40'55" W.; to latitude 39°13'00" N., longitude 96°42'35" W.; to latitude 39°13'16" N., longitude 96°42'35" W.; thence along the southerly edge of the Chicago, Rock Island and Pacific Railroad right-of-way to the point of beginning.
Designated altitudes: Surface to 29,000 feet MSL.
Time of designation: Continuous.
Controlling agency: Federal Aviation Administration, Kansas City ARTC Center.
Using agency: Commanding General, Fort Riley, Kans.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed); 9/14/67 32 F. R. 10296 (Rewritten)

§ 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 Administration, 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 Administration, 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: Subarea A surface to and including 10,000 feet MSL.
Subarea B from 10,000 feet MSL to 20,000 feet MSL.
Time of designation: Subarea A 0600 to 2400 e.s.t.; other times by NOTAM 24 hours in advance.
Subarea B by NOTAM 24 hours in advance.
Controlling agency. Federal Aviation Administration, Standiford Control Tower, Louisville, Ky.
Using agency. Commanding General, U. S. Army Armor Center, Fort Knox, Ky.

AMENDMENTS 5/23/68 33 F. R. 7875 (Changed)

§ 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 Administration, Houston, Tex. ARTC Center.
Using agency. Commander, England Air Force Base, Louisiana.

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: Sunrise to sunset.
Controlling agency. Federal Aviation Administration, New Orleans, La., Flight Service Station.
Using agency: Commanding Officer, Naval Air Station, New Orleans, Louisiana.

AMENDMENTS 3/28/68 33 F. R. 2506 (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 Administration, 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 Administration, Houston, Tex. ARTC Center.

Using agency. Commanding General, Fort Polk, Louisiana.

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 Administration. Alexandria, La. 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 Administration, Houston, Tex., ARTC Center.

Time of designation. As published by NOTAM 24 hours in advance.

Using agency. Commanding General, Fort Polk, La.

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 Administration, New Orleans Approach Control.

Using agency. Commander, Alvin Callender NAS.

§ 73.39 Maine

§ 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 Administration, 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.
Controlling agency. Federal Aviation Administration, Washington ARTC Center.
Using agency. Commanding Officer, NAS Patuxent River, Md.

R-4006 Patuxent River, 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 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°45'00" N., longitude 75°58'45" 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.
Controlling agency: Federal Aviation Administration, Washington ARTC Center.
Using agency: Commanding Officer, NAS Patuxent River, Md.

AMENDMENTS 4/25/68 33 F. R. 3508 (Rewritten)

R-4007 Patuxent River, 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.
Controlling agency. Federal Aviation Administration, Washington ARTC Center.
Using agency. Commanding Officer, NAS Patuxent River, Md.

§ 73.41 Massachusetts

R-4101 Camp Edwards, Mass.

Boundaries. A circle with a 3-mile radius centered at latitude 41°43'30" N., longitude 70°32'30" W.; excluding the portion NW of a line extending from latitude 41°44'30" N., longitude 70°35'45" W.; to latitude 41°45'07" N., longitude 70°34'30" W.; to latitude 41°45'53" N., longitude 70°33'47" W., and excluding the portion SE of a line extending from latitude 41°40'54" N., longitude 70°32'52" W.; to latitude 41°42'02" N., longitude 70°31'37" W.; to latitude 41°41'42" N., longitude 70°30'55" W.; to latitude 41°42'20" N., longitude 70°30'16" W.; to latitude 41°42'42" N., longitude 70°30'51" W.; to latitude 41°44'17" N., longitude 70°29'11" W.

Designated altitudes. Surface to 9,000 feet MSL.

Time of designation. From 0600 to 1800 hours local time, daily, other times as specified in a NOTAM issued 48 hours in advance.

Controlling agency. Federal Aviation Administration, Otis Approach Control.

Using agency. Commanding Officer, Camp Edwards, Mass.

PENDING AMENDMENT

R-4101 Camp Edwards, Mass., is amended by deleting the boundary description and substituting therefor:

Boundaries. Beginning at latitude 41°44'17" N., longitude 70°29'11" W.; to latitude 41°42'42" N., longitude 70°30'51" W.; to latitude 41°42'20" N., longitude 70°30'15" W.; to latitude 41°41'32" N., longitude 70°30'58" W.; to latitude 41°40'54" N., longitude 70°32'45" W.; thence west along the south side of Howe Road to latitude 41°40'58" N., longitude 70°33'39" W.; to latitude 41°41'50" N., longitude 70°35'09" W.; thence north along the east side of State Highway 28 to latitude 41°44'36" N., longitude 70°35'13" W.; to latitude 41°46'06" N., longitude 70°33'28" W.; to latitude 41°46'06" N., longitude 70°32'39" W.; thence southeast along the southwest side of State Route 6 to point of beginning.

AMENDMENTS 3/6/69 34 F. R. 430 (Changed)

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 Administration, 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 Administration, Otis Approach Control.

Using agency. Commander, Fleet Air Quonset, NAS Quonset Point, R. I.

§ 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.

Controlling agency. Federal Aviation Administration, Traverse City Flight Service Station.

Using agency. Adjutant General, State of Michigan, Lansing, Mich.

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-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-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. 1100 to 0300 G.m.t., April 1 through October 31; 1300 to 2100 G.m.t., Thursday through Sunday, November 1 through March 31.
Controlling agency. Federal Aviation Administration, Minneapolis ARTC Center.
Using agency. Commander, Permanent Field Training Site Detachment, Phelps-Collins ANGB, Alpena, Mich.

AMENDMENTS 8/5/68 33 F. R. 11450 (Changed)

§ 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 Administration, 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 Administration, Minneapolis ARTC Center.
Using agency. Commander, Second Air Force, Barksdale AFB, Louisiana.

§ 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 Administration, Houston ARTC Center.
Using agency. Adjutant General, State of Mississippi, Jackson, Miss.

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.

Controlling agency. Federal Aviation Administration, Houston ARTC Center.

Using agency. Manager, Mississippi Test Operations, National Aeronautics and Space Administration, Bay St. Louis, Miss.

§ 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. Monday through Friday, surface to 2,200 feet MSL; Saturday and Sunday, surface to 11,200 feet MSL.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, Kansas City ARTC Center.

Using agency. Commanding General, Fort Leonard Wood, Mo.

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 Administration, Kansas City ARTC Center.

Using agency. Commanding General, Fort Leonard Wood, Mo.

§ 73.46 Montana

§ 73.47 Nebraska

§ 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: Continuous.

Using agency. Commander, Fleet Air, Alameda, Calif.

AMENDMENTS 6/20/68 33 F. R. 7719 (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.

Controlling agency. Federal Aviation Administration, Oakland ARTC Center.

Using agency. Commander, Fleet Air, Alameda, Calif.

AMENDMENTS 6/20/68 33 F. R. 7719 (Changed)

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.
Controlling agency. Federal Aviation Administration, Oakland ARTC Center.
Using agency. Commander, Fleet Air, Alameda, Calif.

AMENDMENTS 6/20/68 33 F. R. 7719 (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°53'00" W.; to latitude 36°36'00" 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 point of beginning.
Designated altitudes: Surface to unlimited, Monday through Saturday; Sunday from 13,000 feet MSL to unlimited.
Time of designation: Continuous.
Controlling agency. Federal Aviation Administration, 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.
Controlling agency. Federal Aviation Administration, Oakland ARTC Center.
Using agency. Commander, Fleet Air, Alameda, Calif.

AMENDMENTS 6/20/68 33 F. R. 7719 (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.
Controlling agency: Oakland ARTC Center.
Using agency: Commander Fleet Air, Alameda.

AMENDMENTS 6/20/68 33 F. R. 7719 (Changed)

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: Continuous.
Controlling agency: Oakland ARTC Center.
Using agency: Commander Fleet Air, Alameda.

AMENDMENTS 6/20/68 33 F. R. 7719 (Changed)

R-4814A Tonopah, Nev.
Boundaries: Beginning at latitude 37°53'00" N., longitude 116°50'15" W.; thence clockwise via the arc of a circle with a 27-statute mile radius centered at latitude 37°47'00" N., longitude 116°21'30" W.; to latitude 37°40'30" N., longitude 115°53'00" W.; to latitude 37°42'00" N., longitude 115°53'00" W.; to latitude 37°42'00" N., longitude 116°11'00" W.; to latitude 37°53'00" N., longitude 116°11'00" W.; to point of beginning.
Designated altitudes: Surface to FL 240.
Time of designation: Monday through Saturday, as published by NOTAM issued at least 48 hours in advance and upon termination of use.
Controlling agency: Federal Aviation Administration, Salt Lake City ARTC Center.
Using agency: Manager, Atomic Energy Commission, Albuquerque, N. Mex.

R-4814B Tonopah, Nev.
Boundaries: Beginning at latitude 38°10'30" N., longitude 116°21'30" W.; thence clockwise via the arc of a circle with a 36 statute mile radius centered at latitude 37°53'30" N., longitude 115°48'20" W.; to latitude 37°24'00" N., longitude 115°35'00" W.; to latitude 37°28'00" N., longitude 115°35'00" W.; to latitude 37°28'00" N., longitude 115°48'00" W.; to latitude 37°33'00" N., longitude 115°48'00" W.; to latitude 37°33'00" N., longitude 115°53'00" W.; to latitude 37°40'30" N., longitude 115°53'00" W.; thence counterclockwise via the arc of a circle with a 27 statute mile radius centered at latitude 37°47'00" N., longitude 116°21'30" W.; to point of beginning.
Designated altitudes: Surface to FL 240.
Time of designation: Monday through Saturday, as published by NOTAM issued at least 48 hours in advance and upon termination of use.
Controlling agency: Federal Aviation Administration, Salt Lake City ARTC Center.
Using agency: Manager, Atomic Energy Commission, Albuquerque, N. Mex.

§ 73.49 New Hampshire

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 July 31, 1969.
Controlling agency. Federal Aviation Administration, Boston ARTC Center.
Using agency. Commander Fleet Air Quonset, NAS Quonset Point, R. I.

AMENDMENTS 1/10/68 33 F. R. 487 (Changed); 4/12/68 33 F. R. 6085 (Changed)

§ 73.50 New Jersey

R-5001 Fort Dix, N. J.

Subarea A

Boundaries: Beginning at latitude 40°02'45" N., longitude 74°27'00" W.; to latitude 40°00'00" N., longitude 74°26'20" W.; to latitude 39°59'00" N., longitude 74°25'08" W.; to latitude 39°58'00" N., longitude 74°25'00" W.; to latitude 39°58'45" N., longitude 74°28'00" W.; to latitude 39°58'45" N., longitude 74°31'25" W.; to latitude 39°59'15" N., longitude 74°33'30" W.; to latitude 40°01'53" N., longitude 74°33'30" W.; to latitude 40°02'45" N., longitude 74°32'30" W.; to the point of beginning.

Designated altitudes: Surface to and including 4,000 feet MSL.

Time of designation: Continuous.

Controlling agency. Federal Aviation Administration, New York ARTC Center.

Using agency: Commanding General, Fort Dix, N. J.

Subarea B

Boundaries: Beginning at latitude 40°02'45" N., longitude 74°27'00" W.; to latitude 40°00'00" N., longitude 74°26'20" W.; to latitude 39°59'00" N., longitude 74°25'08" W.; to latitude 39°58'00" N., longitude 74°25'00" W.; to latitude 39°58'45" N., longitude 74°28'00" W.; to latitude 39°58'45" N., longitude 74°31'25" W.; to latitude 40°01'53" N., longitude 74°33'30" W.; to latitude 40°02'45" N., longitude 74°32'30" W.; to the point of beginning.

Designated altitudes: From 4,000 feet MSL to and including 8,000 feet MSL.

Time of designation: Continuous, sunrise Friday to sunset Sunday, other times by NOTAM, 48 hours in advance.

Controlling agency. Federal Aviation Administration, New York ARTC Center.

Using agency: Commanding General, Fort Dix, N. J.

R-5002 Warren Grove, N. J.

Boundaries: Beginning at latitude 39°45'50" N., longitude 74°20'00" W.; to latitude 39°43'25" N., longitude 74°17'37" W.; to latitude 39°38'25" N., longitude 74°24'20" W.; to latitude 39°38'25" N., longitude 74°29'00" W.; to latitude 39°39'35" N., longitude 74°29'00" W.; to latitude 39°44'50" N., longitude 74°24'40" W.; to latitude 39°45'20" N., longitude 74°23'45" W.; to 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°17'57" W, and Lat. 39°38'25" N, Long. 74°24'56" W.

Time of designation: Sunrise to Sunset.

Controlling agency. Federal Aviation Administration, New York ARTC Center.

Using agency. Commander, 108th Tactical Fighter Wing, New Jersey Air National Guard, McGuire AFB, N. J.

AMENDMENTS 11/14/68 33 F. R. 14405 (Changed); Corr: 33 F. R. 15648

§ 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°33'20" 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 Administration, Albuquerque ARTC Center.

Using agency. Commanding General, Fort Bliss, Texas.

AMENDMENTS 7/25/68 33 F. R. 8434 (Changed)

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°33'20" 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 Administration, Albuquerque ARTC Center.
Using agency. Commanding General, Fort Bliss, Tex.

AMENDMENTS 7/25/68 33 F. R. 8434 (Changed)

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 Administration, 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 Administration, 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 Administration, 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 Administration, 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; excluding the airspace in R-5107D and that airspace from the surface to 1,500 feet above the surface within a 2-nautical-mile radius of latitude 32°26'35" N., longitude 106°40'45" W.
Designated altitudes. Surface to unlimited.
Time of designation. Continuous.
Using agency. Commander, Holloman AFB, New Mexico.

AMENDMENTS 9/4/68 33 F. R. 12824 (Changed)

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 Administration, Albuquerque ARTC Center.
Using agency. Commander, Holloman AFB, New Mexico.

R-5107D White Sands Proving Grounds, N. Mex.

Boundaries: Beginning at latitude 33°11'00" N., longitude 106°04'00" W.; to latitude 33°11'00" N., longitude 106°17'00" W.; to latitude 33°04'00" N., longitude 106°21'00" W.; to latitude 32°34'00" N., longitude 106°15'00" W.; to latitude 32°34'00" N., longitude 106°06'00" W.; to latitude 32°36'00" N., longitude 106°06'00" W.; to latitude 32°50'00" N., longitude 106°04'00" W.; to point of beginning.
Designated altitudes: Surface to 22,000 feet MSL.
Time of designation: Continuous.
Controlling agency: Federal Aviation Administration, Albuquerque, ARTC Center.
Using agency: Commander, Holloman AFB, N. Mex.

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 Administration, Albuquerque ARTC Center.
Using agency. Commander, Air Force Missile Development Center, Holloman AFB, N. Mex.

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 Administration, Albuquerque ARTC Center.
Using agency. Commander, Holloman Air Force Base, New Mexico.

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, following issuance of NOTAM by using agency at least 12 hours in advance.
Controlling agency. Federal Aviation Administration, 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, following issuance of NOTAM by using agency at least 12 hours in advance.
Controlling agency. Federal Aviation Administration, 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, following issuance of NOTAM by using agency at least 12 hours in advance.
Controlling agency. Federal Aviation Administration, Albuquerque ARTC Center.
Using agency. Commander, Air Force Missile Development Center, Holloman AFB, New Mexico.

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 7,000 feet MSL west of longitude 106°50'00" W.

Time of designation: Sunrise to sunset, June 1, 1968 through March 31, 1969, as published in NOTAMs at least 12 hours in advance of use.

Controlling agency: Federal Aviation Administration, Albuquerque ARTC Center.

Using agency: Commander, Air Force Missile Development Center, Holloman AFB, N. Mex.

AMENDMENTS 6/1/68 33 F. R. 6085 (Added); 12/12/68 33 F. R. 15991 (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°06'44" 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.

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 10,000 feet MSL, inclusive.

Time of designation: 0900 to 1800 local time, April 15 through October 14; 0900 to 1600 local time, October 15 through April 14.

Controlling agency: FAA, New York ARTC Center.

Using agency: Commander, Suffolk Air Force Base, 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-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 Administration, New York ARTC Center.

Using agency. Superintendent, United States Military Academy, West Point, N. Y.

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°38'12" N., longitude 77°26'00" W.; to latitude 34°40'20" N., longitude 77°22'12" 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-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 Administration, 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 Administration, 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 Administration, 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 Administration, 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 Administration, 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 Administration, 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 Administration, 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 Administration, 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 Administration, Washington ARTC Center.
Using agency. Commander, 4th Tactical Fighter Wing, Seymour Johnson AFB, N. C.

§ 73.54 North Dakota

§ 73.55 Ohio

R-5502 Lacarne, Ohio
Boundaries: Beginning at latitude 41°41'15" N., longitude 83°07'45" W.; to latitude 41°41'17" N., longitude 83°00'00" W.; to latitude 41°35'30" N., longitude 82°54'48" W.; to latitude 41°32'02" N., longitude 83°01'05" W., to latitude 41°36'54" N., longitude 83°07'45" W.; to the point of beginning.
Designated altitudes: April 1 to May 31 surface to and including 5,000 feet MSL; June 1 to July 31 surface to and including 23,000 feet MSL; and August 1 to November 30 surface to and including 5,000 feet MSL.
Time of designation: 0800 to 1600 local time Saturday and Sunday April 1 through May 31; 0800 to 1600 local time daily June 1 through July 31; 0800 to 1600 local time Saturday and Sunday August 1 through November 30; other dates, time and altitudes (not to exceed 23,000 feet MSL) by NOTAM, published at least 48 hours in advance.
Controlling agency: Federal Aviation Administration, Cleveland ARTC Center.
Using agency: The Adjutant General State of 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 hours, local time, Monday through Saturday.
Controlling agency. Federal Aviation Administration, 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.
Designated altitudes. 3,000 feet MSL to flight level 600.
Time of designation. 0800 to 2200 hours, local time, Monday through Saturday.
Controlling agency. Federal Aviation Administration, Indianapolis ARTC Center.
Using agency. Aeronautical Systems Division, Wright-Patterson AFB, Ohio.

AMENDMENTS 9/30/68 33 F. R. 12892 (Changed)

R-5505 Lake Erie, Ohio
Boundaries: Beginning at latitude 41°44'48" N., longitude 83°10'00" W.; thence to latitude 41°47'18" N., longitude 83°10'00" W.; thence to latitude 41°49'00" N., longitude 83°05'50" W.; thence to latitude 41°46'15" N., longitude 83°00'00" W.; thence to latitude 41°44'48" N., longitude 83°00'00" W.; thence to the point of beginning.
Designated altitudes. Surface to 2,600 feet MSL.
Time of designation: 0800-2300 e.s.t., Wednesday through Saturday; 0800-1700 e.s.t., Sundays.
Controlling agency: Federal Aviation Administration, Cleveland Air Route Traffic Control Center.
Using agency: Commanding Officer, U. S. Naval Air Station, Grosse Ile, Mich.

§ 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.

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 Administration, Fort Worth ARTC Center.

Using agency. Commanding General, Fort Sill, Okla.

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°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 Administration, Fort Worth ARTC Center.

Using Agency. Commanding General, Fort Sill, Okla.

§ 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 230; 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 230; 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 Administration, 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.; 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.

PENDING AMENDMENT
R-5705 Warrenton, Oreg.

Boundaries: Beginning at latitude 46°10'00" N., longitude 124°03'00" W.; to latitude 46°09'00" N., longitude 123°57'00" W.; thence along a line one-half mile east of shoreline to latitude 46°05'00" N., longitude 123°55'30" W.; to latitude 46°01'00" N., longitude 123°57'30" W.; to latitude 46°01'00" N., longitude 123°59'50" W.; thence 3 nautical miles from and parallel to shoreline to point of beginning.

Designated altitudes: Surface to 14,500 feet MSL.

Time of designation: Various periods from June 1 to September 10 each year, with specific dates and times to be published by NOTAM.

Controlling agency: FAA, Seattle ARTC Center.

Using agency: Adjutant General Oregon National Guard.

AMENDMENTS 5/29/69 33 F. R. 17851 (Added)

PENDING AMENDMENT
R-5706 Boardman, Oreg.

Boundaries. Beginning at latitude 45°40'40" N., longitude 120°02'25" W.; to latitude 45°40'40" N., longitude 120°09'00" W.; to latitude 45°45'45" N., longitude 120°09'00" W.; thence east along the south shore of the Columbia River to latitude 45°51'00" N., longitude 119°40'00" W.; to latitude 45°53'00" N., longitude 119°31'00" W.; to latitude 45°46'35" N., longitude 119°31'00" W.; to latitude 45°46'10" N., longitude 119°35'00" W.; thence counterclockwise along the arc of a 5-nautical-mile radius circle centered at latitude 45°43'36" N., longitude 119°41'03" W.; to latitude 45°46'35" N., longitude 119°46'50" W.; to latitude 45°46'35" N., longitude 120°02'25" W.; to point of beginning.

Designated altitudes. 3,500 feet MSL to 10,000 feet MSL.

Time of designation. Continuous.

Controlling agency. FAA, Seattle ARTC Center.

Using agency. Commander, Fleet Air Whidbey, NAS Whidbey Island, Wash.

AMENDMENTS 3/6/69 34 F. R. 430 (Added)

§ 73.58 Pennsylvania

R-5801 Chambersburg, Pa.

Boundaries. The arc of a circle, having a 5,000-foot radius, centered at latitude 39°59'44" N., longitude 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. 0630 to 2400 local time, June 1 through August 31; 0800-1800 local time, Saturday and Sunday February 15 through May 31; 0800-1800 local time, Saturday and Sunday September 1 through December 15. Other dates and times by NOTAM, issued at least 48 hours in advance.

Controlling agency. Federal Aviation Administration, New York ARTC Center.

Using agency. Commanding General, Indiantown Gap Military Reservation, Annville, Pa.

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 Administration, 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 Administration, Jacksonville ARTC Center.
Using agency. Commander, Shaw 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-6102 Badlands, South Dakota

Boundaries: Beginning at latitude 43°35'00" N., longitude 102°05'00" W.; to latitude 43°35'00" N., longitude 102°25'00" W.; to latitude 43°42'00" N., longitude 102°25'00" W.; to latitude 43°42'00"N., longitude 102°05'00" W. to the point of beginning.
Designated altitudes: Surface to 32,000 feet MSL.
Time of designation: A 2-week period annually between June 1 and August 31, to be publicized by NOTAM.
Using agency: The Adjutant General, State of South Dakota (147th Artillery Group, South Dakota Army National Guard).

AMENDMENTS 5/23/68 33 F. R. 5451 (Added)

§ 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 Administration, 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 Administration, 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 Administration, 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 Administration, 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 Administration, Houston Approach Control.

Using agency. Commander, Ellington 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 ½ mile each side where the floor is 1,000 feet AGL.

Time of designation: Sunrise to sunset.

Controlling agency. Federal Aviation Administration, ARTCC, Houston, Tex.

Using agency: Chief of Naval Air Advanced Training Command, NAS Corpus Christi, Tex.

§ 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 Administration, 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 Administration, 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 Administration, 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 Administration, 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 Administration, 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 Administration, 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 Administration, 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 Administration, 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, February 15, 1968, through December 15, 1968. All subsequent firing periods will be designated by a rule published in the Federal Register.

Controlling agency. Federal Aviation Administration, Denver ARTC Center.

Using agency: Commander, Air Force Missile Development Center, Holloman AFB, N. Mex.

AMENDMENTS 2/1/68 32 F. R. 17427 (Changed)

PENDING AMENDMENT

R-6410 Blanding, Utah is amended by deleting the present time of designation and substituting the following therefor:

Time of designation: Continuous, March 15, 1969, through June 30, 1969, and August 15, 1969, through December 15, 1969. All subsequent firing periods will be designated by a rule published in the Federal Register.

AMENDMENTS 3/6/69 34 F. R. 430 (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 Administration, 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 13,600 feet MSL.

Time of designation: Continuous, Monday through Saturday, other time by a NOTAM issued 24 hours in advance.

Controlling agency. Federal Aviation Administration, Burlington Approach Control.

Using Agency. Adjutant General, State of Vermont, Montpelier, Vt.

§ 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 Administration, 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.

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.

Controlling agency: Federal Aviation Administration, Washington ARTC Center.

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: Surface to 51,000 feet MSL.

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 Administration, Washington ARTC Center.

Using agency. Commandant, Marine Corps Schools, Quantico, Va.

R-6609 Tangier Island, Va.

Boundaries: Beginning at latitude 37°53'10" N., longitude 76°14'00" W.; to latitude 37°55'15" N., longitude 76°02'30" W.; to latitude 37°50'00" N., longitude 76°00'52" W.; to latitude 37°41'00" N., longitude 76°00'52" W.; to latitude 37°40'00" N., longitude 76°01'30" W.; to latitude 37°40'00" N., longitude 76°10'00" W.; to latitude 37°45'00" N., longitude 76°11'33" W.; to point of beginning.

Designated altitudes: Surface to FL 200.

Time of designation: 0800 to 2300 hours, local time, other times by NOTAM issued at least 48 hours in advance.

Controlling agency: Federal Aviation Administration, Washington ARTC Center.

Using agency: Commanding Officer, NAS Patuxent River, Md.

AMENDMENTS 4/25/68 33 F. R. 3508 (Rewritten)

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 e.s.t., Monday through Saturday September 1 through May 31; 0700 to 1600 e.s.t. Monday through Saturday June 1 through August 31.
Controlling agency. Federal Aviation Administration, 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 e.s.t., Monday through Saturday Sept. 1 through May 31; 0700 to 1600 e.s.t. Monday through Saturday June 1 through August 31.
Controlling agency. Federal Aviation Administration, 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 e.s.t., Monday through Saturday Sept. 1 through May 31; 0700 to 1600 e.s.t. Monday through Saturday June 1 through August 31.
Controlling agency. Federal Aviation Administration, 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 Administration, Seattle ARTC Center.
Using agency. Commander Fleet Air Whidbey, NAS Whidbey Island, Wash.

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 Administration, 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 Administration, 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 Administration, 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 Administration, Seattle ARTC Center.
Using agency. Commander Fleet Air Whidbey, NAS Whidbey Island, Wash.

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 Administration, 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. Continuous, sunrise to sunset.
Controlling agency. Federal Aviation Administration, 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 15,000 feet MSL.
Time of designation. Continuous, sunrise to sunset.
Controlling agency. Federal Aviation Administration, 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 Administration, 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.

R-7103 Salinas, P. R.
SUBAREA A
Boundaries: Beginning at latitude 18°03'00" N., longitude 66°14'35" W.; to latitude 18°01'16" N., longitude 66°15'14" W.; to latitude 17°59'57" N., longitude 66°16'00" W.; to latitude 17°59'16" N., longitude 66°17'11" W.; to latitude 18°01'00" N., longitude 66°19'58" W.; to latitude 18°01'53" N., longitude 66°18'53" W.; to latitude 18°02'34" N., longitude 66°18'47" W.; to latitude 18°03'25" N., longitude 66°17'54" W.; to latitude 18°04'07" N., longitude 66°17'00" W.; to point of beginning.

SUBAREA B
Boundaries: Beginning at latitude 18°03'00" N., longitude 66°14'35" W.; to latitude 18°02'37" N., longitude 66°13'30" W.; to latitude 17°58'53" N., longitude 66°15'22" W.; to latitude 17°58'30" N., longitude 66°16'30" W.; to latitude 17°59'00" N., longitude 66°17'37" W.; to latitude 17°59'16" N., longitude 66°17'11" W.; to latitude 17°59'57" N., longitude 66°16'00" W.; to latitude 18°01'16" N., longitude 66°15'14" W.; to point of beginning.

SUBAREA C

Beginning at latitude 17°59'16" N., longitude 66°17'11" W.; to latitude 17°59'00" N., longitude 66°17'37" W.; to latitude 17°59'44" N., longitude 66°19'17" W.; to latitude 18°00'27" N., longitude 66°18'58" W.; to point of beginning.

Designated altitudes: Subarea A, Surface to 12,000 feet MSL. Subarea B, 3,000 feet MSL to 12,000 feet MSL. Subarea C, 2,000 feet MSL to 12,000 feet MSL.

Time of designation: Continuous, June 1 through August 31, other times as activated by NOTAMs issued at least 24 hours in advance.

Controlling agency: Federal Aviation Administration, San Juan ARTC Center.

Using agency: The Adjutant General, Commonwealth of Puerto Rico.

AMENDMENTS 4/25/68 33 F. R. 4172 (Rewritten)

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.

§ 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.

§ 73.87 Prohibited Areas

P-56 District of Columbia

Boundaries:

A. Beginning at the southwest corner of the Lincoln Memorial (latitude 38°53'20" N.; longitude 77°03'03" W.);

Thence via a 327° bearing, 0.6 mile, to the intersection of New Hampshire Avenue and Rock Creek and Potomac Parkway NW (latitude 38°53'45" N.; longitude 77°03'24" W.);

Thence northeast along New Hampshire Avenue, 0.6 mile, to Washington Circle, at the intersection of New Hampshire Avenue and K street NW (latitude 38°54'08" N.; longitude 77°03'02" W.);

Thence east along K Street, 2.5 miles, to the railroad overpass between First and Second Streets NE (latitude 38°54'08" N.; longitude 77°00'14" W.);

Thence southeast via a 158° bearing, 0.7 mile, to the southeast corner of Stanton Square, at the intersection of Massachusetts Avenue and Sixth Street NE (latitude 38°53'35" N.; longitude 76°59'57" W.);

Thence southwest via a 211° bearing, 0.8 mile, to the Capitol Power Plant at the intersection of New Jersey Avenue and E Street SE. (latitude 38°52'59" N.; longitude 77°00'25" W.);

Thence west via a 265° bearing. 0.7 mile, to the intersection of the Southwest Freeway (Interstate Route 95) and Sixth Street SW., extended (latitude 38°52'56" N.; longitude 77°01'13" W.);

Thence north along Sixth Street, 0.4 mile, to the intersection of Sixth Street and Independence Avenue SW. (latitude 38°53'15" N.; longitude 77°01'13" W.);

Thence west along the north side of Independence Avenue, 0.8 mile, to the intersection of Independence Avenue and 15th Street SW. (latitude 38°53'16" N.; longitude 77°02'02" W.);

Thence west along the southern lane of Independence Avenue, 0.4 mile to the west end of the Kutz Memorial Bridge over the Tidal Basin (latitude 38°53'12" N.; longitude 77°02'28" W.);

Thence west via a 285° bearing, 0.6 mile, to the southwest corner of the Lincoln Memorial, the point of beginning.

B. That area within a one-half mile radius from the center of the U. S. Naval Observatory located between Wisconsin and Massachusetts Avenues at 34th Street NW. (latitude 38°55'17" N.; longitude 77°04'02" W.).

Designated altitudes: Surface to 18,000 feet MSL.

Time of designation: Continuous.

Using agency: Administrator, Federal Aviation Administration, Washington, D. C.

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; San Simon, Ariz.; 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., 290° radials; Tallahassee; to Jacksonville, Fla.

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., 299° radials; Gila Bend; San Simon, Ariz.; El Paso, Tex.; Wink, Tex.; Abilene, Tex.; Greater Southwest, 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.

AMENDMENTS 8/22/68 33 F. R. 9707 (Changed)

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.

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.; Bowling Green, Ky.; Charleston, W. Va.; Front Royal, Va.; Westminster, Md.; INT of Westminster 080° and Robbinsville, N. J. 247° radials; Robbinsville; to Kennedy, N. Y.

AMENDMENTS 8/22/68 33 F. R. 9335 (Changed); 1/9/69 33 F. R. 17768 (Changed)

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.

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.; Casanova, Va.; INT of Casanova 051° and Robbinsville, N. J. 247° radials; Robbinsville; to Kennedy, N. Y.

AMENDMENTS 1/9/69 33 F. R. 17768 (Changed)

Jet Route No. 9 (Los Angeles, Calif., to Great Falls, Mont.).

From Los Angeles, Calif., via Hector, Calif.; Boulder City, Nev.; Milford, Utah; Provo, Utah; Salt Lake City, Utah; Dubois, Idaho; Dillon, Mont., to Great Falls, Mont.

AMENDMENTS 6/18/68 33 F. R. 9334 (Changed); 8/22/68 33 F. R. 9467 (Changed)

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.

Jet Route No. 11 (Tucson, Ariz., to Salt Lake City, Utah)

From Tucson, Ariz., via INT Tucson 316° and Phoenix, Ariz., 161° radials; Phoenix; Prescott, Ariz.; Bryce Canyon, Utah; Provo, Utah; to Salt Lake City, Utah.

Jet Route No. 12 (Allegheny, Pa., to Westminster, Md.).

From the INT of Ellwood City, Pa., 167° and Westminster, Md., 289° radials to Westminster.

AMENDMENTS 1/9/69 33 F. R. 17851 (Changed)

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.; Alamosa, 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; Boise, Idaho; John Day, Oreg.; INT John Day 288° and Portland, Oreg., 136° radials; to Portland.

AMENDMENTS 2/1/68 32 F. R. 17518 (Changed)

Jet Route No. 16 (Portland, Oreg., to Boston, Mass.).

From Portland, Oreg., via Pendleton, Oreg.; 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.

Jet Route No. 19 (Phoenix, Ariz., to St. Louis, Mo.)

From Phoenix, Ariz., via St. Johns, Ariz.; Albuquerque, N. Mex.; Las Vegas, N. Mex.; Liberal, Kans.; Wichita, Kans.; Butler, Mo.; to St. Louis, Mo.

AMENDMENTS 6/20/68 33 F. R. 6917 (Added)

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.; INT Tallahassee 129° and Orlando, Fla., 306° radials; Orlando; to the INT of the Orlando 118° and the Vero Beach, Fla., 341° radials.

AMENDMENTS 10/17/68 33 F. R. 11537 (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.; INT Austin 016° and Greater Southwest, Tex., 190° radials; Greater Southwest; INT Greater Southwest 356° and Oklahoma City, Okla., 158° radials; Oklahoma City; 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.

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 Richmond, Va.).

From Kansas City, Mo., via St. Louis, Mo.; Indianapolis, Ind.; Falmouth, Ky.; Charleston, W. Va.; to Richmond, Va.

AMENDMENTS 5/23/68 33 F. R. 5353 (Changed); 1/9/69 33 F. R. 17767 (Changed)

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.; INT Austin 016° and Greater Southwest, Tex. 190° radials; Greater Southwest; 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, Tex., via the INT of El Paso 069° and Roswell, N. Mex., 215° 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 Evansville 051° and Rosewood, Ohio, 230° radials; Rosewood; Cleveland, Ohio; Jamestown, N. Y.; Syracuse, N. Y.; Plattsburgh, N. Y.; Bangor, Maine to Presque Isle, Maine.

AMENDMENTS 1/9/69 33 F. R. 17767 (Changed)

Jet Route No. 30 (Salt Lake City, Utah to Front Royal, 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; to Front Royal, Va.

AMENDMENTS 1/9/69 33 F. R. 17851 (Changed)

Jet Route No. 31 (New Orleans, La., to Birmingham, Ala.).

From New Orleans, La., via Meridian, Miss.; to Birmingham.

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.

Jet Route No. 34 (Mullan Pass, Idaho to Front Royal, Va.).

From Mullan Pass, Idaho, via Helena, Mont.; Billings, Mont.; Dupree, S. Dak.; Redwood Falls, Minn.; Nodine, Minn.; Milwaukee, Wis.; INT of Milwaukee 098° and Carleton, Mich., 297° radials; Carleton; Cleveland, Ohio; INT of Cleveland 123° and Front Royal, Va., 310° radials; to Front Royal.

AMENDMENTS 10/17/68 33 F. R. 11451 (Rewritten); 1/9/69 33 F. R. 17851 (Changed)

PENDING AMENDMENT

Jet Route No. 34 is amended as follows:

In the caption "Mullan Pass, Idaho," is deleted and "Seattle, Wash.," is substituted therefor.

In the text "From Mullan Pass, Idaho, via" is deleted and "From Seattle, Wash., via Ephrata, Wash.; Mullan Pass, Idaho;" is substituted therefor.

AMENDMENTS 3/6/69 34 F. R. 431 (Changed)

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 (Dickinson, N. Dak., to Peck, Mich.).

From Dickinson, N. Dak., via Fargo, N. Dak.; Minneapolis, Minn.; Nodine, Minn.; Milwaukee, Wis.; INT of the Milwaukee, Wis., 088° and the Peck, Mich., 269° radials, to Peck, Mich.

AMENDMENTS 10/17/68 33 F. R. 11748 (Changed)

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 Rosewood, Ohio).

From Crestview, Fla., via Montgomery, Ala.; Birmingham, Ala.; INT of the Birmingham 360° and the Nashville, Tenn., 191° radials; Nashville; Louisville, Ky., to Rosewood, Ohio.

AMENDMENTS 1/9/69 33 F. R. 17767 (Changed)

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 (Key West, Fla., to Omaha, Nebr.).

From Key West, Fla., via INT of Key West 358° and St. Petersburg, Fla., 151° radials; St. Petersburg; Tallahassee, Fla.; Montgomery, Ala.; Birmingham, Ala.; Memphis, Tenn.; Springfield, Mo., Kansas City, Mo., to Omaha, Nebr.

Jet Route No. 42 (Greater Southwest, Texas to Kennedy, N. Y.).

From Greater Southwest, Texas via Texarkana, Ark.; Memphia, Tenn.; Nashville, Tenn.; Beckley, W. Va.; Casanova, Va.; INT of Casanova 051° and Robbinsville, N. J., 247° radials; Robbinsville; to Kennedy, N. Y.

AMENDMENTS 1/9/69 33 F. R. 17768 (Changed)

Jet Route No. 43 (Miami, Fla., - Salem, Mich.).

From Miami, Fla., via INT of Miami 316° and St. Petersburg, Fla., 133° radials; St. Petersburg; Tallahassee, Fla.; Atlanta, Ga.; Knoxville, Tenn.; Falmouth, Ky.; Rosewood, Ohio; to the INT of Rosewood 009° and Pullman, Mich., 091° radials.

AMENDMENTS 1/9/69 33 F. R. 17767 (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 Aberdeen, S. Dak.).

From Jacksonville, Fla., via Alma, Ga.; Atlanta, Ga.; Nashville, Tenn.; INT of the Nashville 316° and the St. Louis, Mo., 129° radials; St. Louis; Des Moines, Iowa, Sioux Falls, S. Dak.; to Aberdeen, S. Dak.

AMENDMENTS 8/22/68 33 F. R. 8592 (Changed)

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.

PENDING AMENDMENT

Jet Route No. 48 (Pulaski, Va., to Boston, Mass.).

From Pulaski, Va., via Westminster, Md.; Putnam, Conn.; to Boston, Mass.

AMENDMENTS 3/6/69 34 F. R. 1721 (Rewritten)

Jet Route No. 49 Charleston, W. Va., to the United States/Canadian Border).

From Charleston, W. Va., via INT of Charleston 034° and Philipsburg, Pa., 248° radials; Philipsburg; Hancock; Albany, N. Y.; Bangor, Maine; Presque Isle, Maine; to INT of the Presque Isle 038° radial and the United States/Canadian Border.

AMENDMENTS 1/9/69 33 F. R. 17851 (Changed)

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 (Greater Southwest, Texas to Richmond, Va.).

From Greater Southwest, Texas, via Texarkana, Ark.; Greenwood, Miss.; Birmingham, Ala.; Atlanta, Ga.; Augusta, Ga.; Columbia, S. C.; Raleigh-Durham, N. C.; to Richmond, Va.

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; Spartanburg, S. C.; Pulaski, Va.; INT of Pulaski 015° and Ellwood City, Pa., 177° radials; Ellwood City; to Kleinburg, Ontario, Canada. The portion within Canada is excluded.

AMENDMENTS 1/9/69 33 F. R. 17767 (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 Grodonsville 059 and Sea Isle, N. J., 257° radials; Sea Isle; INT of Sea Isle 040° and Putnam, Conn., 217° radials; Putnam; Kennebunk, Maine; Bangor, Maine; Presque Isle, Maine; to Mont Joli, Quebec, Canada, excluding the portion within Canada.

AMENDMENTS 10/17/68 33 F. R. 11150 (Changed)

Jet Route No. 56 (Salt Lake City, Utah, to Denver, Colo.).

From Salt Lake City, Utah, via Meeker, Colo., to Denver, Colo.

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; Greater Southwest, 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 City, Nev.; Bryce Canyon, Utah; Hanksville, Utah; Grand Junction, Colo.; Denver, Colo.; Hayes Center, Nebr.; Lincoln, Nebr.; INT Lincoln 089° and Iowa City, Iowa, 252° radials; Iowa City; Joliet, Ill.; Cleveland, Ohio; Philipsburg, Pa.;
INT of Philipsburg 097° and Kennedy, N. Y., 271° radials; to Kennedy.

AMENDMENTS 6/18/68 33 F. R. 9334 (Changed); 7/25/68 33 F. R. 6710 (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 (Tuna INT to Syracuse, N. Y.)

From the Tuna INT (INT of Kennedy, N. Y., 143° radial, 128 NM from Kennedy) via Kennedy; Huguenot, N. Y.; INT of Huguenot 321° and Syracuse, N. Y., 149° radials; to Syracuse.

AMENDMENTS 7/25/68 33 F. R. 8434 (Rewritten); 1/9/69 33 F. R. 17767 (Changed)

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.; Robbinsville, N. J.; to Kennedy, N. Y.

AMENDMENTS 1/9/69 33 F. R. 17768 (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; Fresno, Calif.; Sacramento, Calif.; to Red Bluff, Calif.

AMENDMENTS 3/28/68 33 F. R. 2766 (Changed)

Jet Route No. 66 (Greater Southwest, Tex., to Memphis, Tenn.).

From Greater Southwest, Tex., via Little Rock, Ark.; to Memphis, Tenn.

AMENDMENTS 8/22/68 33 F. R. 9335 (Rewritten)

Jet Route No. 67 (Lakeview, Oreg., to Portland, Oreg.)

From Lakeview, Oreg., direct Portland, Oreg.

Jet Route No. 68 (Jamestown, N. Y., to Nantucket, Mass.).

From Jamestown, N. Y. via Hancock, N. Y.; INT of Hancock 082° and Putnam, Conn., 293° radials; Putnam; Providence, R. I.; to Nantucket, Mass.

AMENDMENTS 1/9/69 33 F. R. 17737 (Changed)

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.)(Joins Canadian High Level Airway No. 70).

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.; INT of Pullman 091° and Jamestown, N. Y., 275° radials; Jamestown; Huguenot, N. Y.; to Kenney, N. Y. That airspace within Canada is excluded.

AMENDMENT 1/9/69 33 F. R. 17767 (Changed)

Jet Route No. 71 (Memphis, Tenn., to Northbrook, Ill.).

From Memphis, Tenn., via Centralia, Ill.; to Northbrook, Ill.

Jet Route No. 72 (Boulder City, Nev., to Greater Southwest, Tex.).

From Boulder City, Nev., via Peach Springs, Ariz.; Winslow, Ariz.; Albuquerque, N. Mex.; Texico, N. Mex.; Wichita Falls, Texas; to Greater Southwest, Texas.

AMENDMENTS 6/18/68 33 F. R. 9334 (Changed)

Jet Route No. 74 (Los Angeles, Calif., to Greater Southwest, 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 Greater Southwest, Tex.

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 City, Nev., to Greater Southwest, Texas).

From Boulder City, Nev., via Tuba City, Ariz.; Las Vegas, N. Mex.; Amarillo, Texas; Wichita Falls, Texas; to Greater Southwest, Texas.

AMENDMENTS 6/18/68 33 F. R. 9334 (Changed)

Jet Route No. 77 (Miami, Fla., to Boston, Mass.)

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.; to Boston, Mass.

AMENDMENTS 1/9/69 33 F. R. 17768 (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.

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 (Portland, Oreg. to Boston, Mass.).

From Portland, Oreg., via McCall, Idaho; Dubois, Idaho; Crazy Woman, Wyo.; Rapid City, S. Dak; Sioux Falls, S. Dak.; Fort Dodge, Iowa; Dubuque, Iowa; INT of Dubuque 095° and Joliet, Ill., 317° radials; Joliet; Cleveland, Ohio; Jamestown, N. Y.; Albany, N. Y.; INT of the Albany 084° and the Boston, Mass., 325° radials; to Boston.

AMENDMENTS 1/9/69 33 F. R. 17767 (Changed)

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 Linden, Calif.; Mina, Nev.; Currant, Nev.; INT Currant 087° and Delta, Utah, 243° radials; Delta; Meeker, Colo.; Sidney, Nebr.; Wolbach, Nebr.; Dubuque, Iowa; to Northbrook, Ill.

AMENDMENTS 3/28/68 33 F. R. 2506 (Changed); 5/23/68 33 F. R. 5215 (Changed)

Jet Route No. 85 (Miami, Fla., to Salem, Mich.) (Joins Canadian High Level Airway No. 85).

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 the INT of Cleveland 315° and Pullman, Mich., 091° radials. The portion within Canada is excluded.

AMENDMENTS 1/9/69 33 F. R. 17767 (Changed)

Jet Route No. 86 (Boulder City, Nev. to Miami, Fla.).

From Boulder City, 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; Houston; Grand Isle, La.; INT of Grand Isle 104° and Sarasota, Fla., 286° radials; Sarasota; INT of Sarasota 143° and Miami, Fla., 297° radials; to Miami.

AMENDMENTS 6/18/68 33 F. R. 9334 (Changed)

Jet Route No. 87 (Houston. Texas. to Northbrook. Ill.).

From Houston, Tex., via Greater Southwest, Tex.; Tulsa, Okla.; 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 Oakland, Calif.).

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; to Oakland.

AMENDMENTS 6/20/68 33 F. R. 6917 (Changed)

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 Northbrook, Ill.).

From Seattle, Wash., via Ephrata, Wash.; Mullan Pass, Idaho; Lewistown, Mont.; Miles City, Mont.; Aberdeen, S. Dak.; Redwood Falls, Minn.; Mason City, Iowa; INT of the Mason City 095° and the Northbrook, Ill., 293° radials; to Northbrook.

AMENDMENTS 10/17/68 33 F. R. 11451 (Changed); 1/9/69 33 F. R. 17767 (Changed)

Jet Route No. 91 (Atlanta, Ga., to Cleveland, Ohio).

From Atlanta, Ga., via Knoxville, Tenn.; Charleston, W. Va.; INT of the Charleston 357° and the Cleveland, Ohio, 172° radials; to Cleveland.

AMENDMENTS 1/9/69 33 F. R. 17767 (Changed)

Jet Route No. 92 (Reno, Nev., to Tucson, Ariz.).

From Reno, Nev., via Coaldale, Nev.; Beatty, Nev.; INT Beatty 142° and Boulder City, Nev., 272° radials; Boulder City; Prescott, Ariz.; Phoenix, Ariz.; to Tucson, Ariz.

AMENDMENTS 6/18/68 33 F. R. 9334 (Changed)

Jet Route No. 94 (Oakland, Calif., to Boston, Mass.).

From Oakland, Calif., via Stockton, Calif.; Reno, Nev.; Battle Mountain, Nev.; Lucin, Utah; Rock Springs, Wyo.; Scottsbluff, Nebr.; O'Neill, Nebr.; Fort Dodge, Iowa; Dubuque, Iowa; 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 2/6/69 33 F. R. 19165 (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. 96 (Los Angeles, Calif., to Joliet, Ill.).
From Los Angeles, Calif. via Ontario, Calif.; INT of Ontario 093° and Parker, Calif., 261° radials; Parker; Prescott, Ariz.; Winslow, Ariz.; Gallup, N. Mex.; Cimarron, N. Mex.; Garden City, Kans.; INT Garden City 066° and Salina, Kans., 257° radials; Salina; Kirksville, Mo.; Bradford, Ill.; to Joliet, Ill.

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 (Los Angeles, Calif., to Northbrook, Ill.).
From Los Angeles, Calif., via Hector, Calif.; Boulder City, Nev.; Bryce Canyon, Utah; Meeker, Colo.; Sidney, Nebr.; Wolbach, Nebr.; Dubuque, Iowa; to Northbrook, Ill.

AMENDMENTS 6/18/68 33 F. R. 9334 (Changed)

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 Salina, Kans.

AMENDMENTS 4/25/68 33 F. R. 3509 (Changed)

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 (Gila Bend, Ariz., to Denver, Colo.).

From Gila Bend, Ariz., via Tucson, Ariz.; San Simon, Ariz.; Socorro, N. Mex.; Las Vegas, N. Mex.; Pueblo, Colo.; to Denver, Colo.

AMENDMENTS 11/14/68 33 F. R. 12892 (Rewritten)

Jet Route No. 105 (Greater Southwest, Tex., to Milwaukee, Wis.).

From Greater Southwest, 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 City, Nev.; Milford, Utah; Delta, Utah; Rock Springs, Wyo.; Crazy Woman, Wyo.; Dickinson, N. Dak.; Pembina, N. Dak., to Kenora, Ontario, Canada.

AMENDMENTS 6/18/68 33 F. R. 9334 (Changed); 11/14/68 33 F. R. 12892 (Changed)

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 City, Nev.; Tuba City, Ariz.; Farmington, N. Mex.; Alamosa, Colo.; Garder City, Kans.; Butler, Mo.; St. Louis, Mo.; Indianapolis, Ind.; Appleton, Ohio; Allegheny, Pa.; Coyle, N. J.; to Kennedy, N. Y.

AMENDMENTS 7/5/68 33 F. R. 10204 (Changed)

Jet Route No. 111 (Nome, Alaska, to Middleton Island, Alaska.).

From Nome, Alaska, via Unalakleet, Alaska; 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. 113 (Northbrook, Ill., to Minneapolis, Minn.).
From Northbrook, Ill., via Dubuque, Iowa; to Minneapolis, Minn.

Jet Route No. 115 (King Salmon, Alaska, to Fairbanks, Alaska)
From King Salmon, Alaska; via Anchorage, Alaska; to Fairbanks, Alaska.

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 Alma, Ga.)

From Miami, Fla., via the INT of the Miami 297° and the St. Petersburg, Fla., 151° radials; St. Petersburg; to Alma, Ga.

AMENDMENTS 10/17/68 33 F. R. 11537 (Changed)

Jet Route No. 120 (Bethel, Alaska, to Barter Island, Alaska).

From Bethel, Alaska, via McGrath, Alaska; Fairbanks, Alaska; Fort Yukon, Alaska; to the Barter Island, Alaska, RBN.

AMENDMENTS 12/12/68 33 F. R. 15860 (Changed); Eff. date changed 1/9/69 33 F. R. 18135
Eff. date changed 1/20/69 34 F. R. 250

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 050° 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.

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.

Jet Route No. 124 (Anchorage, Alaska to Northway, Alaska).

From Anchorage, Alaska, via Big Lake, Alaska; Gulkana, Alaska; to Northway, Alaska.

AMENDMENTS 4/25/68 33 F. R. 4368 (Rewritten)

Jet Route No. 125 From Kodiak, Alaska, to Anchorage, Alaska.

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 Northbrook, Ill.).

From Los Angeles, Calif., via Hector, Calif.; Peach Springs, Ariz.; Tuba City, Ariz.; Gunnison, Colo.; Denver, Colo.; Hays Center, Nebr.; Wolbach, Nebr.; Dubuque, Iowa; to Northbrook, Ill.

Jet Route No. 131 (San Antonio, Tex., to Greater Southwest, Tex.).

From San Antonio, Tex., via INT San Antonio 007° and Greater Southwest, Tex., 219° radials; to Greater Southwest.

AMENDMENTS 12/12/68 33 F. R. 15545 (Added)

Jet Route No. 132 (Fort Dodge, Iowa, to Mason City, Iowa).

From Fort Dodge, Iowa, to Mason City, Iowa.

Jet Route No. 133 (Annette Island, Alaska, to Anchorage, Alaska).

From Annette Island, Alaska, via Biorka Island, Alaska; Hinchinbrook, Alaska, RR; Johnstone Point, Alaska; to Anchorage, Alaska.

AMENDMENTS 2/6/69 33 F. R. 18010 (Added)

Jet Route No. 134 (Los Angeles, Calif., to Front Royal, Va.).

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.; Butler, Mo.; St. Louis, Mo.; Falmouth, Ky.; INT of Falmouth 085° and Front Royal, Va., 264° radials; to Front Royal.

AMENDMENTS 5/23/68 33 F. R. 5215 (Changed); 1/9/69 33 F. R. 17767 (Changed)

Jet Route No. 136 (Newport, Oreg. to Spokane, Wash.).

From Newport, Oreg., via Portland, Oreg., 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. 144 (Wolbach, Nebr., to Dubuque, Iowa).

From Wolbach, Nebr.; via Des Moines, Iowa; to Dubuque, Iowa.

AMENDMENTS 3/28/68 33 F. R. 2506 (Added)

Jet Route No. 146 (Los Angeles, Calif., to Joliet, Ill.).

From Los Angeles, Calif., via Ontario, Calif.; Hector, Calif.; Boulder, Nev.; Dove Creek, Colo.; Gunnison, Colo.; Goodland, Kans.; Lincoln, Nebr.; INT Lincoln 089° and Iowa City, Iowa, 252° radials; Iowa City; to Joliet, Ill.

AMENDMENTS 7/25/68 33 F. R. 6710 (Added)

Jet Route No. 147 (Beckley, W. Va., to Gordonsville, Va.)

From Beckley, W. Va., to Gordonsville, Va.

AMENDMENTS 1/9/69 33 F. R. 17768 (Added)

Jet Route No. 148 (Delta, Utah, to O'Neill, Nebr.).

From Delta, Utah, via Myton, Utah; Cheyenne, Wyo.; to O'Neill, Nebr.

AMENDMENTS 6/20/68 33 F. R. 6287 (Added)

Jet Route No. 149 (Casanova, Va., to Appleton, Ohio).
From Casanova, Va., via INT of Casanova 280° and Appleton, Ohio, 122° radials; to Appleton.

AMENDMENTS 1/9/69 33 F. R. 17738 (Added)

Jet Route No. 150 (Hampton, N. Y., to Striper INT).

From Hampton, N. Y., via Hyannis, Mass.; to the INT of Hyannis 068° and Boston, Mass., 097° radials.

AMENDMENTS 6/20/68 33 F. R. 6287 (Added)

Jet Route No. 151 (St. Louis, Mo., to Billings, Mont.)

From St. Louis, Mo., via Des Moines, Iowa; O'Neill, Nebr.; Rapid City, S. Dak.; to Billings, Mont.

AMENDMENTS 8/22/68 33 F. R. 8592 (Added)

Jet Route No. 152 (From Capital, Ill., to Ellwood City, Pa.).

From Capital, Ill., via INT of Capital 091° and Rosewood, Ohio, 263° radials; Rosewood; INT of Rosewood 083° and Ellwood City, Pa., 256° radials; to Ellwood City.

AMENDMENTS 1/9/69 33 F. R. 17767 (Added)

Jet Route No. 153 (From Shad INT to Sea Isle, N. J.)

From Shad INT (INT of Sea Isle, N. J. 134° radial, 118 NM from Sea Isle to Sea Isle.

AMENDMENTS 7/25/68 33 F. R. 8434 (Added)

Jet Route No. 154 (Battle Mountain, Nev., to Rock Springs, Wyo.).

From Battle Mountain, Nev., via Bonneville, Utah; Salt Lake City, Utah; to Rock Springs, Wyo.

AMENDMENTS 2/6/69 33 F. R. 19165 (Added)

Jet Route No. 156 (Wilson Creek, Nev., to Meeker, Colo.).

From Wilson Creek, Nev., to Meeker, Colo.

AMENDMENTS 12/12/68 33 F. R. 14701 (Added)

Jet Route No. 174 (Hampton, N. Y., to Herring INT).

From Hampton, N. Y., via Hyannis, Mass.; to the INT of Hyannis 080° and Nantucket, Mass., 066° radials.

AMENDMENTS 6/20/68 33 F. R. 6287 (Added)

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.; North Bay, Ontario, Canada; Killaloe, Ontario, RBN; Ottawa, Ontario; St. Johns, Quebec; Sherbrooke, Quebec; Millinocket, Maine to Fredericton, New Brunswick excluding the portions outside the United States.

AMENDMENTS 7/5/68 33 F. R. 10205 (Changed)

Jet Route No. 501 (Seattle, Washington, to Bethel, Alaska). (joins Canadian High Level Airway No. 501.).

From Seattle, Wash., to Victoria, British Columbia. From Sandspit, B. C. via Biorka Island, Alaska; Yakutat, Alaska; Johnstone Point, Alaska; Anchorage, Alaska; to Bethel, Alaska, excluding that airspace within Canadian territory.

Jet Route No. 502 (Kotzebue, Alaska, to Oakland, Calif.). (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; Malcolm Island, British Columbia, Canada; Tofino, British Columbia, Canada, RBN; Neah Bay, Wash., RBN; Hoquiam, Wash.; Medford, Oreg.; Ukian, Calif.; INT of Ukiah 172° and Oakalnd, Calif., 305° radials; to Oakland, excluding the portion within Canada.

AMENDMENTS 6/20/68 33 F. R. 6917 (Changed)

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.

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.

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.

Jet Route No. 511 (Dillingham, Alaska, to the United States/Canadian border); (joins Canadian high level airway No. 511).

From Dillingham, Alaska, via Anchorage, Alaska; Big Lake, Alaska; Gulkana, Alaska; to Burwash Landing, Yukon Territory, Canada, RR, excluding the portion which lies over Canadian territory.

AMENDMENTS 4/25/68 33 F. R. 4368 (Added)

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.

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.

Jet Route No. 522 (From the United States/Canadian border to Huguenot, N. Y.). (Joins Canadian High Level Airway No. 522.)

From Kleinburg, Ont., Canada, via Hancock, N. Y., to Huguenot, N. Y., excluding the airspace within Canada.

AMENDMENTS 1/9/69 33 F. R. 17767 (Added)

Jet Route No. 523 (Seattle, Wash., to Neah Bay, Wash.).

From Seattle, Wash., to the Neah Bay, Wash., RBN.

AMENDMENTS 8/22/68 33 F. R. 9468 (Added); Corr: 33 F. R. 11538

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.

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 (Pullman, Mich., to the United States/Canadian Border) (joins Canadian high level airway No. 548).

From Pullman, Mich.; via the INT Sault Ste. Marie, Mich., 207° and Pullman 010° radials; Sault Ste. Marie, to the United States/Canadian border via the Sault Ste. Marie to Timmins, Ontario, RR direct radial.

AMENDMENTS 8/22/68 33 F. R. 9810 (Rewritten)

Jet Route No. 551 (Peck, Mich., to the United States/Canadian border.) (Joins Canadian high level airway No. 551).

From Peck, Mich., to the United States/Canadian border via the Peck to Wiarton, Ontario, direct radial.

Jet Route No. 554 (Carleton, Mich., to Buffalo, N. Y.). (Joins Canadian High Level Airway No. 554).

From Carleton, Mich., to Buffalo, N. Y. That airspace within Canada is excluded.

AMENDMENTS 1/9/69 33 F. R. 17767 (Rewritten)

Jet Route No. 559 (Syracuse, N. Y., to the United States/Canadian border). (Joins Canadian high level airway No. 559).

From Syracuse, N. Y., to the INT of Syracuse 005° radial and the United States/Canadian border.

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.

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.

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. 573 (Kennebunk, Maine, to the United States/Canadian Border). (joins Canadian High Level Airway No. 573).

From Kennebunk, Maine, to St. John, New Brunswick, Canada, excluding the portion within Canada.

AMENDMENTS 12/12/68 33 F. R. 15545 (Added)

Jet Route No. 575 (Putnam, Conn. to Yarmouth, N. S., Canada). (Joins Canadian high level airway No. 575).

From Putnam, Conn., via Boston, Mass.; to Yarmouth, N. S., Canada, excluding the portion under the jurisdiction of Canada.

AMENDMENTS 1/9/69 33 F. R. 17768 (Changed)

Jet Route No. 581 (Hampton, N. Y. to the United States/Canadian Border); (joins Canadian high level airway No. 581).

From Hampton, N. Y., via Providence, R. I.; Boston, Mass.; Kennebunk, Maine; Bangor, Maine, to the INT of the Bangor 058° radial and the United States/Canadian border.

AMENDMENTS 1/9/69 33 F. R. 17768 (Changed)

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 Mont Joli, Quebec, Canada, excluding the portion within Canada.

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 (Carleton, Mich., to United States/Canadian Border near Massena, N. Y.). (Joins Canadian High Level Airway No. 586).

From Carleton, Mich., via London, Ont., Canada; Stirling, Ont., Canada; Massena, N. Y.; to St. Jean, Quebec, Canada. That airspace within Canada is excluded.

AMENDMENTS 1/9/69 33 F. R. 17767 (Rewritten)

Jet Route No. 590 (Lakehead, Ontario, Canada, to Carleton, Mich.) (joins Canadian high level airway No.HL-590).

From the Lakehead, Ontario, Canada, RBN; Sault Ste. Marie, Mich., to Carleton, Mich. The portion within Canada is excluded.

AMENDMENTS 2/1/68 32 F. R. 17518 (Added); 8/22/68 33 F. R. 9810 (Rewritten)

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.

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.

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.

Jet Route No. 36 Jet Advisory Area
Nonradar: From the intersection of J-36 and longitude 100°00'00" W., to the boundary of the positive control area southeast of Fargo.

AMENDMENTS 10/17/68 33 F. R. 11748 (Rewritten)

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., to Boston, Mass.

Jet Route No. J-107 Jet Advisory Area.
Radar: From the positive control area boundary NE of Dickinson, N. Dak., to 14 nautical miles SW of Pembina, N. Dak.
Nonradar: From 14 nautical miles SW of Pembina, N. Dak., to 26 nautical miles NE of Pembina; from 81 nautical miles NE of Pembina 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
Nonradar: From Fargo, N. Dak., to the United States/Canadian border.

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.