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Conservation Service
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Commodity Credit Corporation
Consumer and Marketing Service
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Engineers Corps
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Internal Revenue Service
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Title 3—THE PRESIDENT

Proclamation 3957

LAW DAY, U.S.A., 1970

By the President of the United States of America

A Proclamation

The Congress of the United States has set aside the first day of May as Law Day, U.S.A.

This year will mark the Nation's thirteenth annual observance of Law Day—a special day for reaffirming our loyalty to the United States and rededicating ourselves to the rule of law.

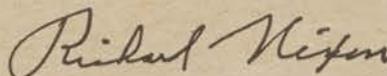
The benefits that have come to each of us as individuals and to all of us as Americans through our adherence to the rule of law are endless. It is through the processes of law that our Nation has achieved its amazing growth and development in every sphere of human endeavor.

The law does not rule by itself. Citizens administer it; and each citizen must abide by its constraints and accept its responsibilities if the rights, freedoms, opportunities and protections of all citizens are to be guarded.

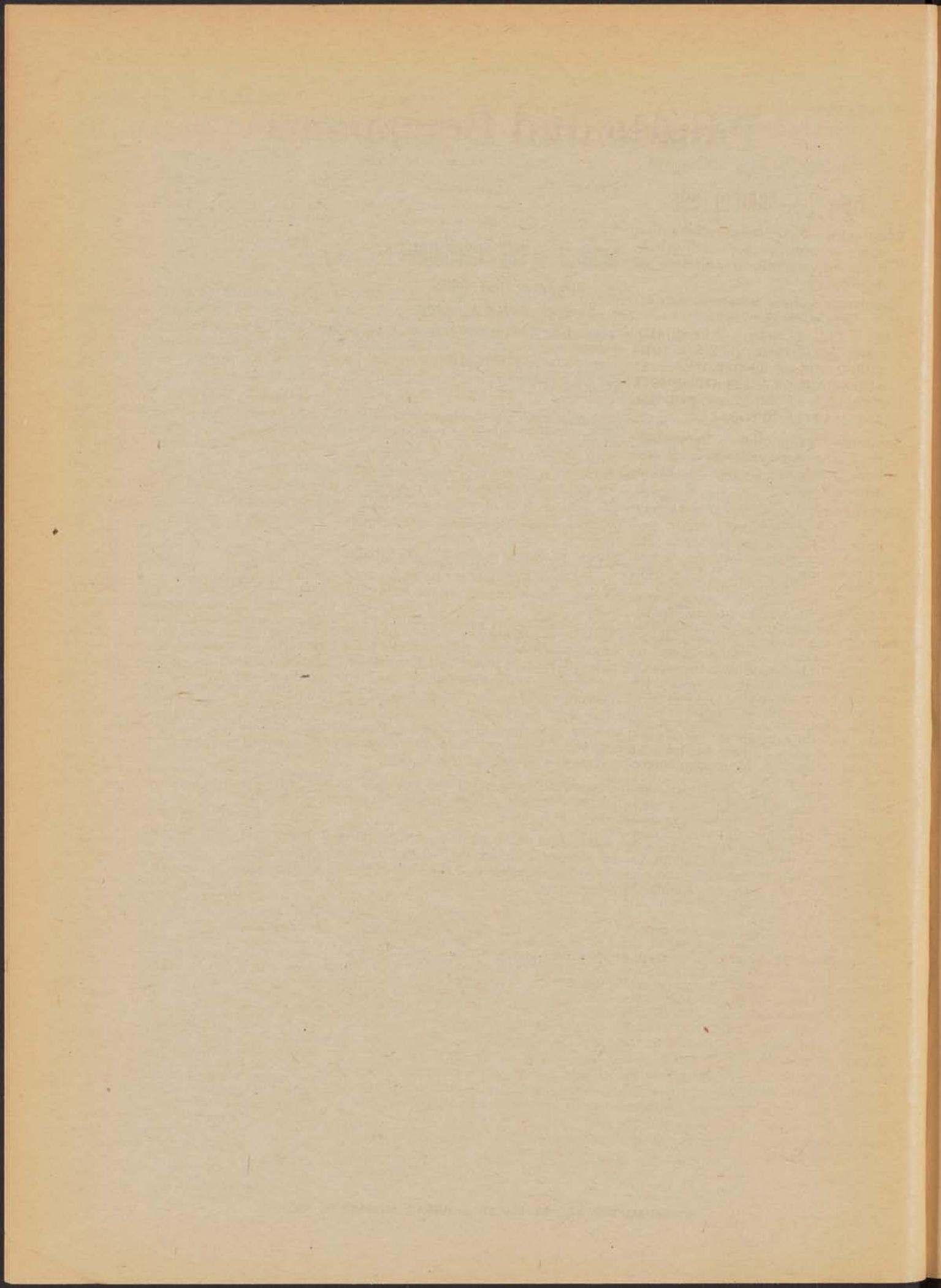
NOW, THEREFORE, I, RICHARD NIXON, President of the United States of America, do hereby urge the people of the United States to observe Friday, May 1, 1970, as Law Day in the United States of America with appropriate public ceremonies and by rededication to our form of government and to the supremacy of law in our lives. Especially, I urge the legal profession, the schools and educational institutions, civic and service organizations, all media of public information, and the courts to take the lead in sponsoring and participating in appropriate observances throughout the Nation.

And, as requested by the Congress, I direct the appropriate Government officials to display the flag of the United States on all public buildings on that day.

IN WITNESS WHEREOF, I have hereunto set my hand this twenty-ninth day of January, in the year of our Lord nineteen hundred seventy, and of the Independence of the United States of America the one hundred ninety-fourth.



[F.R. Doc. 70-1281; Filed, Jan. 29, 1970; 1:24 p.m.]



Rules and Regulations

Title 7—AGRICULTURE

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

SUBCHAPTER B—FARM MARKETING QUOTAS AND ACREAGE ALLOTMENTS

PART 724—BURLEY, FIRE-CURED, DARK AIR-CURED, VIRGINIA SUN-CURED, CIGAR BINDER (TYPES 51 AND 52), CIGAR FILLER AND BINDER (TYPES 42, 43, 44, 53, 54, AND 55), AND MARYLAND TOBACCO

Subpart—Proclamation, Determinations and Announcements of National Marketing Quotas and Referendum Results

DETERMINATIONS AND ANNOUNCEMENTS, 1970-71 MARKETING YEAR

Basis and purpose. Section 724.11 is issued pursuant to and in accordance with the Agricultural Adjustment Act of 1938, as amended, hereinafter referred to as the "Act," to (1) determine the reserve supply level for Burley tobacco, (2) determine the total supply of Burley tobacco for the marketing year beginning October 1, 1969, and (3) announce for the 1970-71 marketing year the amount of the national marketing quota, national acreage allotment, national acreage factor for apportioning the national acreage allotment (less reserve) to old farms, and the amount of the national reserve and parts thereof available for (a) new farms and (b) making corrections and adjusting inequities in old farm allotments for Burley tobacco. The determinations contained in § 724.11 have been made on the basis of the latest available statistics of the Federal Government, and after due consideration of data, views, and recommendations received from Burley tobacco producers and others as provided in a notice (34 F.R. 19550) given in accordance with the provisions of 5 U.S.C. 553.

It is determined that acreage-poundage quotas will not be announced for burley tobacco for the 1970-71 marketing year. Since Burley tobacco farmers are now making their plans for producing tobacco in 1970 and need to know, at the earliest possible date, the 1970 Burley tobacco allotments for their farms, it is hereby found that compliance with the 30-day effective date provision of 5 U.S.C. 553 is impracticable and contrary to the public interest. Therefore, the determinations and announcements contained herein shall become effective upon the date of filing with the Director, Office of the Federal Register.

§ 724.11 Burley tobacco.

(a) *Reserve supply level.*¹ The reserve supply level for Burley tobacco is 1,749.7 million pounds, calculated, as provided in the Act, from a normal year's domestic consumption of 567.0 million pounds and a normal year's exports of 65 million pounds.

(b) *Total supply.*¹ The total supply of Burley tobacco for the marketing year beginning October 1, 1969, calculated in accordance with the Act, is 1,898.7 million pounds, consisting of carryover of 1,316.5 million pounds and estimated 1969 production of 582.2 million pounds.

(c) *Carryover.*¹ The estimated carryover of Burley tobacco for the marketing year beginning October 1, 1970, is 1,313.7 million pounds, calculated in accordance with the Act by subtracting the estimated disappearance for the marketing year beginning October 1, 1969, of 585 million pounds from the total supply of such tobacco.

(d) *National marketing quota.*¹ The amount of Burley tobacco which will make available during the marketing year beginning October 1, 1970, a supply of Burley tobacco equal to the reserve supply level of such tobacco is 436 million pounds, and a national marketing quota of such amount is hereby announced. It is determined, however, that a national marketing quota in the amount of 436 million pounds would result in undue restriction of marketings during the 1970-71 marketing year and such amount is hereby increased by 20 percent. Therefore, the amount of the national marketing quota for Burley tobacco in terms of the total quantity of such tobacco which may be marketed during the marketing year beginning October 1, 1970, is 523.2 million pounds.

(e) *National acreage allotment.* The national acreage allotment, calculated in accordance with the Act by dividing the national marketing quota for the 1970-71 marketing year by the 5-year, 1965-69 national average yield of 2,330 pounds, is 224,549.36 acres.

(f) *National acreage factor.* The national acreage factor for use in determining farm acreage allotments for the 1970-71 marketing year is 0.90. It was calculated in accordance with the Act by dividing the national acreage allotment, less reserve, by the total of the 1970 preliminary allotments for 1970 old farms.

(g) *National reserve.* The national acreage reserve is 350 acres, of which 150 acres are made available for 1970 new farms, and 200 acres are made available for making corrections and adjusting inequities in old farm allotments.

¹ Rounded to the nearest 10th of a million pounds.

(Secs. 301, 312, 313, 317, 375, 52 Stat. 38, as amended, 46, as amended, 47, as amended, 66, as amended; 79 Stat. 66, as amended; 7 U.S.C. 1301, 1312, 1313, 1314c, 1375)

Effective date: Date of filing of this Document with the Director, Office of the Federal Register.

Signed at Washington, D.C., on January 29, 1970.

CLIFFORD M. HARDIN,
Secretary of Agriculture.

[F.R. Doc. 70-1308; Filed, Jan. 29, 1970; 3:21 p.m.]

Chapter IX—Consumer and Marketing Service (Marketing Agreements and Orders; Fruits, Vegetables, Nuts), Department of Agriculture

[Lemon Reg. 412]

PART 910—LEMONS GROWN IN CALIFORNIA AND ARIZONA

Limitation of Handling

§ 910.712 Lemon Regulation 412.

(a) *Findings.* (1) Pursuant to the marketing agreement, as amended, and Order No. 910, as amended (7 CFR Part 910), regulating the handling of lemons grown in California and Arizona, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674), and upon the basis of the recommendations and information submitted by the Lemon Administrative Committee, established under the said amended marketing agreement and order, and upon other available information, it is hereby found that the limitation of handling of such lemons, as hereinafter provided, will tend to effectuate the declared policy of the act.

(2) It is hereby further found that it is impracticable and contrary to the public interest to give preliminary notice, engage in public rule-making procedure, and postpone the effective date of this section until 30 days after publication hereof in the FEDERAL REGISTER (5 U.S.C. 553) because the time intervening between the date when information upon which this section is based became available and the time when this section must become effective in order to effectuate the declared policy of the act is insufficient, and a reasonable time is permitted, under the circumstances, for preparation for such effective time; and good cause exists for making the provisions hereof effective as hereinafter set forth. The committee held an open meeting during the current week, after giving due notice thereof, to consider supply and market conditions for lemons and the need for regulation; interested persons were afforded an opportunity to submit information and views at this meeting; the

recommendation and supporting information for regulation during the period specified herein were promptly submitted to the Department after such meeting was held; the provisions of this section, including its effective time, are identical with the aforesaid recommendation of the committee, and information concerning such provisions and effective time has been disseminated among handlers of such lemons; it is necessary, in order to effectuate the declared policy of the act, to make this section effective during the period herein specified; and compliance with this section will not require any special preparation on the part of persons subject hereto which cannot be completed on or before the effective date hereof. Such committee meeting was held on January 27, 1970.

(b) *Order.* (1) The respective quantities of lemons grown in California and Arizona which may be handled during the period February 1, 1970, through February 7, 1970, are hereby fixed as follows:

- (i) District 1: 32,550 cartons;
- (ii) District 2: 79,050 cartons;
- (iii) District 3: 74,400 cartons.

(2) As used in this section; "handled," "District 1," "District 2," "District 3," and "carton" have the same meaning as when used in the said amended marketing agreement and order.

(Secs. 1-19, 48 Stat. 31, as amended; 7 U.S.C. 601-674)

Dated: January 28, 1970.

PAUL A. NICHOLSON,
Deputy Director, Fruit and
Vegetable Division, Consumer
and Marketing Service.

[F.R. Doc. 70-1268; Filed, Jan. 30, 1970;
8:49 a.m.]

[Grapefruit Reg. 33]

PART 913—GRAPEFRUIT GROWN IN THE INTERIOR DISTRICT IN FLORIDA

Limitation of Handling

§ 913.333 Grapefruit Regulation 33.

(a) *Findings.* (1) Pursuant to the marketing agreement, as amended, and Order No. 913, as amended (7 CFR Part 913; 34 F.R. 12428), regulating the handling of grapefruit grown in the Interior District in Florida, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674), and upon the Interior Grapefruit Marketing Committee, established under said marketing agreement and order, and upon other available information, it is hereby found that the limitation of handling of such grapefruit, as hereinafter provided, will tend to effectuate the declared policy of the act.

(2) It is hereby further found that it is impracticable and contrary to the public interest to give preliminary notice, engage in public rule-making procedure, and postpone the effective date of this section until 30 days after publication hereof in the FEDERAL REGISTER (5 U.S.C. 553) because the time intervening be-

tween the date when information upon which this section is based became available and the time when this section must become effective in order to effectuate the declared policy of the act is insufficient, and a reasonable time is permitted, under the circumstances, for preparation for such effective time; and good cause exists for making the provisions hereof effective as hereinafter set forth. The committee held an open meeting during the current week, after giving due notice thereof, to consider supply and market conditions for Interior grapefruit, and the need for regulation; interested persons were afforded an opportunity to submit information and views at this meeting; the recommendation and supporting information for regulation during the period specified herein were promptly submitted to the Department after such meeting was held; the provisions of this section, including its effective time, are identical with the aforesaid recommendation of the committee; and information concerning such provisions and effective time has been disseminated among handlers of such Interior grapefruit; it is necessary, in order to effectuate the declared policy of the act, to make this section effective during the period herein specified; and compliance with this section will not require any special preparation on the part of persons subject hereto which cannot be completed on or before the effective date hereof. Such committee meeting was held on January 29, 1970.

(b) *Order.* (1) The quantity of grapefruit grown in the Interior District which may be handled during the period February 2, 1970, through February 8, 1970, is hereby fixed at 212,500 standard packed boxes.

(2) As used in this section, "handled," "Interior District," "grapefruit," and "standard packed box" have the same meaning as when used in said marketing agreement and order.

(Secs. 1-19, 48 Stat. 31, as amended; 7 U.S.C. 601-674)

Dated: January 29, 1970.

PAUL A. NICHOLSON,
Deputy Director, Fruit and Veg-
etable Division, Consumer and
Marketing Service.

[F.R. Doc. 70-1343; Filed, Jan. 30, 1970;
12:02 p.m.]

Chapter XIV—Commodity Credit Corporation, Department of Agriculture

SUBCHAPTER A—GENERAL REGULATIONS AND POLICIES

[Amdt. 1]

PART 1402—POLICY FOR CERTAIN COMMODITIES AVAILABLE FOR SALE

Annual and Monthly Sales Lists

Part 1402 of Chapter XIV of Title 7 of the Code of Federal Regulations, published in the FEDERAL REGISTER of October 16, 1954 (19 F.R. 6669) and redesignated in the FEDERAL REGISTER of January 23, 1963 (28 F.R. 579) is amended as follows:

1. Section 1402.101 is amended to provide for the issuance of each fiscal year of an Annual Sales List in which will be announced commodities and prices for commodities available for sale, and a Monthly Sales List, supplementing the Annual Sales List, announcing changes in the list of commodities and sales prices therefor and various other information. Section 1402.101, as amended, reads as follows:

§ 1402.101 General.

It is the policy of the Commodity Credit Corporation to facilitate sales in private trade channels of commodities acquired under the Corporation's price support programs. The policy will be effectuated by issuance of an Annual Sales List to be published in the FEDERAL REGISTER. The Annual Sales List will set forth either the prices or the pricing basis at which commodity holdings of the Commodity Credit Corporation are available for sale for domestic unrestricted use, for export, and redemption of payment-in-kind certificates. Information concerning barter and credit will also be included. The Annual Sales List will reflect sales policy for the beginning month of the period covered by the list. The Annual Sales List will also project this beginning policy as far as possible into the balance of the fiscal year by setting forth the prices that will prevail in subsequent months if the beginning sales policy were to remain unchanged. The Annual Sales List is intended to minimize the repetitive publication of price information and shall not be construed as an annual sales policy commitment by CCC. The Annual Sales List will be supplemented monthly by the issuance of a Monthly Sales List which will also be published in the FEDERAL REGISTER and will set forth changes in pricing or in the list of commodities available for sale or other disposition as well as other information supplementing the Annual Sales List. The first Annual Sales List will be issued on or about January 30, 1970, and will continue in effect until or about the end of the fiscal year ending June 30, 1970, or until it is superseded or terminated. The Commodity Credit Corporation reserves the right to make any amendments deleting or adding to the provisions of the Annual or Monthly Sales List, changing prices or methods of sale, including but not limited to, changes in the minimum price percentage, markups and carrying charges. These lists are issued for the purpose of public information and do not constitute an offer to sell by the Commodity Credit Corporation or an invitation for offers to purchase from the Corporation. For handy reference of interested parties there will be made available each month in bulletin form the information in the Annual and Monthly Sales Lists applicable to the month for which the bulletin is issued showing commodities, prices and pricing bases. To be placed on the mailing list for the bulletin, applications should be made to the Director, Grain Division, ASCS, USDA, Washington, D.C. 20250.

Effective date: Upon publication in the FEDERAL REGISTER.

Signed at Washington, D.C., on January 29, 1970.

KENNETH E. FRICK,
Executive Vice President,
Commodity Credit Corporation.

[F.R. Doc. 70-1331; Filed, Jan. 30, 1970;
8:50 a.m.]

Title 9—ANIMALS AND ANIMAL PRODUCTS

Chapter I—Agricultural Research Service, Department of Agriculture

SUBCHAPTER C—INTERSTATE TRANSPORTATION OF ANIMALS AND POULTRY

PART 76—HOG CHOLERA AND OTHER COMMUNICABLE SWINE DISEASES

Areas Quarantined

Pursuant to provisions of the Act of May 29, 1884, as amended, the Act of February 2, 1903, as amended, the Act of March 3, 1905, as amended, the Act of September 6, 1961, and the Act of July 2, 1962 (21 U.S.C. 111-113, 114g, 115, 117, 120, 121, 123-126, 134b, 134f), Part 76, Title 9, Code of Federal Regulations, restricting the interstate movement of swine and certain products because of hog cholera and other communicable swine diseases, is hereby amended in the following respects:

1. In § 76.2, the introductory portion in paragraph (e) is amended by adding thereto the name of the State of Georgia and paragraph (e) (16) is added to read:
(16) *Georgia*. Newton County.

2. In § 76.2, paragraph (e) (7) relating to the State of Mississippi is amended to read:

(7) *Mississippi*. (i) Calhoun and Webster Counties.

(ii) The adjacent portions of Tallahatchie and Grenada Counties bounded by a line beginning at the junction of U.S. Highway 51 and Federal Aid Secondary Highway at the Grenada-Yalobusha County line; thence, following Federal Aid Secondary Highway in a southwesterly direction to the town of Cascilla; thence, following Federal Aid Secondary Highway in a generally southerly direction to State Highway 8; thence, following State Highway 8 in a southeasterly direction to State Highway 35; thence, following State Highway 35 in a southeasterly direction across Cane Creek to the First Federal Aid Secondary Highway east of State Highway 35; thence, following the First Federal Aid Secondary Highway east of State Highway 35 in a continuous northeasterly direction to U.S. Interstate Highway 55; thence, following U.S. Interstate Highway 55 in a northerly direction to U.S. Highway 51; thence, following U.S. Highway 51 in a northerly direction to its junction with Federal Aid Secondary Highway at the Grenada-Yalobusha County line.

(iii) That portion of Rankin County beginning at the junction of the Pearl River and the Black Top County Road (south of the Ross Barnett Reservoir) known locally as Scenic Drive Road; thence, following Scenic Drive Road in a southeasterly direction to State Highway 471; thence, following State Highway 471 in a southwesterly direction to U.S. Highway 80; thence, following U.S. Highway 80 in a westerly direction to the Pearl River; thence, following the east bank of the Pearl River in a northeasterly direction to its junction with the Scenic Drive Road (south of the Ross Barnett Reservoir).

3. In § 76.2, paragraph (e) (13) relating to the State of Texas, a new subdivision (vi) is added to read:

(13) *Texas*. * * *

(vi) That portion of Tom Green County bounded by a line beginning at the junction of U.S. Highway 67 and the Tom Green-Runnels County line; thence, following U.S. Highway 67 in a southwesterly direction to State Highway 306; thence, following State Highway 306 in a southerly direction to U.S. Highway 87; thence, following U.S. Highway 87 in a generally easterly direction to Farm to Market Road 2334; thence, following Farm to Market Road 2334 in a northerly direction to Secondary Road 380; thence, following Secondary Road 380 in an easterly direction to Secondary Road 1692; thence, following Secondary Road 1692 in a northerly direction to the Tom Green-Runnels County line; thence, following the Tom Green-Runnels County line in a westerly direction to its junction with U.S. Highway 67.

4. In § 76.2, paragraph (f) is amended by deleting the reference to "Georgia."

(Secs. 4-7, 23 Stat. 32, as amended, secs. 1, 2, 32 Stat. 791-792, as amended, secs. 1-4, 33 Stat. 1264, 1265, as amended, sec. 1, 75 Stat. 481 secs. 3 and 11, 76 Stat. 130, 132; 21 U.S.C. 111, 112, 113, 114g, 115, 117, 120, 121, 123-126, 134b, 134f; 29 F.R. 16210, as amended)

Effective date. The foregoing amendments shall become effective upon issuance.

The amendments quarantine Newton County, Ga., and parts of Tom Green County, Tex., because of the existence of hog cholera. This action is deemed necessary to prevent further spread of the disease. The restrictions pertaining to the interstate movement of swine and swine products from or through quarantined areas as contained in 9 CFR Part 76, as amended, will apply to such counties.

The amendments also exclude parts of Rankin County, Miss., from the areas heretofore quarantined because of hog cholera. Therefore, the restrictions pertaining to the interstate movement of swine and swine products from or through quarantined areas as contained in 9 CFR Part 76, as amended, will not apply to the excluded areas, but will continue to apply to the quarantined areas described in § 76.2. Further, the restrictions pertaining to the interstate movement from nonquarantined areas contained in said Part 76 will apply to the areas excluded from quarantine.

The foregoing amendments also delete the State of Georgia from the list of hog cholera eradication States as set forth in § 76.2(f).

Insofar as the amendments impose certain further restrictions necessary to prevent the interstate spread of hog cholera they must be made effective immediately to accomplish their purpose in the public interest. Insofar as they relieve restrictions, they should be made effective promptly in order to be of maximum benefit to affected persons.

Accordingly, under the administrative procedure provisions in 5 U.S.C. 553, it is found upon good cause that notice and other public procedure with respect to the amendments are impracticable, unnecessary, and contrary to the public interest, and good cause is found for making them effective less than 30 days after publication in the FEDERAL REGISTER.

Done at Washington, D.C., this 27th day of January 1970.

R. J. ANDERSON,
Acting Administrator,
Agricultural Research Service.

[F.R. Doc. 70-1220; Filed, Jan. 30, 1970;
8:45 a.m.]

PART 76—HOG CHOLERA AND OTHER COMMUNICABLE SWINE DISEASES

Areas Quarantined

Pursuant to provisions of the Act of May 29, 1884, as amended, the Act of February 2, 1903, as amended, the Act of March 3, 1905, as amended, the Act of September 6, 1961, and the Act of July 2, 1962 (21 U.S.C. 111-113, 114g, 115, 117, 120, 121, 123-126, 134b, 134f), Part 76, Title 9, Code of Federal Regulations, restricting the interstate movement of swine and certain products because of hog cholera and other communicable swine diseases, is hereby amended in the following respects:

1. In § 76.2 paragraph (e) (6) relating to the State of Massachusetts is amended to read as follows:

(6) *Massachusetts*. Bristol, Middlesex, and Worcester Counties.

2. In § 76.2, paragraph (e) (13) relating to the State of Texas, new subdivisions (vii) and (viii) are added to read as follows:

(13) *Texas*. * * *

(vii) That portion of Lubbock County bounded by a line beginning at the junction of Farm to Market Road 400 and U.S. Highway 82; thence, following U.S. Highway 82 in a southwesterly direction to State Highway 289; thence, following State Highway 289 in a southwesterly direction to U.S. Highway 84; thence, following U.S. Highway 84 in a southeasterly direction to Farm to Market Road 400; thence, following Farm to Market Road 400 in a northerly direction to its junction with U.S. Highway 82.

(viii) The adjacent portions of Limestone, Navarro, and Freestone Counties bounded by a line beginning at the junction of the Limestone-Freestone County

line and U.S. Highway 84; thence, following U.S. Highway 84 in a southwesterly direction to Farm to Market Road 2310; thence, following Farm to Market Road 2310 in a northwesterly direction to Federal Aid Secondary Road 73; thence, following Federal Aid Secondary Road 73 in a northeasterly direction to Federal Aid Secondary Road 171; thence, following Federal Aid Secondary Road 171 in a northwesterly direction to Pin Oak Creek; thence, following the south bank of Pin Oak Creek in a generally north-easterly direction to Richland Creek; thence, following the south bank of Richland Creek in a southeasterly direction to U.S. Highway 75; thence, following U.S. Highway 75 in a southeasterly direction to Farm to Market Road 80; thence, following Farm to Market Road 80 in a southerly direction to U.S. Highway 84; thence, following U.S. Highway 84 in a northwesterly direction to its junction with the Limestone-Freestone County line.

(Secs. 4-7, 23 Stat. 32, as amended, secs. 1, 2, 32 Stat. 791-792, as amended, secs. 1-4, 33 Stat. 1264, 1265, as amended, sec. 1, 75 Stat. 481, secs. 3 and 11, 76 Stat. 130, 132; 21 U.S.C. 111, 112, 113, 114g, 115, 117, 120, 121, 123-126, 134b, 134f; 29 F.R. 16210, as amended)

Effective date. The foregoing amendments shall become effective upon issuance.

The amendments quarantine all of Middlesex County in Massachusetts and portions of Lubbock, Limestone, Navarro, and Freestone Counties in Texas because of the existence of hog cholera. This action is deemed necessary to prevent further spread of the disease. The restrictions pertaining to the interstate movement of swine and swine products from or through quarantined areas as contained in 9 CFR Part 76, as amended, will apply to the quarantined areas designated herein.

The amendments impose certain further restrictions necessary to prevent the interstate spread of hog cholera and must be made effective immediately to accomplish their purpose in the public interest. Accordingly, under the administrative procedure provisions in 5 U.S.C. 553, it is found upon good cause that notice and other public procedure with respect to the amendments are impracticable and contrary to the public interest and good cause is found for making them effective less than 30 days after publication in the FEDERAL REGISTER.

Done at Washington, D.C., this 27th day of January 1970.

R. J. ANDERSON,
Acting Administrator,
Agricultural Research Service.

[F.R. Doc. 70-1261; Filed, Jan. 30, 1970;
8:48 a.m.]

PART 76—HOG CHOLERA AND OTHER COMMUNICABLE SWINE DISEASES

Areas Quarantined

Pursuant to provisions of the Act of May 29, 1884, as amended, the Act of

February 2, 1903, as amended, the Act of March 3, 1905, as amended, the Act of September 6, 1961, and the Act of July 2, 1962 (21 U.S.C. 111, 112, 113, 114g, 115, 117, 120, 121, 123-126, 134b, 134f), Part 76, Title 9, Code of Federal Regulations, restricting the interstate movement of swine and certain products because of hog cholera and other communicable swine diseases, is hereby amended in the following respects:

1. In § 76.2, the introductory portion of paragraph (e) is amended by deleting the names of the States of Iowa and Maryland, and paragraph (e)(4) relating to the State of Iowa and paragraph (e)(5) relating to the State of Maryland are deleted.

2. In § 76.2, paragraph (e)(2) relating to the State of Arkansas is amended to read:

(2) *Arkansas.* That portion of Lawrence County bounded by a line beginning at the junction of U.S. Highway 63 and U.S. Highway 67; thence, following U.S. Highway 67 in a southwesterly direction to the Lawrence-Jackson County line; thence, following the Lawrence-Jackson County line in a westerly direction to the east bank of the Black River; thence, following the east bank of the Black River in a generally northerly direction to U.S. Highway 63; thence, following U.S. Highway 63 in a southeasterly direction to its junction with U.S. Highway 67.

3. In § 76.2, paragraph (f) is amended by adding the name of the State of Maryland to the States listed therein.

(Secs. 4-7, 23 Stat. 32, as amended, secs. 1, 2, 32 Stat. 791-792, as amended, secs. 1-4, 33 Stat. 1264, 1265, as amended, sec. 1, 75 Stat. 481, secs. 3 and 11, 76 Stat. 130, 132; 21 U.S.C. 111, 112, 113, 114g, 115, 117, 120, 121, 123-126, 134b, 134f; 29 F.R. 16210, as amended)

Effective date. The foregoing amendments shall become effective upon issuance.

The amendments exclude portions of Clay, Randolph, Lawrence and Greene Counties in Arkansas; portions of Boone, Jackson, Humboldt, Kossuth, Marion, Marshall, Montgomery, Pottawattamie, Tama, and Wright Counties in Iowa; and a portion of Wicomico County in Maryland from the areas heretofore quarantined because of hog cholera. Therefore, the restrictions pertaining to the interstate movement of swine and swine products from or through quarantined areas as contained in 9 CFR Part 76, as amended, will not apply to the excluded areas, but will continue to apply to the quarantined areas described in § 76.2. Further, the restrictions pertaining to the interstate movement from nonquarantined areas contained in said Part 76 will apply to the excluded areas. In addition, the amendments restore the State of Maryland to the list of hog cholera eradication States, and the special provisions of Part 76 pertaining to the interstate movement of swine from and to the eradication States are again applicable to Maryland.

The amendments relieve certain restrictions presently imposed and must be made effective immediately to be of maximum benefit to affected persons.

Accordingly, under the administrative procedure provisions in 5 U.S.C. 553, it is found upon good cause that notice and other public procedure with respect to the amendments are impracticable and unnecessary, and good cause is found for making the amendments effective less than 30 days after publication in the FEDERAL REGISTER.

Done at Washington, D.C., this 28th day of January 1970.

R. J. ANDERSON,
Acting Administrator,
Agricultural Research Service.

[F.R. Doc. 70-1262; Filed, Jan. 30, 1970;
8:48 a.m.]

Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Administration, Department of Transportation

[Docket No. 10106; Amdt. 39-934]

PART 39—AIRWORTHINESS DIRECTIVES

Britten-Norman Models BN-2 and BN-2A Airplanes

There have been reports of failure of the silver solder joint attaching the bronze bushing to the inboard end of the rudder bar beams on Britten-Norman Models BN-2 and BN-2A airplanes. This condition could lead to failure of the rudder bar installation. Since this condition is likely to exist or develop in other airplanes of the same type design, an airworthiness directive (AD) is being issued to require inspections of the rudder bar beams for failures, and rework or replacement of failed beams with beams of an improved design on these airplanes.

Since a situation exists that requires immediate adoption of this regulation, it is found that notice and public procedure hereon are impracticable and good cause exists for making this amendment effective in less than 30 days.

In consideration of the foregoing, and pursuant to the authority delegated to me by the Administrator (14 CFR 11.89), § 39.13 of Part 39 of the Federal Aviation Regulations is amended by adding the following new airworthiness directive:

BRITTEN-NORMAN, LTD. Applies to Britten-Norman Models BN-2 and BN-2A airplanes.

Compliance is required as indicated.

To prevent failure of the rudder bar assembly due to failure of the silver solder joint attaching the bronze bushing to the inboard end of the rudder bar beams, accomplish the following:

(a) Within the next 20 hours' time in service after the effective date of this AD, unless already accomplished, and thereafter at intervals not to exceed 20 hours' time in service since the last inspection, visually inspect the silver solder joint attaching the bronze bushing to the inboard end of each rudder bar beam (P/N NB-45-3-071) for failure in accordance with Britten-Norman Service Bulletin No. BN-2/SE.20, Issue 2, dated November 17, 1969, or an FAA-approved equivalent.

(b) If during the inspections required by paragraph (a), a rudder bar beam is found that has failed—

(1) Rework the failed rudder bar beam by removing the bronze bushing and welding in a steel bushing in accordance with Britten-Norman Service Bulletin No. BN-2/SB.20, Issue 2, dated November 17, 1969, or an FAA-approved equivalent; or

(2) Replace the failed rudder bar beam with a serviceable beam which has had incorporated Britten-Norman Modification NB/M/341, Part A (left hand assembly), or NB/M/341, Part B (right hand assembly).

(c) The repetitive inspections required by paragraph (a) may be discontinued on each rudder bar beam which has been reworked or replaced in accordance with paragraph (b).

This amendment becomes effective February 5, 1970.

(Secs. 313(a), 601, and 603, Federal Aviation Act of 1958, 49 U.S.C. 1354(a), 1421, and 1423, sec. 6(c), Department of Transportation Act, 49 U.S.C. 1655(c))

Issued in Washington, D.C., on January 26, 1970.

R. S. SLIFF,
Acting Director,
Flight Standards Service.

[F.R. Doc. 70-1218; Filed, Jan. 30, 1970;
8:45 a.m.]

[Docket No. 70-CE-1-AD; Amdt. 39-933]

**PART 39—AIRWORTHINESS
DIRECTIVES**

**Cessna T310, 320, 401, and 402 Series
Airplanes**

There have been failures of the turbo-supercharger turbine housing on Cessna Models T310, 320, 401, and 402 series airplanes. These failures are in the form of cracks, bulging, and burnt areas; if not corrected, they can lead to discharge of gases under the turbosupercharger insulation blanket. Discharge of hot exhaust gases under the turbine insulation blanket can cause eventual deterioration of the blanket and possible hazardous heat damage to adjacent powerplant components. Since this condition is likely to exist or develop in other airplanes of the same type design, an airworthiness directive is being issued requiring a visual inspection of the turbine housing of the CMC turbosupercharger assembly P/N 632729, within 25 hours' time in service after the effective date of this AD on airplanes with turbosupercharger turbine housings having 400 hours' or more time in service and thereafter at intervals not to exceed 100 hours' time in service. Defective turbosupercharger turbine housings must be replaced prior to further flight. Notification in writing must be given the Chief, Engineering and Manufacturing Branch, FAA, Central Region, of all cracks, bulges, or burnt areas found on inspections pursuant to this AD.

Since immediate action is required in the interest of safety, compliance with the notice and public procedures provision of the Administrative Procedure Act is impracticable and good cause exists for making this amendment effective in less than thirty (30) days.

In consideration of the foregoing and pursuant to the authority delegated to me by the Administrator (31 F.R. 13697), § 39.13 of Part 39 of the Federal Aviation Regulations is amended by adding the following new AD.

Cessna. Applies to Models T310P, T310Q, 320D, 320E, and 320F Series Airplanes with Continental Model TSIO-520B engines installed and Models 401, 401A, 401B, 402, 402A, 402B Series Airplanes with Continental Model TSIO-520E engines installed.

Compliance: Within 25 hours' time in service after the effective date of this AD, on airplanes with turbosupercharger turbine housings having 400 hours' or more time in service, or at or before 425 hours' time in service on turbosupercharger turbine housings having less than 400 hours' time in service and thereafter at intervals not to exceed 100 hours, unless already accomplished.

To detect incipient failure of turbosupercharger turbine housing installed in the above airplanes, accomplish the following:

(A) Remove the top engine cowling and the turbosupercharger turbine insulation blanket and visually inspect the complete surface of the turbine housing of the CMC turbosupercharger assembly P/N 632729 for cracks, bulging, and burnt areas. Remove and reinstall the turbosupercharger insulation blanket in accordance with applicable Cessna Service Manuals.

(B) If cracks, bulges, or burnt areas are found during the inspection required by Paragraph A, before further flight replace the defective part with an airworthy part.

(C) Notification in writing must be given the Chief, Engineering and Manufacturing Branch, FAA, Central Region, of all cracks, bulges, or burnt areas found on inspections pursuant to this AD. (Reporting approved by the Bureau of the Budget under BOB No. 04-RO174.)

Cessna Service Letter No. ME70-3, dated January 9, 1970, relates to this subject.

NOTE: Time in service on turbosupercharger turbine housings may be determined from engine maintenance records.

This amendment becomes effective January 31, 1970.

(Secs. 313(a), 601 and 603, Federal Aviation Act of 1958, 49 U.S.C. 1354(a), 1421, and 1423, sec. 6(c), Department of Transportation Act, 49 U.S.C. 1655(c))

Issued in Kansas City, Mo., on January 22, 1970.

DANIEL E. BARROW,
Acting Director, Central Region.

[F.R. Doc. 70-1216; Filed, Jan. 30, 1970;
8:45 a.m.]

**Title 15—COMMERCE AND
FOREIGN TRADE**

**Chapter III—Bureau of International
Commerce, Department of Commerce**

**SUBCHAPTER B—EXPORT REGULATIONS
[12th Gen. Rev. (Amdt. 11)]**

**PART 373—SPECIAL LICENSING
PROCEDURES**

PART 379—TECHNICAL DATA

Miscellaneous Amendments

Parts 373 and 379 of the Code of Federal Regulations are amended as set forth below.

(Sec. 3, 63 Stat. 7; 50 U.S.C. App. 2023; E.O. 10945, 26 F.R. 4487, 3 CFR 1959-1963 Comp.; E.O. 11038, 27 F.R. 7003, 3 CFR 1959-1963 Comp.)

Effective date: January 29, 1970.

RAUER H. MEYER,
Director, Office of Export Control.

In § 373.3(i), subparagraphs (3) and (4) are added to read as follows:

§ 373.3 Distribution license.

(i) *Reexports.*

(3) *Request for specific authorization.* A request for specific authorization for any reexport under a Distribution License that is not authorized by the provisions of subparagraph (1) or (2) of this paragraph shall be submitted by letter to the Office of Export Control (Attn: 852), U.S. Department of Commerce, Washington, D.C. 20230. The letter shall show the Distribution License Number, the name and address of the consignee of the reexport, and the commodity description, quantity, and value of each reexport. In addition, each request shall be supported by any document that is required under the provisions of Part 375 of this chapter in support of an application for an individual license to export such commodities directly from the United States to the country to which the reexport is to be made.

(4) *Permissive reexports provision inapplicable.* The permissive reexports provision of the Export Control Regulations relating to the reexport of commodities within the established GLV dollar value limits shown on the Commodity Control List (see § 374.2 of this chapter) shall not apply to exports, re-exports, or distributions under this procedure.

In § 373.4, paragraph (f) is revised to read as follows:

§ 373.4 Foreign-based warehouse procedure.

(f) *Exports and redistribution.*—(1) *Exports, reexports, distributions, and resales.* In no case may an export, re-export, distribution, or resale be made under the Foreign-Based Warehouse Procedure to any person or firm until the exporter has received a validated Form FC-243 showing approval by the Office of Export Control of that person or firm as a customer (except when otherwise specifically authorized by the U.S. Government or except as provided for government agencies in paragraph (c) (3) of this section).

(2) *Request for specific authorization.* A request for specific authorization to export, reexport, distribute, or resell a commodity under the provisions of the Foreign-Based Warehouse Procedure to any person or firm not approved under this procedure shall be submitted by letter to the Office of Export Control (Attn: 852), U.S. Department of Commerce, Washington, D.C. 20230. The letter shall show the export license number and application case number, the name and

address of the consignee, and the commodity description, quantity, and value involved in each transaction. In addition, each request shall be supported by any document that is required under the provisions of Part 375 of this chapter in support of an application for a license to export such commodities from the United States directly to the country of the proposed ultimate consignee.

(3) *Permissive reexports provision inapplicable.* The permissive reexports provision of the Export Control Regulations relating to the reexport of commodities within the established GLV dollar value limits shown on the Commodity Control List (see § 374.2 of this chapter) do not apply to exports, re-exports, or distributions under this procedure.

In § 373.8(g), subparagraph (1) is amended to read as follows:

§ 373.8 Aircraft and vessel repair station procedure.

(g) *Extension of validity of Form FC-43.* (1) If there are no changes in the facts and commitments set forth in the Form FC-43 originally approved by the Office of Export Control, a foreign importer may request the extension of an expiring Form FC-43 by submitting a letter to the Office of Export Control, in an original and four copies, which includes the following certification. However, if there will be a change, to take effect upon validation of the extension, with respect to the facts originally certified on the approved Form FC-43, a new Form FC-43 must be submitted.

I (We) certify that the representations contained in my (our) Form FC-43, signed on _____ and expiring on _____ have not changed and continue to reflect, accurately and completely, the intended use and disposition of all commodities to be imported under Station No. _____ through the period ending (insert June 30 of next year or an earlier date if preferred).

I (We) shall obtain the approval of the Office of Export Control regarding any change in any representation that may occur after the signing of this certification.

(Name of foreign firm) (Signature of official of foreign firm)
(Date of signature) (Typed or printed name and title of official)

In § 379.5(e)(2), subdivision (vii) is redesignated as (xi) and new subdivisions (vii), (viii), (ix), and (x) are established to read as follows:

§ 379.5 Validated license applications.

(e) *Special provisions.* * * *

(2) *Other commodities.* * * *

(vii) Airborne electronic direction finding equipment, Export Control Commodity No. 72499;

(viii) Airborne electronic navigation and radar equipment, Export Control Commodity Nos. 72499 and 72952;

(ix) Watercraft of hydrofoil and hovercraft (air bubble) design (Export Control Commodity No. 73550);

(x) Submersible watercraft other than military or naval types;¹ and

[F.R. Doc. 70-1246; Filed, Jan. 30, 1970; 8:47 a.m.]

Title 16—COMMERCIAL PRACTICES

Chapter I—Federal Trade Commission

[Docket No. C-1652]

PART 13—PROHIBITED TRADE PRACTICES

A. H. Schechner & Son, Inc., and Emanuel Greenfield

Subpart—Advertising falsely or misleadingly: § 13.155 *Prices*; 13.155-40 *Exaggerated as regular and customary*; 13.155-70 *Percentage savings*. Subpart—Invoicing products falsely: § 13.1108 *Invoicing products falsely*; 13.1108-45 *Fur Products Labeling Act*. Subpart—Neglecting, unfairly or deceptively, to make material disclosure: § 13.1852 *Formal regulatory and statutory requirements*; § 13.1852-35 *Fur Products Labeling Act*.

(Sec. 6, 38 Stat. 721; 15 U.S.C. 46. Interpret or apply sec. 5, 38 Stat. 719, as amended, sec. 8, 65 Stat. 179; 15 U.S.C. 45, 69f) [Cease and desist order, A. H. Schechner & Son, Inc., et al., New York, N.Y., Docket C-1652, Dec. 19, 1969.]

In the Matter of A. H. Schechner & Son, Inc., a Corporation, and Emanuel Greenfield, Individually and as an Officer of Said Corporation

Consent order requiring manufacturers of fur products of New York City, to cease falsely advertising and invoicing furs, and failing to maintain adequate records to support pricing claims.

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

It is ordered, That respondents A. H. Schechner & Son, Inc., a corporation, and its officers, and Emanuel Greenfield, individually and as an officer of said corporation, and respondents' representatives, agents, and employees, directly or through any corporate or other device, in connection with the introduction into commerce, or the sale, advertising or offering for sale in commerce, or the transportation or distribution in commerce, of any fur product; or in connection with the sale, advertising, offering for sale, transportation or distribution of any fur product which is made in whole or in part of fur which has been shipped and received in commerce, as

¹ Technical data relating to military or naval submersible watercraft are subject to the export licensing authority of the U.S. Department of State. See Supplement No. 2 to Part 370 of this chapter.

the terms "commerce," "fur," and "fur product" are defined in the Fur Products Labeling Act, do forthwith cease and desist from:

A. Falsely or deceptively invoicing any fur product by:

1. Failing to furnish an invoice, as the term "invoice" is defined in the Fur Products Labeling Act, showing in words and figures plainly legible all the information required to be disclosed by each of the subsections of section 5(b)(1) of the Fur Products Labeling Act.

2. Setting forth on an invoice pertaining to such fur product any false or deceptive information with respect to the name or designation of the animal or animals that produced the fur contained in such fur product.

3. Setting forth information required under section 5(b)(1) of the Fur Products Labeling Act and the rules and regulations promulgated thereunder in abbreviated form on an invoice pertaining to such fur product.

4. Failing to set forth the term "natural" as part of the information required to be disclosed on an invoice under the Fur Products Labeling Act and the rules and regulations promulgated thereunder to describe such fur product which is not pointed, bleached, dyed, tip-dyed, or otherwise artificially colored.

5. Failing to set forth the term "Dyed Broadtail-processed Lamb" in the manner required where an election is made to use that term instead of the words "Dyed Lamb."

B. Participating, cooperating or assisting in the preparation of any false or deceptive advertisement or falsely or deceptively advertising any fur product through any advertisement, representation, public announcement or notice which is intended to aid, promote, or assist, directly or indirectly, in the sale, or offering for sale of any such fur product, and which:

1. Represents, directly or by implication, that any price whether accompanied or not by descriptive terminology is the former price of such fur product when such price is in excess of the prices at which such fur product has been sold or offered for sale at retail in good faith by the advertiser on a regular basis for a reasonably substantial period of time in the recent regular course of business, or otherwise misrepresents the price at which such fur product has been sold or offered for sale by the advertiser.

2. Falsely or deceptively represents that savings are afforded to the purchaser of any such fur product or misrepresents in any manner the amount of savings afforded to the purchaser of such fur product.

3. Falsely or deceptively represents that the price of any such fur product is reduced.

4. Misrepresents directly or by implication through percentage savings claims that prices of fur products are reduced to afford purchasers of the fur products the percentage of savings stated.

C. Failing to maintain full and adequate records disclosing the facts upon which pricing claims and representations

of the types described in subsections (a), (b), (c), and (d) of Rule 44 of the rules and regulations promulgated under the Fur Products Labeling Act, are based.

It is further ordered, That respondents notify the Commission at least 30 days prior to any proposed change in the corporate respondent such as dissolution, assignment or sale resulting in the emergence of a successor corporation, the creation or dissolution of subsidiaries or any other change in the corporation which may affect compliance obligations arising out of the order.

It is further ordered, That the respondent corporation shall forthwith distribute a copy of this order to each of its operating divisions.

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

Issued: December 19, 1969.

By the Commission.

[SEAL] JOSEPH W. SHEA,
Secretary.

[F.R. Doc. 70-1232; Filed, Jan. 30, 1970;
8:46 a.m.]

[Docket No. C-1656]

PART 13—PROHIBITED TRADE PRACTICES

Becker & Shilling, Inc., et al.

Subpart—Invoicing products falsely: § 13.1108 *Invoicing products falsely*: 13.1108-45 Fur Products Labeling Act. Subpart—Misbranding or mislabeling: § 13.1185 *Composition*: 13.1185-30 Fur Products Labeling Act: § 13.1212 *Formal regulatory and statutory requirements*: 13.1212-30 Fur Products Labeling Act. Subpart—Neglecting, unfairly or deceptively, to make material disclosure: § 13.1852 *Formal regulatory and statutory requirements*: 13.1852-35 Fur Products Labeling Act.

(Sec. 6, 38 Stat. 721; 15 U.S.C. 46. Interpret or apply sec. 5, 38 Stat. 719, as amended, sec. 8, 65 Stat. 179; 15 U.S.C. 45, 69f) [Cease and desist order, Becker & Shilling, Inc., et al., New York, N.Y., Docket C-1656, Dec. 19, 1969]

In the Matter of Becker & Shilling, Inc., a Corporation, and Harold Shilling and Paul Becker, Individually and as Officers of Said Corporation

Consent order requiring manufacturers of fur products located in New York City, to cease misbranding artificially colored fur as natural, falsely invoicing, and furnishing false guaranties that furs were not misbranded, falsely invoiced or advertised.

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

It is ordered, That respondents Becker & Shilling, Inc., a corporation, and its officers, and Harold Shilling and Paul Becker, individually and as officers of said corporation, and respondents' rep-

resentatives, agents, and employees, directly or through any corporate or other device, in connection with the introduction, or manufacture for introduction, into commerce, or the sale, advertising or offering for sale in commerce or the transportation or distribution in commerce, of any fur product; or in connection with the manufacture for sale, sale, advertising, offering for sale, transportation or distribution of any fur product which is made in whole or in part of fur which has been shipped and received in commerce, as the terms "commerce," "fur," and "fur product" are defined in the Fur Products Labeling Act, do forthwith cease and desist from:

- A. Misbranding any fur product by:
 1. Representing, directly or by implication, on a label that the fur contained in such fur product is natural when the fur contained therein is pointed, bleached, dyed, tip-dyed, or otherwise artificially colored.
 2. Failing to affix a label to such fur product showing in words and in figures plainly legible all of the information required to be disclosed by each of the subsections of section 4(2) of the Fur Products Labeling Act.
 3. Failing to completely set out information required under section 4(2) of the Fur Products Labeling Act and the rules and regulations promulgated thereunder on one side of the label affixed to such fur product.
 4. Setting forth information required under section 4(2) of the Fur Products Labeling Act and the rules and regulations promulgated thereunder in handwriting on a label affixed to such fur product.

B. Falsely or deceptively invoicing any fur product by failing to furnish an invoice, as the term "invoice" is defined in the Fur Products Labeling Act, showing in words and figures plainly legible all the information required to be disclosed by each of the subsections of section 5(b)(1) of the Fur Products Labeling Act.

It is further ordered, That respondents Becker & Shilling, Inc., a corporation, and its officers, and Harold Shilling and Paul Becker, individually and as officers of said corporation, and respondents' representatives, agents, and employees, directly or through any corporate or other device, do forthwith cease and desist from furnishing a false guaranty that any fur product is not misbranded, falsely invoiced or falsely advertised when the respondents have reason to believe that such fur product may be introduced, sold, transported, or distributed in commerce.

It is further ordered, That respondents notify the Commission at least 30 days prior to any proposed change in the corporate respondent such as dissolution, assignment or sale resulting in the emergence of a successor corporation, the creation or dissolution of subsidiaries or any other change in the corporation which may affect compliance obligations arising out of the order.

It is further ordered, That the respondent corporation shall forthwith

distribute a copy of this order to each of its operating divisions.

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

Issued: December 19, 1969.

By the Commission.

[SEAL] JOSEPH W. SHEA,
Secretary

[F.R. Doc. 70-1236; Filed, Jan. 30, 1970;
8:46 a.m.]

[Docket No. C-1657]

PART 13—PROHIBITED TRADE PRACTICES

Bernard Chesner Corp. and Bernard Chesner

Subpart—Invoicing products falsely: § 13.1108 *Invoicing products falsely*: 13.1108-45 Fur Products Labeling Act. Subpart—Neglecting, unfairly or deceptively, to make material disclosure: § 13.1845 *Composition*: 13.1845-30 Fur Products Labeling Act; § 13.1852 *Formal regulatory and statutory requirements*: 13.1852-35 Fur Products Labeling Act; § 13.1900 *Source or origin*: 13.1900-35 Foreign product as domestic.

(Sec. 6, 38 Stat. 721; 15 U.S.C. 46. Interpret or apply sec. 5, 38 Stat. 719, as amended, sec. 8, 65 Stat. 179; 15 U.S.C. 45, 69f) [Cease and desist order, Bernard Chesner Corp., et al., New York, N.Y., Docket C-1657, Dec. 19, 1969]

In the Matter of Bernard Chesner Corp., a Corporation, and Bernard Chesner, Individually and as an Officer of Said Corporation

Consent order requiring a wholesale furrier in New York City, to cease falsely invoicing furs by failing to disclose when furs were artificially colored and the country of origin of imported furs.

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

It is ordered, That respondents Bernard Chesner Corp., a corporation, and its officers, and Bernard Chesner, individually and as an officer of said corporation, and respondents' representatives, agents, and employees, directly or through any corporate or other device, in connection with the introduction, into commerce, or the sale, advertising or offering for sale in commerce, or the transportation or distribution in commerce, of any fur product; or in connection with the sale, advertising, offering for sale, transportation or distribution, of any fur product which is made in whole or in part of fur which has been shipped and received in commerce; or in connection with the introduction into commerce, or the sale, advertising or offering for sale in commerce, or the transportation or distribution in commerce, of any fur, as the terms "commerce," "fur," and "fur product" are defined in the Fur Products Labeling Act, do forthwith cease and

desist from falsely or deceptively invoicing such fur or fur product by:

1. Failing to furnish an invoice, as the term "invoice" is defined in the Fur Products Labeling Act, showing in words and figures plainly legible all the information required to be disclosed by each of the subsections of section 5(b)(1) of the Fur Products Labeling Act.

2. Misrepresenting on an invoice, directly or by implication, the country of origin of such fur or the fur contained in such fur product.

It is further ordered, That respondents notify the Commission at least 30 days prior to any proposed change in the corporate respondent such as dissolution, assignment or sale resulting in the emergence of a successor corporation, the creation or dissolution of subsidiaries or any other change in the corporation which may affect compliance obligations arising out of the order.

It is further ordered, That the respondent corporation shall forthwith distribute a copy of this order to each of its operating divisions.

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

Issued: December 19, 1969.

By the Commission.

[SEAL] JOSEPH W. SHEA,
Secretary.

[F.R. Doc. 70-1237; Filed, Jan. 30, 1970;
8:47 a.m.]

[Docket No. C-1653]

PART 13—PROHIBITED TRADE PRACTICES

Furs By Tsistinas, Ltd., et al.

Subpart—Furnishing false guaranties: § 13.1053 *Furnishing false guaranties*: 13.1053-35 Fur Products Labeling Act. Subpart—Invoicing products falsely: § 13.1108 *Invoicing products falsely*: 13.1108-45 Fur Products Labeling Act. Subpart—Misbranding or mislabeling: § 13.1185 *Composition*: 13.1185-30 Fur Products Labeling Act; § 13.1212 *Formal regulatory and statutory requirements*: 13.1212-30 Fur Products Labeling Act. Subpart—Neglecting, unfairly or deceptively, to make material disclosure: § 13.1852 *Formal regulatory and statutory requirements*: 13.1852-35 Fur Products Labeling Act.

(Sec. 6, 38 Stat. 721; 15 U.S.C. 46. Interpret or apply sec. 5, 38 Stat. 719, as amended, sec. 8, 65 Stat. 179; 15 U.S.C. 45, 69f) [Cease and desist order, Furs by Tsistinas, Ltd., et al., New York, N.Y., Docket C-1653, Dec. 19, 1969]

In the Matter of Furs By Tsistinas, Ltd., a Corporation, and Jerome Magnus, Theodore Tsistinas, and Harry Tsistinas, Individually and as Officers of Said Corporation

Consent order requiring manufacturing furriers of New York City, to cease

misbranding and falsely invoicing artificially colored fur products as natural, and furnishing false guaranties that their furs were not misbranded, falsely invoiced or advertised.

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

It is ordered, That respondents Furs by Tsistinas, Ltd., a corporation, and its officers, and Jerome Magnus, Theodore Tsistinas, and Harry Tsistinas, individually and as officers of said corporation, and respondents' representatives, agents, and employees, directly or through any corporate or other device, in connection with the introduction, or manufacture for introduction, into commerce, or the sale, advertising or offering for sale in commerce, or the transportation or distribution in commerce, of any fur product; or in connection with the manufacture for sale, sale, advertising, offering for sale, transportation or distribution, of any fur product which is made in whole or in part of fur which has been shipped and received in commerce, as the terms "commerce," "fur," and "fur product" are defined in the Fur Products Labeling Act, do forthwith cease and desist from:

A. Misbranding any fur product by:

1. Falsely or deceptively labeling or otherwise falsely or deceptively identifying such fur product by representing directly or by implication that the fur contained in such fur product is natural when such fur is pointed, bleached, dyed, tip-dyed, or otherwise artificially colored.

2. Failing to affix a label to such fur product showing in words and in figures plainly legible all of the information required to be disclosed by each of the subsections of section 4(2) of the Fur Products Labeling Act.

B. Falsely or deceptively invoicing any fur product by:

1. Failing to furnish an invoice, as the term "invoice" is defined in the Fur Products Labeling Act, showing in words and figures plainly legible all the information required to be disclosed by each of the subsections of section 5(b)(1) of the Fur Products Labeling Act.

2. Representing, directly or by implication, on invoices that the fur contained in such fur product is natural when such fur is pointed, bleached, dyed, tip-dyed, or otherwise artificially colored.

It is further ordered, That respondents Furs by Tsistinas, Ltd., a corporation, and its officers, and Jerome Magnus, Theodore Tsistinas, and Harry Tsistinas, individually and as officers of said corporation, and respondents' representatives, agents, and employees, directly or through any other corporate device, do forthwith cease and desist from furnishing a false guaranty that any fur product is not misbranded, falsely invoiced or falsely advertised when respondents have reason to believe that such fur product may be introduced, sold, transported, or distributed in commerce.

It is further ordered, That respondents notify the Commission at least 30 days prior to any proposed change in the corporate respondent such as dissolution, assignment or sale resulting in the

emergence of a successor corporation, the creation or dissolution of subsidiaries or any other change in the corporation which may affect compliance obligations arising out of the order.

It is further ordered, That the respondent corporation shall forthwith distribute a copy of this order to each of its operating divisions.

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

Issued: December 19, 1969.

By the Commission.

[SEAL] JOSEPH W. SHEA,
Secretary.

[F.R. Doc. 70-1233; Filed, Jan. 30, 1970;
8:46 a.m.]

[Docket No. C-1658]

PART 13—PROHIBITED TRADE PRACTICES

Jason Headwear, Inc., and Bernard Zimmerman

Subpart—Misbranding or mislabeling: § 13.1185 *Composition*: 13.1185-90 Wool Products Labeling Act; § 13.1212 *Formal regulatory and statutory requirements*: 13.1212-90 Wool Products Labeling Act. Subpart—Neglecting, unfairly or deceptively, to make material disclosure: § 13.1852 *Formal regulatory and statutory requirements*: 13.1852-80 Wool Products Labeling Act.

(Sec. 6, 38 Stat. 721; 15 U.S.C. 46. Interpret or apply sec. 5, 38 Stat. 719, as amended, secs. 2-5, 54 Stat. 1128-1130; 15 U.S.C. 45, 68) [Cease and desist order, Jason Headwear, Inc., et al., New York, N.Y., Docket C-1658, Dec. 19, 1969]

In the Matter of Jason Headwear, Inc., a Corporation, and Bernard Zimmerman, Individually and as an Officer of Said Corporation

Consent order requiring New York City wholesalers of men's and boys' headwear to cease misbranding the fiber content of their wool products and furnishing false guaranties that such wool products were not misbranded.

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

It is ordered, That respondents Jason Headwear, Inc., a corporation, and its officers, and Bernard Zimmerman, individually and as an officer of said corporation, and respondents' representatives, agents, and employees, directly or through any corporate or other device, in connection with the introduction or the manufacture for introduction into commerce, or the offering for sale, sale, transportation, distribution, delivery for shipment or shipment, in commerce, of wool products, as "commerce" and "wool product" are defined in the Wool Products Labeling Act of 1939, do forthwith

cease and desist from misbranding wool products by:

1. Falsely and deceptively stamping, tagging, labeling, or otherwise identifying such products as to the character or amount of the constituent fibers contained therein.

2. Failing to securely affix to or place on, each product a stamp, tag, label, or other means of identification showing in a clear and conspicuous manner, each element of information required to be disclosed by section 4(a)(2) of the Wool Products Labeling Act of 1939.

It is further ordered, That respondents Jason Headwear, Inc., a corporation, and its officers, and Bernard Zimmerman, individually and as an officer of said corporation, and respondents' representatives, agents and employees, directly or through any corporate or other device, do forthwith cease and desist from furnishing a false guarantee that certain of their wool products are not misbranded when respondents in furnishing such guaranty have reason to believe that the wool products so falsely guaranteed may be introduced, sold, transported or distributed in commerce.

It is further ordered, That the respondent corporation shall forthwith distribute a copy of this order to each of its operating divisions.

It is further ordered, That respondents notify the Commission at least 30 days prior to any proposed change in the corporate respondent such as dissolution, assignment or sale resulting in the emergence of a successor corporation, the creation or dissolution of subsidiaries or any other change in the corporation which may affect compliance obligations arising out of the order.

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

Issued: December 19, 1969.

By the Commission.

[SEAL] JOSEPH W. SHEA,
Secretary.

[F.R. Doc. 70-1238; Filed, Jan. 30, 1970;
8:47 a.m.]

[Docket No. C-1654]

PART 13—PROHIBITED TRADE PRACTICES

Rosenbaum, Burton & Rosenbaum, Inc., et al.

Subpart—Furnishing false guaranties: § 13.1053 *Furnishing false guaranties*: 13.1053-35 Fur Products Labeling Act. Subpart—Misbranding or mislabeling: § 13.1185 *Composition*: 13.1185-30 Fur Products Labeling Act; § 13.1212 *Formal regulatory and statutory requirements*: 13.1212-30 Fur Products Labeling Act. Subpart—Neglecting, unfairly or deceptively, to make material disclosure: § 13.1852 *Formal regulatory and statutory requirements*: 13.1852-35 Fur Products Labeling Act.

(Sec. 6, 38 Stat. 721; 15 U.S.C. 46. Interpret or apply sec. 5, 38 Stat. 719, as amended, sec. 8, 65 Stat. 179; 15 U.S.C. 45, 69f) [Cease and desist order, Rosenbaum, Burton & Rosenbaum, Inc., et al., New York, N.Y., Docket C-1654, Dec. 19, 1969]

In the Matter of Rosenbaum, Burton & Rosenbaum, Inc., a Corporation, Trading Under Its Own Name and as Bernardi Originals, and Ted Rosenbaum, Dan Burton, and Martin Rosenbaum, Individually and as Officers of Said Corporation

Consent order requiring manufacturing furriers of New York City, to cease misbranding and falsely invoicing artificially colored furs as natural, and furnishing false guaranties that furs were not misbranded, falsely invoiced or advertised.

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

It is ordered, That respondents Rosenbaum, Burton & Rosenbaum, Inc., a corporation, trading under its own name or under any other name, and its officers, and Ted Rosenbaum, Dan Burton, and Martin Rosenbaum, individually and as officers of said corporation, and respondents' representatives, agents, and employees, directly or through any corporate or other device, in connection with the introduction, into commerce, or the sale, advertising or offering for sale in commerce, or the transportation or distribution in commerce, of any fur product; or in connection with the manufacture for sale, sale, advertising, offering for sale, transportation or distribution, of any fur product which is made in whole or in part of fur which has been shipped and received in commerce, as the terms "commerce," "fur," and "fur product" are defined in the Fur Products Labeling Act, do forthwith cease and desist from:

A. Misbranding any fur product by:

1. Falsely or deceptively labeling or otherwise falsely or deceptively identifying such fur product by representing directly or by implication that the fur contained in such fur product is natural when such fur is pointed, bleached, dyed, tip-dyed, or otherwise artificially colored.

2. Failing to affix a label to such fur product showing in words and in figures plainly legible all of the information required to be disclosed by each of the subsections of section 4(2) of the Fur Products Labeling Act.

B. Falsely or deceptively invoicing any fur product by:

1. Failing to furnish an invoice, as the term "invoice" is defined in the Fur Products Labeling Act, showing in words and figures plainly legible all the information required to be disclosed by each of the subsections of section 5(b)(1) of the Fur Products Labeling Act.

2. Representing, directly or by implication, on invoices that the fur contained in such fur product is natural when such fur is pointed, bleached, dyed, tip-dyed, or otherwise artificially colored.

It is further ordered, That respondents Rosenbaum, Burton & Rosenbaum, Inc., a corporation, trading under its own

name or under any other name, and its officers, and Ted Rosenbaum, Dan Burton, and Martin Rosenbaum, individually and as officers of said corporation, and respondents' representatives, agents, and employees, directly or through any corporate or other device, do forthwith cease and desist from furnishing a false guaranty that any fur product is not misbranded, falsely invoiced or falsely advertised when the respondents have reason to believe that such fur product may be introduced, sold, transported, or distributed in commerce.

It is further ordered, That respondents notify the Commission at least 30 days prior to any proposed change in the corporate respondent such as dissolution, assignment or sale resulting in the emergence of a successor corporation, the creation or dissolution of subsidiaries or any other change in the corporation which may affect compliance obligations arising out of the order.

It is further ordered, That the respondent corporation shall forthwith distribute a copy of this order to each of its operating divisions.

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

Issued: December 19, 1969.

By the Commission.

[SEAL] JOSEPH W. SHEA,
Secretary.

[F.R. Doc. 70-1234; Filed, Jan. 30, 1970;
8:46 a.m.]

[Docket No. C-1655]

PART 13—PROHIBITED TRADE PRACTICES

Weiss Furs et al.

Subpart—Invoicing products falsely: § 13.1108 *Invoicing products falsely*: 13.1108-45 Fur Products Labeling Act. Subpart—Misbranding or mislabeling: § 13.1185 *Composition*: 13.1185-30 Fur Products Labeling Act; § 13.1212 *Formal regulatory and statutory requirements*: 13.1212-30 Fur Products Labeling Act; § 13.1265 *Old, secondhand, reclaimed, or reconstructed product as new*. Subpart—Neglecting, unfairly or deceptively, to make material disclosure: § 13.1845 *Composition*: 13.1845-30 Fur Products Labeling Act; § 13.1852 *Formal regulatory and statutory requirements*: 13.1852-35 Fur Products Labeling Act.

(Sec. 6, 38 Stat. 721; 15 U.S.C. 46. Interpret or apply sec. 5, 38 Stat. 719, as amended, sec. 8, 65 Stat. 179; 15 U.S.C. 45, 69f) [Cease and desist order, Weiss Furs et al., St. Louis, Mo., Docket C-1655, Dec. 19, 1969]

In the Matter of Weiss Furs, a Partnership, and Eugene Weiss and Elliott Wilbur Weiss, Individually and as Copartners Trading as Weiss Furs

Consent order requiring manufacturing and retailers of fur products of St.

Louis, Mo., to cease misbranding by failing to use the term "natural" on labels to describe fur products which are not artificially colored and by failing to disclose on labels when fur is composed of secondhand fur, and falsely invoicing by omitting required information.

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

It is ordered, That respondents Weiss Furs, a partnership, and Eugene Weiss and Elliott Wilbur Weiss, individually and as copartners trading as Weiss Furs or under any other name, and respondents' representatives, agents, and employees, directly or through any corporate or other device, in connection with the introduction, or manufacture for introduction, into commerce, or the sale, advertising or offering for sale in commerce, or the transportation or distribution in commerce, of any fur product; or in connection with the manufacture for sale, sale, advertising, offering for sale, transportation or distribution of any fur product which is made in whole or in part of fur which has been shipped and received in commerce, as the terms "commerce," "fur," and "fur product" are defined in the Fur Products Labeling Act, do forthwith cease and desist from:

- A. Misbranding any fur product by:
1. Failing to affix a label to such fur product showing in words and in figures plainly legible all of the information required to be disclosed by each of the subsections of section 4(2) of the Fur Products Labeling Act.
 2. Failing to set forth the term "natural" as part of the information required to be disclosed on a label under the Fur Products Labeling Act and the rules and regulations promulgated thereunder to describe such fur product which is not pointed, bleached, dyed, tip-dyed, or otherwise artificially colored.
 3. Failing to disclose that such fur product contains or is composed of second-hand used fur.
 4. Failing to set forth on a label the item number or mark assigned to such fur product.

B. Falsely or deceptively invoicing any fur product by:

1. Failing to furnish an invoice, as the term "invoice" is defined in the Fur Products Labeling Act, showing in words and figures plainly legible all the information required to be disclosed by each of the subsections of section 5(b)(1) of the Fur Products Labeling Act.
2. Failing to set forth the term "natural" as part of the information required to be disclosed on an invoice under the Fur Products Labeling Act and the rules and regulations promulgated thereunder to describe such fur product which is not pointed, bleached, dyed, tip-dyed, or otherwise artificially colored.
3. Failing to set forth on an invoice the item number or mark assigned to such fur product.

It is further ordered, That the respondents herein shall, within sixty (60) days, after service upon them of this order, file with the Commission a report, in writing, setting forth in detail the man-

ner and form in which they have complied with this order.

Issued: December 19, 1969.

By the Commission.

[SEAL]

JOSEPH W. SHEA,
Secretary.

[P.R. Doc. 70-1235; Filed, Jan. 30, 1970;
8:46 a.m.]

Title 20—EMPLOYEES' BENEFITS

Chapter I—Bureau of Employees' Compensation, Department of Labor

MISCELLANEOUS AMENDMENTS TO CHAPTER

Parts 01, 1, 2, and 25 of Title 20, and the caption of Subchapter B, Title 20, of the Code of Federal Regulations are hereby amended in the manner indicated below.

The provisions of 5 U.S.C. 553 which require notice of proposed rule making, opportunity for public participation, and delay in the effective date are not applicable because these rules relate to agency personnel matters. Further, I do not believe such procedures would serve a useful purpose here. Accordingly, the amendments shall become effective immediately.

Title 20, Code of Federal Regulations, is amended as follows:

SUBCHAPTER A—PROCEDURES

PART 01—STATEMENT OF PROCEDURES

1. Section 01.1, of Title 20 is revised by designating the present section as paragraph (a) and adding a paragraph (b) to said section. Accordingly, § 01.1 of Title 20 is revised to read as follows:

§ 01.1 Processing of claims.

(a) Claims for compensation for disability and death are processed by claims examiners of the Bureau of Employees' Compensation, U.S. Department of Labor, whose duty it is to apply the law to the facts as reported, received, or obtained upon investigation. The Federal Employees' Compensation Act, as amended, requires determination of a claim, with findings of fact and a decision for or against the payment of compensation, upon consideration of the claim presented by the claimant, the report by his immediate superior, and the completion of such investigation as the Bureau may deem necessary. There is no required procedure for the production of evidence, and evidence in written form is accepted. The final authority in the Bureau in the determination of a claim is vested in the Director or Acting Director of the Bureau. The decision shall contain findings of fact and a statement of reasons. A copy of the decision, together with information as to the right to a hearing, to a review, and to an appeal to the Employees' Compensation Appeals Board,

shall be mailed to the claimant at his last known address.

(b) For the purpose of this Chapter I, the "Federal Employees' Compensation Act" includes all laws providing or extending the protection of the Federal Employees' Compensation Act to employees described in § 1.1(c) of this chapter. See also 5 U.S.C. Chapter 81 which codifies the Federal Employees' Compensation Act and its extensions.

SUBCHAPTER B—FEDERAL EMPLOYEES' COMPENSATION ACT

2. The caption of Subchapter B is amended to read as set forth above.

PART 1—CLAIMS FOR COMPENSA- TION AND ADMINISTRATIVE PROCEDURE

3. Section 1.1 of Title 20 is revised as follows:

§ 1.1 General provisions: definitions.

(a) The administration of the Federal Employees' Compensation Act, as codified in 5 U.S.C. Ch. 81, is placed in the Department of Labor, under the direction and supervision of the Secretary of Labor or his designees in the Department. The Bureau of Employees' Compensation is authorized by the Secretary of Labor to decide all questions arising under the act. The Bureau is authorized under such act, upon consideration of a claim presented by a beneficiary and official reports pertaining to injury or death sustained by a civil employee of the United States while in the performance of duty and upon completion of such investigation as it may deem necessary, to determine the facts and make an award for or against payment of the compensation provided for in said act. The Bureau has power, under the provisions of the said act to issue subpoenas for and compel the attendance of witnesses within a radius of 100 miles, to require the production of books, papers, documents, and other evidence, to administer oaths, and to examine witnesses, upon any matter within the jurisdiction of the Bureau.

(b) [Revoked]

(c) All employees of the United States and other persons who may claim or be entitled to claim benefits under the said act, and the official superiors of all such persons, shall be bound by the regulations in this subchapter and shall conform to the procedure prescribed in said act and in the regulations under this subchapter. The term "official superior," as used in this subchapter, includes all officers and employees having responsible supervision, direction or control of civil employees, others employed in the service of the Federal Government or the government of the District of Columbia, and other persons performing service for the United States within the purview of said act and all acts in amendments, substitution or extension thereof. For the purposes of the regulations in this subchapter the term "employee" as used in this subchapter shall include all civil officers and employees of all branches of the

Government of the United States (including officers and employees of instrumentalities of the United States wholly owned by the United States), employees of the government of the District of Columbia (except members of the Police and Fire Departments of the District of Columbia), members of the Reserve Officers' Training Corps, an individual appointed to the staff of a former President, Civil Air Patrol volunteers, Peace Corps volunteers, Job Corps enrollees, Volunteers in Service to America, members of the National Teacher's Corps, members of the Neighborhood Youth Corps, student employees as defined in 5 U.S.C. 5351, employees of the Canal Zone and the Alaskan Railroad, law enforcement officers not employees of the United States killed or injured under certain circumstances involving a crime against the United States, and other persons performing service for the United States within the purview of said act and all acts in amendments, substitution or extension thereof.

(e) All definitions appearing in the act are applicable with respect to the regulations promulgated under this subchapter.

4. Section 1.4(a) of Title 20 is amended by changing to 14 days the reference in the 10th sentence to 18 days, as follows:

§ 1.4 Claim for compensation for disability.

(a) * * * Form CA-4 should be filed with the Bureau upon termination of disability if the duration of disability should be less than 14 days, or at the expiration of 14 days from the date pay stops, if disability continues beyond that date.

5. Section 1.11 of Title 20 is revised as follows:

§ 1.11 Claims for balance of schedule due at death from other causes.

(a) If an employee files a valid claim for a scheduled loss (permanent disability which involves the loss or loss of use of a member or function of the body as provided in 5 U.S.C. 8107) in his lifetime and dies from causes other than the injury before the entire amount due for such schedule is paid, claim for such unpaid balance may be made on Form CA-5A pursuant to § 1.13 as follows—by the widow, widower, or child in the proportions and upon the conditions and in the order named in 5 U.S.C. 8109(a)(3)(D). If there is no surviving widow, widower, or child, then a claim on Form CA-5A may be made pursuant to § 1.13 in the proportions and upon the conditions and in the order as follows—to the parent or parents wholly dependent for support upon the decedent. If there is no parent wholly dependent then to a partially dependent parent or parents in equal shares with any partially dependent brother, sister, grandparent or grandchild. If one or more of the brothers, sisters, grandparents, or grandchildren are wholly dependent and a parent or parents and other brothers,

sisters, grandparent, or grandchildren are partially dependent then 75 percent will be awarded to such wholly dependent person or persons equally and the balance divided equally among such partially dependent persons. In the event there is no surviving widow, widower, child, or wholly dependent parent, and the foregoing apportionment of such compensation would result in injustice, the Bureau may, in its discretion, make such other apportionment as justice would require.

(b) The right of any surviving beneficiary referred to in paragraph (a) of this section shall be conditioned upon his being alive to receive any payment and any such beneficiary shall not have a vested right to any such payment. Claims for continuance of payments under 5 U.S.C. 8109 shall be made in like manner and governed by § 1.14.

(c) The entitlement of any beneficiary to payments under 5 U.S.C. 8109 shall cease upon the happening of any event which would terminate such right under 5 U.S.C. 8133. The termination of such right shall be governed by § 1.15. In the event of any reapportionment made necessary by such termination prompt notification shall be made to the Bureau in accordance with § 1.16.

6. Section 1.13 of Title 20 is revised as follows:

§ 1.13 Original claims for death benefits.

If the death of an employee results from an injury any person entitled to claim compensation as one of the beneficiaries enumerated in 5 U.S.C. 8133 may file a claim for compensation, within the limit of time of 1 year after death prescribed in the said act. See 5 U.S.C. 8122. Form C.A. 5 is provided by the Bureau for that purpose, and should be executed as provided therein. Such claim may be filed by delivering it at the office of the Bureau, or to any person designated by the Bureau to receive it. The deceased employee's former official superior is so designated to receive such claims on behalf of the Bureau, and the person claiming benefits should submit the claim to such former official superior, unless special circumstances require a different procedure. The official superior should when it is practicable furnish to all persons likely to be entitled to compensation for death of an employee Form C.A. 5 with information as to the use of the form for making claim for compensation and the procedure in respect of filing such form, advising the Bureau of such fact. The furnishing of assistance in preparing such form or in obtaining evidence relating to the claim shall be without charge by the official superior. Any claim or paper purporting to claim compensation on account of death, submitted to the deceased employee's former official superior, shall be transmitted promptly to the Bureau. No compensation shall be paid on account of death if it is not so claimed within 1 year after the death. Failure to give notice of injury or file claim for compen-

sation for disability or death within the time and in the manner described in §§ 1.2, 1.4, and in this section shall not bar the claim of any person thereunder if such claim is filed within 5 years after the injury or death if the Bureau shall find (a) that such failure was due to circumstances beyond the control of the person claiming benefits, or (b) that such person has shown sufficient cause or reason in explanation thereof, and material prejudice to the interest of the United States has not resulted from such failure.

7. Section 1.17 of Title 20 is revised as follows:

§ 1.17 Burial expenses.

(a) When the death of an employee results from an injury occurring within the time limitations prescribed in said act, the Bureau may in its discretion pay reasonable burial expenses in an amount not to exceed \$800: *Provided*, That if any part of the burial expenses has been paid by another department of the Government, the amount paid by the Bureau shall not exceed the difference between the amount so paid by the other department and \$800. Payment will be made to the duly appointed executor or administrator of the estate on the submission of competent evidence of his appointment as such. If there is no legal representative of the estate, the Bureau may upon application pay to the undertaker the amount of any burial expenses remaining unpaid, not exceeding the amount payable by the Bureau, or may upon application reimburse the person who has paid such burial expenses and is entitled to such reimbursement.

(b) When the death of an employee results from causes other than the injury and there is an unpaid balance of a schedule award due pursuant to 5 U.S.C. 8107 and there is no survivor entitled to the same and no burial allowance is payable under 5 U.S.C. 8134, then such amount, subject to the limitations of 5 U.S.C. 8134 and 8109 shall be paid to reimburse any person or persons equitably entitled thereto to the extent and in proportion that they shall have paid the expenses of burial of such individual.

8. Section 1.18(b) of Title 20 is revised as follows:

§ 1.18 Embalming and transportation of bodies of deceased employees.

(b) When the death of an employee results from causes other than the injury and the employee is away from his home or official station for the purpose of receiving medical or other services, appliances, or supplies under 5 U.S.C. 8103 or examination under 5 U.S.C. 8123 if so desired by his relatives the body shall, in the discretion of the Bureau, be embalmed and transported in a hermetically sealed casket to the home or last place of residence of the employee at the expense of the Employee's Compensation Fund. If no request is made for the return of the body by decedent's relatives, the Bureau should be notified immediately by telegram, reporting all

pertinent details, with request for instructions concerning arrangements for disposition of the remains.

9. Paragraphs (d) and (e) of § 1.20 of Title 20 is revised as follows:

§ 1.20 Injuries to members of the Officers' Reserve Corps, Enlisted Reserve Corps, and Naval Reserve.

(d) A member of the Officers' Reserve Corps or of the Enlisted Reserve Corps of the Army may not receive the benefits under the Federal Employees' Compensation Act concurrently with active duty pay or pension based upon military service, and in the event a person becomes eligible to receive the benefits under the Federal Employees' Compensation Act, as amended, and is also eligible for, or in receipt of, a pension based upon military service, he shall elect which benefit to receive. Any member of the Naval Reserve eligible to receive the benefits coming within the purview of this section who may also be eligible to receive a pension under the provisions of the Act of June 23, 1937 (50 Stat. 305), entitled "An Act to amend the provisions of the pension laws for peacetime service to include Reserve officers and members of the Enlisted Reserves," shall elect which benefit he shall receive.

(e) All provisions of this subchapter and of the Federal Employees' Compensation Act, as amended, except such as may be in conflict with the provisions of this section or with section 304 of the Naval Reserve Act of 1938, approved June 25, 1938 (52 Stat. 1181), shall be applicable with respect to cases of members of the Naval Reserve.

10. Section 1.21 of Title 20 is revised as follows:

§ 1.21 Records relating to Federal Employees' Compensation Act matters as records of Bureau of Employees' Compensation.

All records, medical and other reports, statements of witnesses and other papers relating to the disability or death of a civil employee of the United States or other person entitled to compensation benefits from the United States under said act and all amendments or extensions thereof, are the official records of the Bureau and are not records of the agency, establishment or department making or having the care or use of such records. Such records and papers pertaining to any such injury or death are confidential and no official or employee of a Government establishment who has investigated or secured statements from witnesses and others pertaining to a claim for compensation, or any person having the care or use of such reports, shall disclose information from or pertaining to such records to any person, except upon the written approval of the Bureau.

11. Section 1.22 of Title 20 is revised as follows:

§ 1.22 Inspection of records of Bureau relating to FECA matters.

(a) *Confidentiality of Records.* Records of the Bureau pertaining to an in-

jury or death are confidential, and are generally exempt from disclosure to the public under section 552(b)(6) of Title 5 U.S.C., the terms of which are applied in this section. (See also Part 70 of Title 29, Code of Federal Regulations regarding Department of Labor documents exempt from disclosure.)

(b) *Release to the employee or to his beneficiary.* If an employee or, in the case of death, his beneficiary or the authorized representative of an employee or beneficiary requests information from the Bureau's records, he shall at the discretion of the Bureau be permitted to examine the records of the case in which he is an interested party. In considering any request for such information the Bureau shall judge the reasonableness thereof, and may in its discretion permit inspection of such record or part thereof, which in its opinion, will not result in damage or harm to the employee or beneficiary. Where the Bureau determines the release of information to the employee or to his beneficiary is not in the best interest of the employee or his beneficiary, the Bureau may release the information to the employee's or beneficiary's representative or personal physician upon receipt of written authorization from the employee or his beneficiary. If the individual concerned is mentally incompetent, insane or deceased, the next of kin or legal representative must authorize in writing the release of records to the representative.

(c) *Release to other government departments and agencies.* Information shall be released, upon request, to other departments and agencies which have proper need for the information.

(1) Should the Bureau have doubts as to whether the requesting department has a proper need for the information, the latter will be requested to specify the purpose for which the information will be used. In appropriate cases, the requesting department will be advised that the information will be withheld until the department obtains the written request of the employee or beneficiary concerned.

(2) In honoring requests, the Bureau shall disclose only that information which is germane to the request.

(d) *Release to medical research or scientific organizations.* Information shall be released, upon the request of medical research, or scientific organizations or other qualified researchers when the Bureau finds that the release of the requested information will not constitute a clearly unwarranted invasion of personal privacy. Where feasible, the Bureau shall delete identifying detail to prevent a clearly unwarranted invasion of personal privacy. The requesting organization or individual shall be advised that the information must be held in confidence and that any published reports resulting from such study shall not identify in any way the individuals whose records were examined.

(e) *Release to Federal or State courts or other administrative bodies—(1) Procedure.* Any officer or employee of the United States who is served with a demand for records or information relating to Federal Employees' Compensation

Act matters, the disclosure of which has not been authorized, regardless of whether it may or may not be authorized by this section or Part 70 of Title 29, Code of Federal Regulations, shall promptly, and without awaiting appearance before the court or other authority, communicate through established channels the contents of the demand to the Under Secretary of Labor. Such officer or employee shall await instructions concerning the response to the demand. If it is determined that the demand should be opposed, the U.S. attorney, his assistant or other appropriate legal representative shall be requested respectfully to inform the court or other authority that the Secretary of Labor has instructed the officer or employee to refuse to disclose the records or information sought. If instructions have not been received at the time when the officer or employee is required to appear before the court or other authority in response to the demand, the U.S. attorney, his assistant, or other appropriate legal representative shall be requested to appear with the officer or employee upon whom the demand has been served and request additional time in which to receive such instructions.

(2) Action in event of adverse ruling. If the court or other authority declines to stay the effect of the demand in response to a request made in accordance with subparagraph (1) of this paragraph pending receipt of instructions from the Secretary of Labor, or if the court or other authority rules that the demand must be complied with irrespective of the instructions from the Secretary of Labor not to produce the material or disclose the information sought, the employee upon whom the demand has been made shall respectfully decline to comply with the demand (United States ex rel Touhy v. Ragen, 340 U.S. 462). This paragraph shall not apply to final decisions requiring production of records pursuant to 5 U.S.C. 552(a)(3), as the foregoing limitations are not intended to preclude compliance with lawful court orders calling for the production of records in connection with civil litigation or criminal proceedings, nor to preclude release of information from records when required by law.

12. Paragraphs (c) and (d) of § 1.25 of Title 20 is revised as follows:

§ 1.25 Retroactive effective dates and procedures under Federal Employees' Compensation Act Amendments of 1949.

(c) If an employee has sustained the permanent partial loss or loss of use of an arm, leg, foot, hand, eye or hearing or the total or partial loss or loss of use of any other member of the body on or after October 14, 1948, he is required to make an election as provided in 5 U.S.C. 8116(b)

(d) Whenever a disabled person is entitled to augmented compensation because he has a dependent as set forth in 5 U.S.C. 8110 such person may receive augmented benefits irrespective of the

date of his injury. However, such payments shall not commence prior to November 1, 1949; see § 1.5.

PART 2—FURNISHING OF MEDICAL TREATMENT

13. Part 2 of Title 20 is hereby revised as follows:

- Sec. 2.1 Medical treatment, hospital service, transportation, etc.
- 2.2 Medical treatment.
- 2.3 Official authorization for treatment.
- 2.4 Medical treatment for recurrence of disability.
- 2.5 Medical treatment in doubtful cases.
- 2.6 Authority for dental treatment.
- 2.7 Medical examinations.
- 2.8 Medical referee examination.
- 2.9 Furnishing of orthopedic and prosthetic appliances, and dental work.
- 2.10 Recording and submission of medical reports.
- 2.11 Submission of bills for medical services, appliances and supplies.
- 2.12 Reimbursement for medical expense, transportation costs, loss of wages, and incidental expenses.

AUTHORITY: The provisions of this Part 2 issued under 5 U.S.C. 8145, 8149; 1946 Reorganization Plan No. 2, sec. 3, 3 CFR, 1943-1948 Comp., p. 1064; 60 Stat. 1095; 1950 Reorganization Plan No. 19, sec. 1, 3 CFR, 1949-1953 Comp., p. 1010; 64 Stat. 1271.

§ 2.1 Medical treatment, hospital service, transportation, etc.

(a) All medical services, appliances, drugs, and supplies which in the opinion of the Bureau of Employees' Compensation (hereinafter referred to as the Bureau) are necessary for treatment of an injury as provided by 5 U.S.C. 8103 shall be furnished to employees of the United States and to others by law entitled to medical and other benefits, by or upon the order of U.S. medical officers and hospitals, when available and practicable, for injuries sustained while in the performance of duty, including diseases proximately caused by the conditions of employment, whether resulting in loss of time or not, as well as the necessary means of transportation incident to the securing of such services, appliances, drugs and supplies. An injured employee will be furnished transportation or reimbursed for transportation expense, and shall be reimbursed for expenses incident to the securing of services, appliances and supplies necessary in the treatment of a condition the result of injury, when authorized by the Bureau or by his official superior. If there should be no U.S. medical officer or hospital available, medical services shall be furnished by designated private physicians listed in the Bureau's Pamphlet BEC-576. If there is no U.S. medical officer or hospital or designated private physician available, medical services shall be furnished by any qualified local physician. Authorization for prolonged treatment from such a physician shall be obtained from the Bureau. The attending physician may arrange for necessary hospital care at semi-private rates, unless the nature of the case requires care in a private room, spe-

cial nursing services (if indicated by the nature of the case), X-ray examinations, and consultations by specialists. In cases of an emergency nature or cases involving unusual circumstances the Bureau may in the exercise of its discretion authorize treatment otherwise than as provided for in this part, or it may approve payment for medical expenses incurred otherwise than as authorized in this part.

(b) The term "physician" as used in this part includes surgeons and osteopathic physicians within the scope of their practice as defined by State law. The term "medical, surgical, and hospital services and supplies" as used in this part includes services and supplies by osteopathic physicians and hospitals within the scope of their practice as defined by State law.

§ 2.2 Medical treatment.

In all cases of injury by accident where emergency treatment is necessary, any qualified local physician may render first aid treatment. Further treatment, if necessary, shall be obtained as soon as practicable from a U.S. medical officer or hospital or, if not available, from a local designated physician. It shall be the duty of the official superior to authorize initial adequate medical treatment (except for disease or illness) and thereafter to follow up the matter of such treatment to see that the employee is placed under the care of a U.S. medical officer when available, or a designated physician, for any treatment subsequently needed. If unable to comply promptly with this requirement, the official superior shall communicate immediately with the Bureau for instructions, giving full information as to the nature and cause of the injury and any treatment that has been rendered with respect thereto.

§ 2.3 Official authorization for treatment.

(a) When an employee receives an injury by accident under circumstances entitling him to compensation or medical treatment, his official superior shall issue promptly to him a request for examination and/or treatment on Form CA-16. The employee shall carry the Form CA-16, where practical for him to do so, from his place of employment to the medical officer or physician. It is important and emphasized that Form CA-16 is designed solely for use when injury is sustained by accident. In all instances of disease or illness, the official superior shall contact the proper office of the Bureau for instructions on authorizing treatment. In emergency situations, the office should be contacted by telephone.

(b) If the Bureau's office is closed and an emergency exists, the employee should seek medical attention for the disease or illness on an interim basis pending contact with the Bureau's office on the next workday.

(c) Authorization may be given for emergency treatment for injuries by accident prior to the issuance of a Form CA-16, provided that this form is issued within 48 hours thereafter.

§ 2.4 Medical treatment for recurrence of disability.

If an injured employee complains of a recurrence of disability (whether or not he is disabled for work), after having recently been discharged from medical treatment, on account of an injury by accident recognized as compensable by the Bureau, under circumstances from which it may reasonably be inferred that such disability is the result of such injury, and the place of employment is the same as at the time of such injury, the official superior in his discretion may issue a Form CA-16 as provided by §§ 2.1 and 2.3 provided that not more than 6 months shall have elapsed since the final action of the Bureau upon the case. In any case in which the employee complains of a recurrence of disability with respect to which there may be doubt that the disability is the result of the injury or in any case in which the final action of the Bureau shall have been taken more than 6 months prior to complaint, the official superior shall communicate with the Bureau and request instructions, stating all of the pertinent facts in his communication. In all other cases the employee shall communicate with the Bureau and request such treatment.

§ 2.5 Medical treatment in doubtful cases.

Cases of a doubtful nature, so far as compensability is concerned, shall be referred by the official superior to a United States medical officer or hospital, or as otherwise provided in § 2.1, using a Form CA-16 for medical services as indicated in 6B of the form. This authorizes the necessary diagnostic studies and emergency treatment pending receipt of advice from the Bureau. A statement of all pertinent facts relating to the particular case shall also be forwarded immediately to the Bureau for consideration. If the medical examination or other information received subsequent to the issuance of authorization for treatment discloses that the condition for which treatment was rendered is not due to an injury, the person issuing the authorization shall immediately notify the physician or hospital that no further treatment shall be rendered at the expense of the Bureau. In cases of an emergency or cases involving unusual circumstances, the Bureau may, in the exercise of its discretion, authorize treatment otherwise than as provided for in this part, or it may approve payment for medical expenses incurred otherwise than as authorized in this section. No authority for examination or for medical or other treatment shall be given by the official superior in any case already disallowed by the Bureau.

§ 2.6 Authority for dental treatment.

All necessary dental treatment, including repairs to fixed false teeth or to natural teeth, needed to repair damage done by an injury will be obtained from a U.S. medical officer or hospital or, if not available, upon authorization obtained in advance from the Bureau.

§ 2.7 Medical examinations.

(a) An injured employee shall be required to submit to examination by a U.S. medical officer or by a designated physician or a qualified physician approved by the Bureau, as frequently and at such times and places as in the opinion of the Bureau may be reasonably necessary. The injured employee may have a qualified physician, paid by him, present at the time of such examination. For any examination required by the Bureau an injured employee shall be paid all expenses incident to such examination which, in the opinion of the Bureau, are necessary and reasonable, including transportation and actual loss of wages incurred in order to submit to the examination authorized by the Bureau.

(b) If the employee refuses to submit himself for or in any way obstructs any examination, his right to claim compensation under said Act shall be suspended until such refusal or obstruction ceases. No compensation shall be payable while such refusal or obstruction continues, and the period of such refusal or obstruction shall be deducted from the period for which compensation is payable to him.

§ 2.8 Medical referee examination.

If there should be a disagreement between the physician making the examination on the part of the United States and the injured employee's physician, the Bureau shall appoint a third physician, qualified in the appropriate specialty, who shall make an examination. The physician appointed shall be one not previously connected with the case.

§ 2.9 Furnishing of orthopedic and prosthetic appliances, and dental work.

When an orthopedic or prosthetic appliance, such as an artificial eye or limb, is deemed to be necessary by the attending physician by reason of an injury which has been found by the Bureau to have occurred while in the performance of duty, application therefor may be made to the Bureau, stating the necessity therefor, the approximate cost of such appliance, and a brief description thereof. Applications for repairs to such an appliance furnished by the Bureau will be made in the same manner. Where an artificial denture is necessary in such cases, application therefor may similarly be made.

§ 2.10 Recording and submission of medical reports.

Medical officers, designated physicians, other physicians and hospitals shall keep adequate records of all injury cases treated by them sufficient to supply the Bureau with a history of the employee's accident, the exact description, nature, location and extent of injury, the X-ray findings if X-ray examination has been made, the nature of the treatment rendered, and the degree of impairment arising from the injury. Physicians shall forward to the Bureau full reports with respect to each injury case treated under the provisions of 5 U.S.C. 8103 which re-

sults in a charge for treatment or supplies against the Bureau, or involves any loss of time beyond the day, shift, turn or working period during which it occurs. Form CA-16 provides for the furnishing of the initial medical report. Form CA-20 is available for submitting subsequent reports in instances where no compensation is claimed. The medical certificates on the back of Forms CA-4 and CA-8, as appropriate, are to be utilized in submitting subsequent report in instances where compensation is claimed. These reports shall be forwarded promptly to the Bureau. Detailed supplementary report in narrative form shall be made by the physician at approximately monthly intervals in all cases of serious injury, especially injuries of the head and back, and including all cases requiring hospital treatment or prolonged care. The supplementary report shall show the date when case was first examined or treated, the patient's complaint, the condition found on examination, the diagnosis, medical opinion as to any relationship between the impairment and the injury alleged, report as to any other impairments found not due to injury, the treatment given or recommended for the injury alleged, the extent of impairment affecting the employment as a result of the injury, the actual degree of loss of active or passive motion of an injured member, the amount of atrophy or deformity in a member, the decrease, if any, in strength, the disturbance of sensation, the prognosis for recovery, and all other material facts. If the services of a specialist are required in the examination or treatment of a beneficiary, a report of his findings upon examination, his diagnosis, his opinion as to the relationship between the impairment and the injury, the medical rationale for his opinion, the treatment recommended by him, a statement of the extent of impairment as a result of the injury and the prognosis shall be forwarded to the Bureau for consideration in conjunction with other reports. The requirement of this section or of any section in this part with respect to the form of medical, dental, hospital or other reports may be waived by the Bureau.

§ 2.11 Submission of bills for medical services, appliances, and supplies.

All charges for medical, hospital, surgical, or other treatment or care of injured employees, supported by medical evidence as provided in § 2.10, shall be itemized on the physician's billhead stationery and shall be forwarded promptly to the Bureau for consideration. Charges may also be submitted at the time of submission of the initial report by completing item 14 on the back of Form CA-16. A separate bill shall be submitted when the employee is discharged from treatment, except when treatment extends for more than 30 days, in which event, bills shall be submitted at the end of each 30-day period.

§ 2.12 Reimbursement for medical expenses, transportation costs, loss of wages, and incidental expenses.

If bills for medical, surgical, nursing, dental, or hospital services or supplies,

or appliances, have been paid by an injured employee on account of an injury incurred while in the performance of duty, an itemized bill, receipted and signed by the person who has received payment, together with a medical report as provided in § 2.10, may be submitted to the Bureau for consideration. If payment has been made to a hospital, corporation or firm, the receipted bill shall bear the signature or initials of the person acting for the payee. If receipted by a mechanical stamp or device, which shows clearly its intent and purpose, the usual formalities attendant to the receipting of bills may be dispensed with. Where the means of transportation is not furnished by the Government, a claim for reimbursement of the cost of necessary transportation, and of necessary incidental expenses incurred by an injured employee for travel for the purpose of securing medical or hospital treatment, appliances or supplies, or for medical examinations, should be submitted promptly to the Bureau for consideration. Standard Forms 1012 and 1012a, properly executed, shall be used for this purpose. Where transportation by automobile is used, reimbursement may be made at the rate per mile fixed by law. Executive, administrative, or other order for employees of the United States authorized to travel at Government expense.

PART 25—COMPENSATION FOR DISABILITY AND DEATH OF NONCITIZENS OUTSIDE THE UNITED STATES

14. Section 25.26 of Title 20 is amended as follows:

§ 25.26 Japanese seamen.

(a) (1) The special schedule of compensation established by Subpart B of this part shall apply, with the modifications or additions specified in paragraphs (b) and (c) of this section, as of June 1, 1965, to injuries sustained outside the continental United States or Canada by direct-hire Japanese seamen who are neither citizens nor residents of the United States or Canada and who are employed by the Military Sea Transportation Service in Japan. Compensation in all cases pending as of June 1, 1965, shall be readjusted accordingly, with credit taken in the amount of compensation paid prior to such date; however, with respect to injuries received on and after April 1, 1966, the provisions of § 25.11(c) shall apply, except that the number of weeks allowed for permanent partial disability under subparagraphs (i) through (xii) of § 25.11(c) shall be changed as follows:

- (i) Arm lost, 312 weeks.
- (ii) Leg lost, 288 weeks.
- (iii) Hand lost, 244 weeks.
- (iv) Foot lost, 205 weeks.
- (v) Eye lost, 160 weeks.
- (vi) Thumb lost, 75 weeks.
- (vii) First finger lost, 46 weeks.
- (viii) Second finger lost, 30 weeks.
- (ix) Third finger lost, 25 weeks.
- (x) Fourth finger lost, 15 weeks.
- (xi) Great toe lost, 38 weeks.
- (xii) Other toes lost, 16 weeks.

(b) The total compensation payable under paragraph (a) of this section in cases other than those of permanent total disability or death, shall not exceed the sum of \$24,000, exclusive of medical costs. The maximum weekly rate of compensation in any case shall not exceed the sum of \$70 and the maximum wage on which compensation is calculated shall not exceed \$105 a week.

(c) Paragraphs (a) through (j) of § 25.12 shall not be applicable to any case under this section. In lieu thereof, compensation for death shall be as follows:

(1) To the undertaker or other person entitled to reimbursement, reasonable funeral expenses not exceeding the equivalent of 2 months' pay or \$800, whichever is lower.

(11) Whenever it is deemed to be in the best interest of the United States, lump-sum awards shall be made by the payment of a sum equal to the present value of future compensation payments commuted, computed at 4 percent true discount compounded annually. The probability of the death of the injured employee or other person entitled to compensation before the expiration of the period during which he is entitled to compensation shall be determined in accordance with the American Experience Table of Mortality, and the probability of the remarriage of the surviving wife shall be determined in accordance with the remarriage tables of the Dutch Royal Insurance Institution. The probability of the happening of any other contingency affecting the amount or duration of the compensation shall be disregarded. There shall be no limitation on lump sum settlements to widows except as stated herein.

(5 U.S.C. 8136, 8137, 8138, 8145, 8149, 1946 Reorganization Plan No. 2, sec. 3, 3 CFR, 1943-48 Comp., p. 1064; 60 Stat. 1064, 1950 Reorganization Plan No. 19, sec. 1, 3 CFR, 1949-53 Comp., p. 1010; 64 Stat. 1271, Secretary's Order No. 18-67, 32 F.R. 12971)

Signed at Washington, D.C., this 26th day of January 1970.

JOHN M. EKEBERG,
Director,

Bureau of Employees' Compensation.

[F.R. Doc. 70-1230; Filed, Jan. 30, 1970; 8:46 a.m.]

Title 21—FOOD AND DRUGS

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

SUBCHAPTER B—FOOD AND FOOD PRODUCTS

PART 121—FOOD ADDITIVES

Subpart F—Food Additives Resulting From Contact With Containers or Equipment and Food Additives Otherwise Affecting Food

ANTIOXIDANTS AND/OR STABILIZERS FOR POLYMERS

The Commissioner of Food and Drugs, having evaluated data in a petition (FAP

OB2459) filed by Geigy Chemical Corp., Ardsley, N.Y. 10502, and other relevant material, concludes that § 121.2566 should be amended to provide for additional safe use of 2(2'-hydroxy-5'-methylphenyl)benzotriazole as an antioxidant and/or stabilizer in specified rigid vinyl chloride polymers that contact food generally rather than just non-fatty food as heretofore permitted.

Therefore, pursuant to provisions of the Federal Food, Drug, and Cosmetic

2(2'-Hydroxy-5'-methylphenyl)benzotriazole meeting the following specification:
Melting point 126°-132° C.

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

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

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

Dated: January 23, 1970.

R. E. DUGGAN,
Acting Associate Commissioner
for Compliance.

[F.R. Doc. 70-1227; Filed, Jan. 30, 1970; 8:46 a.m.]

Title 29—LABOR

Subtitle A—Office of the Secretary of Labor

PART 70—EXAMINATION AND COPYING OF LABOR DEPARTMENT DOCUMENTS

Federal Employees' Compensation Records

Sections 70.3 and 70.6 of Part 70 of Title 29, Code of Federal Regulations, are hereby amended in the manner indicated below.

The provisions of 5 U.S.C. 553, which require notice of proposed rule making, opportunity for public participation and

Act (sec. 409(c)(1), 72 Stat. 1786; 21 U.S.C. 348(c)(1)) and under authority delegated to the Commissioner (21 CFR 2.120), § 121.2566(b) is amended by revising the subject item to read as follows:

§ 121.2566 Antioxidants and/or stabilizers for polymers.

(b) * * *

Limitations

For use only:

1. As component of nonfood articles complying with § 121.2591.
2. At levels not to exceed 0.25 percent by weight of rigid polyvinyl chloride and/or rigid vinyl chloride copolymers complying with § 121.2521.

delay in the effective date, are not applicable because these rules relate to agency personnel matters. Further, I do not believe such procedures would serve a useful purpose here. Accordingly, the amendments shall become effective immediately.

Part 70 of Title 29 of the Code of Federal Regulations is amended as follows:

1. Section 70.3 is revised to read as follows:

§ 70.3 Documents exempt from disclosure.

(a) The officer authorized to disclose a document as provided in § 70.4(b) may decline to disclose matters that are: (1) Specifically required by Executive order to be kept secret in the interest of national defense or foreign policy; (2) related solely to the internal personnel rules and practices of any administration, bureau, or office of the Department of Labor; (3) specifically exempted from disclosure by statute; (4) trade secrets and commercial or financial information obtained from any person and privileged or confidential; (5) interagency or intra-agency memoranda or letters; (6) personnel and medical files and similar files the disclosure of which would constitute a clearly unwarranted invasion of personal privacy; and (7) investigatory files compiled for law enforcement purposes. Such officer may, nonetheless, make any such document, other than those referred to in subparagraph (1) of this paragraph or specifically required by statute to be kept secret, available for inspection and copying, if he determines that such availability furthers the public interest and does not impede the discharge of any of the functions of the Labor Department.

(b) Documents relating to Federal Employees' Compensation Act claims may be made available for inspection, as provided in 20 CFR 1.22, which applies more specifically 5 U.S.C. 552(b)(6) which exempts medical files from unqualified public disclosure, and for copying as provided in § 70.6.

2. A new paragraph (c) is added to § 70.6. As amended, § 70.6 reads as follows:

§ 70.6 Copies.

(c) *Copies of Bureau of Employees' Compensation documents.* (1) When considered appropriate by the Bureau pursuant to 20 CFR 1.22 after review of the circumstances involved, the policies expressed in BOB Circular A-25 dated September 23, 1959, and the remedial purposes of the Federal Employees' Compensation Act, copies of documents which have been released for inspection may be furnished at no expense to the requesting person.

(2) When documents are not furnished pursuant to subparagraph (1) of this paragraph, arrangements must be made by the requesting party to have the Bureau copy the documents at his own expense as provided in paragraph (b) of this section or to copy the document with his own equipment, provided the use of the equipment is approved by the Bureau as not being harmful to the document.

(5 U.S.C. 8145, 8149; 1946 Reorganization Plan No. 2, sec. 3, 3 CFR 1943-48 Comp., 1064; 60 Stat. 1095; 1950 Reorganization Plan No. 19, sec. 1, 3 CFR 1949-53 Comp., p. 1010; 64 Stat. 1271)

Signed at Washington, D.C., this 26th day of January 1970.

GEORGE P. SHULTZ,
Secretary of Labor.

[F.R. Doc. 70-1229; Filed, Jan. 30, 1970;
8:46 a.m.]

Title 32—NATIONAL DEFENSE

Chapter I—Office of the Secretary of Defense

SUBCHAPTER B—PERSONNEL; MILITARY AND CIVILIAN

PART 132—INITIAL ACTIVE DUTY FOR TRAINING IN RESERVE COMPONENTS

The Deputy Secretary of Defense approved the following revision of Part 132 on November 7, 1969:

- Sec.
132.1 Reissuance and purpose.
132.2 Applicability and scope.
132.3 Policy.
132.4 Implementation.

AUTHORITY: The provisions of this Part 132 issued under 10 U.S.C. 511, 32 U.S.C. 302, 50 App. U.S.C. 456(c) (2) (A).

§ 132.1 Reissuance and purpose.

This part updates uniform policies governing active duty and active-duty-for-training programs established to provide basic training for persons enlisting directly into the Reserve Components (see § 132.3 (a) and (d) (1)).

§ 132.2 Applicability and scope.

(a) The provisions of this part apply to the Military Departments conducting reserve enlistment programs under the provisions of title 10, U.S.C., section 511, and title 32, U.S.C. for personnel without prior military service.

(b) Initial active duty or active-duty-for-training programs may include, in

addition to recruit or basic individual training, basic unit training and various types of specialist training.

§ 132.3 Policy.

(a) *General.* The reserve enlistment programs were established to provide the Reserve Forces with trained personnel. Enlistments of non-prior service personnel shall be accepted under title 10, U.S.C., section 511, and title 32, U.S.C. only to the extent that initial active-duty-for-training spaces are expected to be available within 180 days from dates of enlistment. The Military Departments will program and budget for Reserve training base requirements as necessary to preclude delaying the commencement of initial basic training of Reserve enlistees beyond 180 days in accordance with section 511(d) of title 10, United States Code.

(b) *Periods of enlistment.* (1) Persons without prior military service who are under 26 years of age who enlist under section 511 (a) or (d) of title 10, U.S.C., or section 302 of title 32, U.S.C., and all persons regardless of age who enlist under section 511(b) of title 10, U.S.C. will be enlisted for a period of 6 years.

(2) Persons without prior military service who are 26 years or over who enlist under section 511(a) of title 32, U.S.C. will be enlisted for such period as is prescribed by the Secretary of the Military Department concerned.

(c) *Periods of training.* (1) Persons without prior military service who enlist in the Reserve Forces under section 511 (a) or (d) of title 10, U.S.C., or section 302 of title 32, U.S.C. will perform an initial tour of active-duty-for-training of not less than four (4) consecutive months' duration regardless of age at time of enlistment (title 10, U.S.C., section 671).

(i) The initial period of active-duty-for-training will be determined within each Military Service on the basis of the amount of training considered necessary to qualify the individual for the military specialty for which he enlisted.

(ii) Unless otherwise provided by law, personnel shall participate in reserve training in the Ready Reserve for the total period of enlistment except for the period of delay in reporting for active-duty-for-training permitted by paragraph (d) of this section.

(iii) Deferment from induction of draft-liable enlistees based on satisfactory service in the reserves is governed by the Military Selective Service Act of 1967, as supplemented by Selective Service Regulations.

(2) Persons without prior military service who enlist in the Reserve Forces under section 511(b) of title 10, U.S.C. will perform such active-duty-for-training and inactive duty training as required to qualify them as combat ready by not later than 6 months following date of enlistment.

(d) *Delay in reporting.* (1) Persons entering the Reserve Components under section 511 (a) or (d) of title 10, U.S.C., or section 302 of title 32, U.S.C. shall enter initial active-duty-for-training as

prescribed in paragraph (c) of this section, with minimum practicable delay after enlistment. Any delay authorized shall not exceed 180 days except as follows:

(i) Persons enlisting for positions requiring security clearance for access to or work with classified military information or equipment may be delayed to the extent necessary to accomplish the required clearances.

(ii) Persons with special qualifications enlisted to fill positions requiring highly specialized skills for which appropriate formal training courses are offered only infrequently may be delayed to the extent necessary to insure that the enlistee receives the training commensurate with the requirements of the position for which enlisted.

(iii) Persons who have enlisted and who subsequently incur a personal hardship as a result of an unexpected delay in being ordered to initial active-duty-for-training may be delayed beyond 180 days under regulations prescribed by the Secretary of the Military Department concerned.

(iv) Delays for such personnel shall, in no case, exceed a period of 1 year from date of enlistment. Such delays shall not be employed for the purpose of stockpiling personnel.

(2) Participation in reserve training by individuals during periods of delay will be in accordance with Part 102 of this subchapter.

(3) Persons enlisting in the Reserve Components under section 511(b) of title 10, U.S.C. shall be ordered to active duty or advanced school training no later than 1 year following enlistment.

(e) *Officer training programs.* Persons enlisting directly in the Reserve Components to participate in officer training programs requiring enlisted status for eligibility therefor may be exempt from the training and delay requirements set forth in paragraphs (c) and (d) of this section.

(f) *Reserve Officers' Training Corps.* Personnel enrolled in the financial assistance program of the senior division, ROTC, or the advanced course of the nonscholarship program of the senior division will not participate in a paid training status (Part 102 of this subchapter), in any training program of a Reserve Component.

(g) *Army and Air National Guard.* In order to assure uniformity of training and discipline, members of the Army National Guard of the United States and the Air National Guard of the United States ordered to active-duty-for-training for the purpose of basic training will be ordered to that duty as Reserves of the Army or of the Air Force, as appropriate.

§ 132.4 Implementation.

In the interest of maintaining reasonable uniformity and equity among the reserve enlistment programs of the Military Departments, proposed changes to existing reserve enlistment programs established in conformance with this part and programs proposed for establishment under its provisions will be submitted to

the Assistant Secretary of Defense (Manpower and Reserve Affairs) for approval.

MAURICE W. ROCHE,
Director, Correspondence and Directives, OASD (Administration).

JANUARY 23, 1970.

[F.R. Doc. 70-1212; Filed, Jan. 30, 1970; 8:45 a.m.]

Title 39—POSTAL SERVICE

Chapter I—Post Office Department

PART 134—THIRD CLASS

PART 812—DELEGATIONS OF AUTHORITY

Miscellaneous Amendments

Section 134.1(b) is amended by deleting obsolete rates and updating other rate information.

Accordingly, in § 134.1 Rates, amend subparagraphs (1) and (2) of paragraph (b) to read as follows:

§ 134.1 Rates.

(b) Bulk rates. (See §§ 134.2(b) (2) and 134.4(b)).

	Special rate for authorized organizations only (See § 134.5)	All other mailers
(1) Books and catalogs having 24 or more bound pages with at least 22 printed, seeds, cuttings, bulbs, roots, scions, and plants (see § 134.3(a) for weight limit).	8 cents per pound or fraction.	16 cents per pound or fraction.
Minimum rate per piece: First 250,000 pieces mailed during each calendar year.	1.6 cents.....	3.8 cents.
Pieces in excess of 250,000 mailed during each calendar year (see § 134.1(b)(4)).	1.6 cents.....	4.0 cents.
(2) All matter, except the items in § 134.1(b)(1) not included in the first- or second-class (see § 134.3(a) for weight limit).	11 cents per pound or fraction.	22 cents per pound or fraction.
Minimum rate per piece: First 250,000 pieces mailed during each calendar year.	1.6 cents.....	3.8 cents.
Pieces in excess of 250,000 mailed during each calendar year (see § 134.1(b)(4)).	1.6 cents.....	4.0 cents.

NOTE: The corresponding Postal Manual sections are 134.121 and 134.122.

Section 812.9 is amended to show a delegation of authority to the Assistant Postmaster General, Bureau of Finance and Administration, with regard to the certification on fourth-class mail revenue-cost relationship (39 U.S.C. 4559). The section caption is also changed, and conforming amendments are made.

In § 812.9 amend the section caption, add new paragraph (a) (8), and amend the opening sentence of paragraph (b) to read as follows:

§ 812.9 Delegation of authority to the Assistant Postmaster General, Bureau of Finance and Administration.

(a) * * *

(8) 39 U.S.C. 4559. Certification on fourth-class mail revenue-cost relationship.

(b) *Redelegation.* Except for the authority described in paragraph (a) (8) of this section, the Assistant Postmaster General, Bureau of Finance and Administration, is authorized to redelegate all or such part of the authority vested in him by paragraph (a) of this section to:

NOTE: The corresponding Postal Manual sections are 812.91h and 812.92. (5 U.S.C. 301, 39 U.S.C. 501, 4452, 4559)

DAVID A. NELSON,
General Counsel.

[F.R. Doc. 70-1215; Filed, Jan. 30, 1970; 8:45 a.m.]

Title 50—WILDLIFE AND FISHERIES

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

PART 28—PUBLIC ACCESS, USE, AND RECREATION

Prime Hook National Wildlife Refuge, Del.

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

§ 28.28 Special regulations; public access, use, and recreation; for the individual wildlife refuge areas.

DELAWARE

PRIME HOOK NATIONAL WILDLIFE REFUGE

Public access, during daylight hours, for the purpose of nature study, photography, hiking, and sight-seeing is permitted. Access on foot is permitted except in areas posted as closed, and by motor vehicle on designated travel routes. Pets are allowed if on a leash not exceeding 10 feet in length. Hunting and fishing are permitted under special regulations.

The refuge area, comprising 6,355 acres, is delineated on maps available at refuge headquarters and from the Regional Director, Bureau of Sport Fisheries and Wildlife, U.S. Post Office and Courthouse, Boston, Mass. 02109.

Provisions of this special regulation supplement the regulations which gov-

ern recreation on wildlife refuge areas generally, which are set forth in Title 50, Code of Federal Regulations, Part 28, and are effective through December 31, 1970.

RICHARD E. GRIFFITH,
Regional Director, Bureau of Sport Fisheries and Wildlife.

JANUARY 23, 1970.

[F.R. Doc. 70-1228; Filed, Jan. 30, 1970; 8:46 a.m.]

Title 33—NAVIGATION AND NAVIGABLE WATERS

Chapter II—Corps of Engineers, Department of the Army

PART 207—NAVIGATION REGULATIONS

Gulf Intracoastal Waterway

Pursuant to the provisions of section 7 of the River and Harbor Act of August 8, 1917 (40 Stat. 266; 33 U.S.C. 1), § 207.180 is hereby amended in its entirety with respect to paragraph (e) (4) which specifies the size, assembly, and handling of tows on the Gulf Intracoastal Waterway and tributaries, redesignating subdivisions (1)-(iii) as (v)-(vii) and adding new subdivisions (1)-(iv), effective 30 days after publication in the FEDERAL REGISTER, as follows:

§ 207.180 All waterways tributary to the Gulf of Mexico (except the Mississippi River, its tributaries, South and Southwest Passes and the Atchafalaya River) from St. Marks, Fla., to the Rio Grande; use, administration, and navigation.

(e) * * *

(4) *Size, assembly, and handling of tows.* On waterways 150 feet wide or less, tows which are longer than 1,180 feet, including the towing vessel, but excluding the length of the hawser, or wider than one-half the bottom width of the channel or 55 feet, whichever is less, will not be allowed, except when the District Engineer has given special permission or the waterway has been exempted from these restrictions by the District Engineer. Before entering any narrow section of the Gulf Intracoastal Waterway, tows in excess of one-half the channel width, or 55 feet, will be required to standby until tows which are less than one-half the channel width or 55 feet wide have cleared the channel. When passing is necessary in narrow channels, overwidth tows shall yield to the maximum. Separate permission must be received from the District Engineer for each overlength

RULES AND REGULATIONS

or overwidth movement. In addition, the following exceptions are allowed:

(i) Algiers Canal between the Mississippi River and Bayou Barataria, La., and on Harvey Canal, Gulf Intracoastal Waterway, mile 0 to mile 6 WHL, tows 74 feet in width will be allowed. Tows in excess of 55 feet wide desiring to move over Algiers Canal or Harvey Canal will obtain clearance from the lockmaster at Algiers Lock or Harvey Lock, respectively, before entering the canal. Overwidth tows will report clearing Algiers or Harvey Canal to the respective lockmaster and will rearrange tows to conform to prescribed dimensions immedi-

ately upon leaving the canal. The lockmasters will withhold permission for additional tows over 55 feet wide until all previously authorized tows moving in the opposite direction have cleared the waterway.

(ii) Gulf Intracoastal Waterway—Between mile 6.2 EHL (Inner Harbor Navigation Canal Lock) and mile 33.6 EHL tows of 78 feet in width will be allowed.

(iii) Gulf Intracoastal Waterway—Between mile 33.6 EHL and the Mobile Bay Ship Channel, tows of 108 feet in width will be allowed if under 750 feet in length including the towboat but excluding the length of the hawser.

(iv) Gulf Intracoastal Waterway—Mobile Bay Ship Channel to St. Marks, Fla., for tows made up of empty barges on the land side a width of 75 feet will be allowed.

[Regs., January 6, 1970, ENG CW-ON] (Sec. 7, 40 Stat. 266; 33 U.S.C. 1)

For the Adjutant General.

RICHARD B. BELNAP,
Liaison Officer
with the *Federal Register*.

[F.R. Doc. 70-1231; Filed, Jan. 30, 1970;
8:46 a.m.]

Proposed Rule Making

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Public Health Service

[42 CFR Part 73]

BIOLOGICAL PRODUCTS

Additional Standards; Live Rubella Virus Vaccine

Notice is hereby given that the Director, National Institutes of Health, proposes to amend Part 73 of the Public Health Service Regulations by amending the Additional Standards: Rubella Virus Vaccine, Live to provide specific standards of safety, purity and potency for such product when prepared in rabbit renal cell culture.

Inquiries may be addressed, and data, views and arguments may be presented by interested parties, in writing, in triplicate, to the Director, National Institutes of Health, Public Health Service, 9000 Rockville Pike, Bethesda, Md. 20014. All relevant material received not later than 30 days after publication of this notice in the FEDERAL REGISTER will be considered.

Notice is also given that it is proposed to make any amendment that is adopted effective on the date of publication in the FEDERAL REGISTER.

1. Amend § 73.191(a) and insert a new paragraph (c-1) after paragraph (c) to read as follows:

§ 73.191 Production.

(a) *Virus cultures.* Rubella virus shall be propagated in duck embryo cell cultures, canine renal cell cultures or rabbit renal cell cultures.

(c-1) *Virus propagated in rabbit renal tissue cell cultures.* Only rabbits in overt good health which have been maintained in quarantine individually caged in vermin-proof quarters for a minimum of 6 months, having had no exposure to other rabbits or animals throughout the quarantine period, or rabbits born to rabbits while so quarantined, provided the progeny have been kept in the same type of quarantine continuously from birth shall be used as a source of kidney tissue. Animals shall be free of antibodies for agents potentially pathogenic for man unless it has been demonstrated in the license application that the tests required by § 73.192(b-1) to be performed on each lot of vaccine are capable of detecting contamination of agents capable of producing such antibodies.

(1) *Rabbits used for experimental purposes.* Rabbits that have been used previously for experimental or testing purposes with microbiological agents shall not be used as a source of kidney tissue in the production of vaccine.

(2) *Quarantine and necropsy.* Each rabbit shall be examined periodically during the quarantine period as well as at the time of necropsy under the direction of a qualified pathologist, physician or veterinarian having experience with diseases of rabbits, for the presence of signs or symptoms of ill health, particularly for evidence of tuberculosis, myxomatosis, fibromatosis, rabbit pox, and other diseases indigenous to rabbits. If there are any such signs, symptoms or other significant pathological lesions observed, tissues from that colony shall not be used in the production of vaccine.

(3) *Control vessels.* Control vessels shall be prepared, observed and tested as prescribed in § 73.141(g).

2. Amend § 73.192 by inserting a new paragraph (b-1) after paragraph (b) to read as follows:

§ 73.192 Test for safety.

(b-1) *Tests prior to clarification of vaccine manufactured in rabbit renal cell cultures.* Prior to clarification each rubella virus pool prepared in rabbit renal cell cultures shall be tested as follows:

(1) *Inoculation of adult mice.* The test shall be performed in the volume and following the procedures prescribed in § 73.142(a)(1), and the virus pool is satisfactory only if equivalent test results are obtained.

(2) *Inoculation of suckling mice.* The test shall be performed in the volume and following the procedures prescribed in § 73.142(a)(2), and the virus pool is satisfactory only if equivalent test results are obtained.

(3) *Inoculation of monkey tissue cell cultures.* A rubella virus pool shall be tested for adventitious agents in the volume and following the procedures prescribed in § 73.142(a)(3), except that the virus need not be neutralized by antiserum. The rubella virus pool is satisfactory only if equivalent test results are obtained.

(4) *Inoculation of other cell cultures.* The tests shall be performed in the volume and following the procedures prescribed in § 73.142(a)(3) in rhesus or cynomolgus monkey kidney tissue, rabbit renal tissue and human tissue cell cultures, except that the virus need not be neutralized by antiserum. The rubella virus pool is satisfactory only if equivalent test results are obtained.

(5) *Inoculation of embryonated chicken eggs.* A suspension of each undiluted rubella virus pool shall be tested in the volume and following the procedures prescribed in § 73.142(a)(5) except that the virus need not be neutralized by antiserum. The virus pool is satisfactory only if there is no evidence of adventitious agents.

(6) *Inoculation of rabbits.* A minimum of 15 ml. of each virus pool shall be tested rabbits, each weighing 1500-2500 grams. Each rabbit shall be injected intradermally in multiple sites with a total of by inoculation into at least five healthy 1.0 ml. and subcutaneously with 2.0 ml. of the virus pool, and the animals observed for at least 30 days. Each rabbit that dies after the first 24 hours of the test or is sacrificed because of illness shall be necropsied and the brain and organs removed and examined. The virus pool is satisfactory only if at least 80 percent of the rabbits remain healthy and survive the entire period and if all the rabbits used in the test fail to show lesions of any kind at the sites of inoculation and fail to show evidence of any viral infection.

(7) *Inoculation of guinea-pigs.* Each of at least five guinea pigs, each weighing 350-450 grams, shall be inoculated intracerebrally with 0.1 ml. and intraperitoneally with 5 ml. of the undiluted virus pool. The animals shall be observed for at least 42 days. Each animal that dies after the first 24 hours of the test or is sacrificed because of illness, shall be necropsied. All remaining animals shall be sacrificed and necropsied at the end of the observation period. The virus pool is satisfactory only if at least 80 percent of all animals remain healthy and survive the observation period and if all the animals used in the test fail to show evidence of infection with *M. tuberculosis* or any viral infection.

(8) *Bacteriological tests.* In addition to the tests for sterility required pursuant to § 73.73, bacteriological tests shall be performed on each rubella virus pool for the presence of *M. tuberculosis*, human, by appropriate culture methods. The rubella virus pool is satisfactory only if found negative for *M. tuberculosis*, human.

(9) *Tests for adventitious agents.* Each virus pool shall be tested for the presence of such known adventitious agents of rabbits as toxoplasma, encephalitozoon, herpes cuculi, the vacuolating virus of rabbits, rabbit syncytial virus, myxoviruses and reoviruses. The virus pool is satisfactory only if the results of all tests show no evidence of any extraneous agent attributable to the rabbit renal tissue or the vaccine.

(10) *Inoculation of cell cultures and embryonated eggs after neutralization of the virus with antiserum.* Each of the tests prescribed in subparagraphs (3), (4), and (5) of this paragraph shall be carried out also with rubella virus that has been neutralized by the addition of high titer antiserum of nonhuman, non-simian and nonrabbit origin following the procedures and in the volume prescribed in paragraph (a)(9) of this section. The virus pool is satisfactory only if the results obtained are equivalent to those required by that paragraph.

PROPOSED RULE MAKING

(Sec. 215, 58 Stat. 690, as amended; 42 U.S.C. 216, sec. 351, 58 Stat. 702, as amended; 42 U.S.C. 262)

Dated: December 15, 1969.

ROBERT Q. MARSTON,
Director,
National Institutes of Health.

Approved: January 29, 1970.

ROBERT H. FINCH,
Secretary.

[F.R. Doc. 70-1285; Filed, Jan. 30, 1970;
8:50 a.m.]

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[14 CFR Part 39]

[Airworthiness Docket No. 70-SW-3]

AIRWORTHINESS DIRECTIVE

Bell Model 206A Series Helicopters

The Federal Aviation Administration is considering amending Part 39 of the Federal Aviation Regulations by adding an airworthiness directive applicable to Bell Model 206A series helicopters.

There has been one instance of an impending failure and another instance of complete failure to one leg of the Planetary Gear Support Spider, P/N 206-040-041-1, used in the transmission on the Model 206A helicopter. It is possible that failure of this part could result in the failure of components that would

preclude a safe autorotation landing. Since failure of the above mentioned planetary gear support spider may occur in other Model 206A helicopters incorporating the same design, this proposed airworthiness directive would set forth a schedule for replacing the P/N 206-040-041-1 spider.

Interested persons are invited to participate in the making of the proposed rule by submitting such written data, views, or comments as they may desire. Communications should identify the docket number and be submitted in triplicate to the Regional Counsel, Southwest Region, Federal Aviation Administration, Post Office Box 1689, Fort Worth, Tex. 76101. All communications received on or before March 3, 1970, will be considered by the Director before taking action upon the proposed rule. The proposals contained in this notice may be changed in the light of comments received. All comments will be available for examination by interested persons before and after the closing date for comments, in the office of the Regional Counsel, Southwest Region, Federal Aviation Administration, 4400 Blue Mound Road, Fort Worth, Tex.

This amendment is proposed under the authority of section 313(a), 601, and 603 of the Federal Aviation Act of 1958 (49 U.S.C. 1354(a), 1421, 1423) and of section 6(c) of the Department of Transportation Act (49 U.S.C. 1655(c)).

In consideration of the foregoing, it is proposed to amend § 39.13 of Part 39 of the Federal Aviation Regulations by adding the following new airworthiness directive:

BELL. Applies to Model 206A Helicopters with transmissions incorporating Planetary Gear Support Spider P/N 206-040-041-1. Compliance required as indicated:

a. Planetary Gear Support Spiders, P/N 206-040-041-1, with less than 450 hours time in service on the effective date of this airworthiness directive must be removed from service prior to accumulating 500 hours time in service.

b. Planetary Gear Support Spiders, P/N 206-040-041-1, with more than 450 hours time in service on the effective date of this airworthiness directive must be removed from service within 50 hours time in service after the effective date of this directive.

c. Retired Planetary Gear Support Spiders may be replaced with either the redesigned, heavy duty, Planetary Gear Support Spider, P/N 206-040-080-3, using redesigned Shafts, P/N 206-040-043-5 (three required) in lieu of Shafts, P/N 206-040-043-3, or a serviceable Planetary Gear Support Spider, P/N 206-040-041-1, with less than 450 hours total time in service. This latter item must be removed prior to accumulating 500 hours total time in service.

Removal and replacement is to be accomplished in accordance with the Maintenance and Overhaul Instructions for the Bell Model 206A helicopter or an equivalent method approved by the Chief, Engineering and Manufacturing Branch, FAA Southwest Region.

(Bell Helicopter Service Bulletin No. 206A-14, Revision A, dated Dec. 12, 1969, pertains to this subject.)

Issued in Fort Worth, Tex., on January 22, 1970.

A. L. COULTER,
Acting Director, Southwest Region.

[F.R. Doc. 70-1217; Filed, Jan. 30, 1970;
8:45 a.m.]

Notices

DEPARTMENT OF THE TREASURY

Internal Revenue Service

CLIFFORD J. BEEK

Notice of Granting of Relief

Notice is hereby given that Clifford J. Beek, 3051 24th Avenue, Jamestown, Mich., has applied for relief from disabilities imposed by Federal laws with respect to the acquisition, receipt, transfer, shipment, or possession of firearms incurred by reason of his conviction on May 3, 1962, in the Circuit Court for the County of Kent, Kent County, Mich., of a crime punishable by imprisonment for a term exceeding 1 year. Unless relief is granted, it will be unlawful for Clifford J. Beek because of such conviction, to ship, transport, or receive in interstate or foreign commerce any firearm or ammunition, and he would be ineligible for a license under chapter 44, title 18, United States Code as a firearms or ammunition importer, manufacturer, dealer, or collector. In addition, under title VII of the Omnibus Crime Control and Safe Streets Act of 1968, as amended (82 Stat. 236; 18 U.S.C., Appendix), because of such conviction, it would be unlawful for Clifford J. Beek to receive, possess, or transport in commerce or affecting commerce, any firearm.

Notice is hereby given that I have considered Clifford J. Beek's application and:

(1) I have found that the conviction was made upon a charge which did not involve the use of a firearm or other weapon or a violation of chapter 44, title 18, United States Code, or of the National Firearms Act; and

(2) It has been established to my satisfaction that the circumstances regarding the conviction and the applicant's record and reputation are such that the applicant will not be likely to act in a manner dangerous to public safety, and that the granting of the relief would not be contrary to the public interest.

Therefore, pursuant to the authority vested in the Secretary of the Treasury by section 925(c), title 18, United States Code and delegated to me by 26 CFR 178.144: *It is ordered*, That Clifford J. Beek be, and he hereby is, granted relief from any and all disabilities imposed by Federal laws with respect to the acquisition, receipt, transfer, shipment, or possession of firearms and incurred by reason of the conviction hereinabove described.

Signed at Washington, D.C., this 23d day of January 1970.

[SEAL]

HAROLD T. SWARTZ,
Acting Commissioner
of Internal Revenue.

[F.R. Doc. 70-1225; Filed, Jan. 30, 1970;
8:45 a.m.]

OAKLE EUGENE DURHAM

Notice of Granting of Relief

Notice is hereby given that Oakle Eugene Durham, 2705 Terry Drive, Richmond, Va., has applied for relief from disabilities imposed by Federal laws with respect to the acquisition, receipt, transfer, shipment, or possession of firearms incurred by reason of his conviction on July 28, 1959, in the U.S. District Court for the Southern District of West Virginia, of a crime punishable by imprisonment for a term exceeding 1 year. Unless relief is granted, it will be unlawful for Oakle E. Durham because of such conviction, to ship, transport, or receive in interstate or foreign commerce any firearm or ammunition, and he would be ineligible for a license under chapter 44, title 18, United States Code as a firearms or ammunition importer, manufacturer, dealer, or collector. In addition, under title VII of the Omnibus Crime Control and Safe Streets Act of 1968, as amended (82 Stat. 236; 18 U.S.C., Appendix), because of such conviction, it would be unlawful for Oakle E. Durham to receive, possess, or transport in commerce or affecting commerce, any firearm.

Notice is hereby given that I have considered Oakle E. Durham's application and:

(1) I have found that the conviction was made upon a charge which did not involve the use of a firearm or other weapon or a violation of chapter 44, title 18, United States Code, or of the National Firearms Act; and

(2) It has been established to my satisfaction that the circumstances regarding the conviction and the applicant's record and reputation are such that the applicant will not be likely to act in a manner dangerous to public safety, and that the granting of the relief would not be contrary to the public interest.

Therefore, pursuant to the authority vested in the Secretary of the Treasury by section 925(c), title 18, United States Code and delegated to me by 26 CFR 178.144: *It is ordered*, That Oakle E. Durham be, and he hereby is, granted relief from any and all disabilities imposed by Federal laws with respect to the acquisition, receipt, transfer, shipment, or possession of firearms and incurred by reason of the conviction hereinabove described.

Signed at Washington, D.C., this 23d day of January 1970.

[SEAL]

HAROLD T. SWARTZ,
Acting Commissioner
of Internal Revenue.

[F.R. Doc. 70-1223; Filed, Jan. 30, 1970;
8:45 a.m.]

RALPH ESTEL PIPPIN

Notice of Granting of Relief

Notice is hereby given that Ralph Estel Pippin, 11208 Southeast 182d Street, Renton, Wash. 98055, has applied for relief from disabilities imposed by Federal laws with respect to the acquisition, receipt, transfer, shipment, or possession of firearms incurred by reason of his convictions on or about September 23, 1938, in the Superior Court, State of Washington, Skagit County; March 21, 1945, in the Superior Court of the State of California, Los Angeles County; April 11, 1946, in the Criminal Court of Cook County, Ill.; April 2, 1948, in the Superior Court of the State of California, Los Angeles County; March 19, 1956, in the U.S. District Court, Western District of Washington, of crimes punishable by imprisonment for a term exceeding 1 year. Unless relief is granted, it will be unlawful for Ralph Estel Pippin because of such convictions, to ship, transport, or receive in interstate or foreign commerce any firearm or ammunition, and he would be ineligible for a license under chapter 44, Title 18, United States Code, as a firearms or ammunition importer, manufacturer, dealer, or collector. In addition, under title VII of the Omnibus Crime Control and Safe Streets Act of 1968, as amended (82 Stat. 236; 18 U.S.C. Appendix), because of such convictions, it would be unlawful for Ralph Estel Pippin to receive, possess, or transport in commerce or affecting commerce, any firearm.

Notice is hereby given that I have considered Ralph Estel Pippin's application and:

(1) I have found that the convictions were made upon charges which did not involve the use of a firearm or other weapon or a violation of chapter 44, title 18, United States Code, or of the National Firearms Act; and

(2) It has been established to my satisfaction that the circumstances regarding the convictions and the applicant's record and reputation are such that the applicant will not be likely to act in a manner dangerous to public safety, and that the granting of the relief would not be contrary to the public interest.

Therefore, pursuant to the authority vested in the Secretary of the Treasury by section 925(c), title 18, United States Code, and delegated to me by 26 CFR 178.144: *It is ordered*, That Ralph Estel Pippin be, and he hereby is, granted relief from any and all disabilities imposed by Federal laws with respect to the acquisition, receipt, transfer, shipment, or possession of firearms and incurred by reason of the convictions hereinabove described.

Signed at Washington, D.C., this 26th day of January 1970.

[SEAL] RANDOLPH W. THROWER,
Commissioner of Internal Revenue.

[F.R. Doc. 70-1222; Filed, Jan. 30, 1970;
8:45 a.m.]

SHELDON LEVEAR SHEALER

Notice of Granting of Relief

Notice is hereby given that Sheldon Levear Shealer, Box 7, Keymar, Md., has applied for relief from disabilities imposed by Federal laws with respect to the acquisition, receipt, transfer, shipment, or possession of firearms incurred by reason of his convictions on September 18, 1940, and March 10, 1942, in the Court of Quarter Sessions, Adams County, Pa., of crimes punishable by imprisonment for a term exceeding 1 year. Unless relief is granted, it will be unlawful for Sheldon Levear Shealer, because of such convictions, to ship, transport, or receive in interstate or foreign commerce any firearm or ammunition, and he would be ineligible for a license under chapter 44, title 18, United States Code, as a firearms or ammunition importer, manufacturer, dealer, or collector. In addition, under title VII of the Omnibus Crime Control and Safe Streets Act of 1968, as amended (82 Stat. 236; 18 U.S.C., Appendix), because of such convictions, it would be unlawful for Sheldon Levear Shealer to receive, possess, or transport in commerce or affecting commerce, any firearm.

Notice is hereby given that I have considered Sheldon Levear Shealer's application and:

(1) I have found that the convictions were made upon a charge which did not involve the use of a firearm or other weapon or a violation of chapter 44, title 18, United States Code, or of the National Firearms Act; and

(2) It has been established to my satisfaction that the circumstances regarding the convictions and the applicant's record and reputation are such that the applicant will not be likely to act in a manner dangerous to public safety, and that the granting of the relief would not be contrary to the public interest.

Therefore, pursuant to the authority vested in the Secretary of the Treasury by section 925(c), title 18, United States Code, and delegated to me by 26 CFR 178.144: *It is ordered*, That Sheldon Levear Shealer be, and he hereby is, granted relief from any and all disabilities imposed by Federal laws with respect to the acquisition, receipt, transfer, shipment, or possession of firearms and incurred by reason of the convictions hereinabove described.

Signed at Washington, D.C., this 23d day of January 1970.

[SEAL] HAROLD T. SWARTZ,
Acting Commissioner
of Internal Revenue.

[F.R. Doc. 70-1221; Filed, Jan. 30, 1970;
8:45 a.m.]

RICHARD ARTHUR STRANDMARK

Notice of Granting of Relief

Notice is hereby given that Richard Arthur Strandmark, 238 Maria Avenue, St. Paul, Minn., has applied for relief from disabilities imposed by Federal laws with respect to the acquisition, receipt, transfer, shipment, or possession of firearms incurred by reason of his conviction on November 21, 1956, in the Ramsey County District Court, St. Paul, Minn., of a crime punishable by imprisonment for a term exceeding 1 year. Unless relief is granted, it will be unlawful for Richard A. Strandmark because of such conviction, to ship, transport, or receive in interstate or foreign commerce any firearm or ammunition, and he would be ineligible for a license under chapter 44, title 18, United States Code as a firearms or ammunition importer, manufacturer, dealer or collector. In addition, under title VII of the Omnibus Crime Control and Safe Streets Act of 1968, as amended (82 Stat. 236; 18 U.S.C., Appendix), because of such conviction, it would be unlawful for Richard A. Strandmark to receive, possess, or transport in commerce or affecting commerce, any firearm.

Notice is hereby given that I have considered Richard A. Strandmark's application and:

(1) I have found that the conviction was made upon a charge which did not involve the use of a firearm or other weapon or a violation of chapter 44, title 18, United States Code, or of the National Firearms Act; and

(2) It has been established to my satisfaction that the circumstances regarding the conviction and the applicant's record and reputation are such that the applicant will not be likely to act in a manner dangerous to public safety, and that the granting of the relief would not be contrary to the public interest.

Therefore, pursuant to the authority vested in the Secretary of the Treasury by section 925(c), title 18, United States Code and delegated to me by 26 CFR 178.144: *It is ordered*, That Richard A. Strandmark be, and he hereby is, granted relief from any and all disabilities imposed by Federal laws with respect to the acquisition, receipt, transfer, shipment, or possession of firearms and incurred by reason of the conviction hereinabove described.

Signed at Washington, D.C., this 23d day of January, 1970.

[SEAL] HAROLD T. SWARTZ,
Acting Commissioner
of Internal Revenue.

[F.R. Doc. 70-1224; Filed, Jan. 30, 1970;
8:45 a.m.]

CIVIL AERONAUTICS BOARD

[Docket No. 21828]

AMERICAN AIRLINES, INC., AND TRANS CARIBBEAN AIRWAYS, INC.

Notice of Prehearing Conference Regarding Merger Agreement

Application of American Airlines, Inc., and Trans Caribbean Airways, Inc., for approval of merger.

Notice is hereby given that a prehearing conference in the above-entitled matter is assigned to be held on February 24, 1970, at 10 a.m., e.s.t., in Room 805, Universal Building, 1825 Connecticut Avenue NW., Washington, D.C., before Examiner Greer M. Murphy.

Requests for evidence, proposed issues, procedural dates, and motions shall be filed with the Examiner and all other parties on or before February 17, 1970.

Dated at Washington, D.C., January 27, 1970.

[SEAL] THOMAS L. WRENN,
Chief Examiner.

[F.R. Doc. 70-1240; Filed, Jan. 30, 1970;
8:47 a.m.]

[Docket No. 21041]

EMERY AIR FREIGHT CORP. AND CARGO FACILITIES, INC.

Notice of Hearing

Notice is hereby given, pursuant to the provisions of the Federal Aviation Act of 1958, as amended, that a hearing in the above-entitled proceeding will be held on February 18, 1970, at 10 a.m., in Room 805, Universal Building, 1825 Connecticut Avenue NW., Washington, D.C., before Associate Chief Examiner Ralph L. Wisner.

This is a proceeding to determine whether or not the Board should approve or disclaim jurisdiction over the proposal of Emery Air Freight Corp. to control Cargo Facilities, Inc. For further information concerning the issues involved in this proceeding, interested persons are referred to the application herein, the Prehearing Conference Report served January 15, 1970, and Order 69-12-41 of December 9, 1969, setting the proceeding for hearing, which are on file in the Docket Section of the Civil Aeronautics Board.

Notice is further given that any person other than parties of record desiring to be heard in this proceeding shall file with the Board on or before February 11, 1970, a statement setting forth the issues of fact or law raised by this proceeding which he desires to controvert.

Dated at Washington, D.C., January 27, 1970.

[SEAL] RALPH L. WISNER,
Associate Chief Examiner.

[F.R. Doc. 70-1213; Filed, Jan. 30, 1970;
8:45 a.m.]

[Docket No. 20993; Order 70-1-132]

INTERNATIONAL AIR TRANSPORT ASSOCIATION**Order Regarding Specific Commodity Rates**

Issued under delegated authority January 27, 1970

By Order 70-1-52, dated January 12, 1970, action was deferred, with a view toward eventual approval, on certain resolutions adopted by the International Air Transport Association (IATA), relating to specific commodity rates. In deferring action on the agreement 10 days were granted in which interested persons might file petitions in support of or in opposition to the proposed action.

No petitions have been received within the filing period, and the tentative conclusions in Order 70-1-52 will herein be made final.

Accordingly, it is ordered, That:

Agreement CAB 21380, R-15 through R-19, be, and it hereby is, approved: *Provided*, That approval shall not constitute approval of the specific commodity descriptions contained therein for purposes of tariff publication.

This order will be published in the FEDERAL REGISTER.

[SEAL] HARRY J. ZINK,
Secretary.

[F.R. Doc. 70-1243; Filed, Jan. 30, 1970; 8:47 a.m.]

[Docket Nos. 20781, 20993; Order No. 70-1-131]

INTERNATIONAL AIR TRANSPORT ASSOCIATION**Order Regarding Fare and Rate Matters**

Issued under delegated authority January 27, 1970.

By Order 70-1-51, dated January 12, 1970, action was deferred, with a view toward eventual approval, on certain resolutions incorporated in agreements adopted by the Traffic Conferences of the International Air Transport Association (IATA). The agreements would amend the resolutions governing rates of exchange and the rounding-off of passenger fares and cargo rates by providing for a change in the currency of Rhodesia and Bermuda to the decimal system in February, 1970.

In deferring action on the agreements, 10 days were granted in which interested persons might file petitions in support of or in opposition to the proposed action. No petitions have been received within the filing period and the tentative conclusions in Order 70-1-51 will herein be made final.

Accordingly, it is ordered, That:

Agreements CAB 21549 and 21551 be and hereby are approved.

This order will be published in the FEDERAL REGISTER.

[SEAL] HARRY J. ZINK,
Secretary.

[F.R. Doc. 70-1242; Filed, Jan. 30, 1970; 8:47 a.m.]

[Docket No. 21819]

NORTHWEST AIRLINES, INC., ET AL.**Notice of Prehearing Conference Regarding Merger Agreement**

Application of Northwest Airlines, Inc., Northeast Airlines, Inc., Storer Broadcasting Co., George B. Storer, Sr., and Bill Michaels.

Notice is hereby given that a prehearing conference in the above-entitled matter is assigned to be held on February 20, 1970, at 10 a.m., e.s.t., in Room 726, Universal Building, 1825 Connecticut Avenue NW., Washington, D.C., before Examiner Robert L. Park.

Requests for information and evidence, proposed issues, procedural dates, and motions shall be filed with the Examiner and other parties on or before February 13, 1970.

Dated at Washington, D.C., January 27, 1970.

[SEAL] THOMAS L. WRENN,
Chief Examiner.

[F.R. Doc. 70-1241; Filed, Jan. 30, 1970; 8:47 a.m.]

[Docket No. 20569]

TRANSATLANTIC SUPPLEMENTAL CHARTER AUTHORITY RENEWAL CASE**Notice of Hearing**

Notice is hereby given, pursuant to the provisions of the Federal Aviation Act of 1958, as amended, that hearing in the above-entitled proceeding is assigned to be held on February 25, 1970, at 10 a.m., e.s.t., in Room 911, Universal Building, 1825 Connecticut Avenue NW., Washington, D.C., before the undersigned examiner.

Dated at Washington, D.C., January 27, 1970.

[SEAL] WILLIAM J. MADDEN,
Hearing Examiner.

[F.R. Doc. 70-1239; Filed, Jan. 30, 1970; 8:47 a.m.]

FEDERAL RESERVE SYSTEM**FEDERAL OPEN MARKET COMMITTEE****Current Economic Policy Directive**

In accordance with § 271.5 of its Rules Regarding Availability of Information, there is set forth below the Committee's Current Economic Policy Directive issued at its meeting held on October 28, 1969.¹

The information reviewed at this meeting indicates that the pace of expansion in real economic activity was sustained in the third quarter by an acceleration of inventory investment, which about offset a further slackening in growth of private final sales. Slower overall growth is projected for the fourth

¹The Record of Policy Actions of the Committee for the meeting of Oct. 28, 1969, is filed as part of the original document. Copies are available on request to the Board of Governors of the Federal Reserve System, Washington, D.C. 20551.

quarter, although some crosscurrents have been evident in the recent behavior of monthly economic measures. Prices and costs are continuing to rise at a rapid pace. Most market interest rates have declined considerably on balance from their recent highs, in large part because of changing expectations. In the third quarter, average monthly bank credit declined and the money supply changed little; in October it appears that bank credit is decreasing further on average but that the money supply is growing somewhat. In recent weeks the net contraction of outstanding large-denomination CD's slowed markedly, apparently reflecting mainly an increase in foreign official time deposits, but flows of consumer-type time and savings funds at banks and nonbank thrift institutions appear to have remained relatively weak. The U.S. foreign trade surplus increased further in September, but the deficit in the overall balance of payments was still large on the liquidity basis and even larger on the official settlements basis. The appreciation of the German mark since the end of September, culminating in the revaluation of the official parity, has led to a partial reversal of speculative flows, and conditions in the Euro-dollar market have eased. In light of the foregoing developments, it is the policy of the Federal Open Market Committee to foster financial conditions conducive to the reduction of inflationary pressures, with a view to encouraging sustainable economic growth and attaining reasonable equilibrium in the country's balance of payments.

To implement this policy, System open market operations until the next meeting of the Committee shall be conducted with a view to maintaining the prevailing firm conditions in money and short-term credit markets: *Provided, however*, That operations shall be modified if bank credit appears to be deviating significantly from current projections.

By Order of the Federal Open Market Committee, January 26, 1970.

ARTHUR L. BROIDA,
Deputy Secretary.

[F.R. Doc. 70-1214; Filed, Jan. 30, 1970; 8:45 a.m.]

SECURITIES AND EXCHANGE COMMISSION

[File No. 2-9440 (22-1198)]

AMERICAN BRANDS, INC.**Notice of Application and Opportunity for Hearing**

JANUARY 27, 1970.

Notice is hereby given that American Brands, Inc. ("American") has filed an application under clause (ii) of section 310(b)(1) of the Trust Indenture Act of 1939 (the "Act") for a finding that the trusteeship of Morgan Guaranty Trust Company of New York ("Morgan Guaranty Trust") under an indenture heretofore qualified under the Act, a previous indenture not qualified under the Act, and a new indenture not qualified under the Act, is not so likely to involve a material conflict of interest as to make it necessary in the public interest or for the protection of investors to disqualify Morgan Guaranty Trust from acting as trustee under any of the indentures.

Section 310(b) of the Act provides in part that if a trustee under an indenture qualified under the Act has or shall acquire any conflicting interest, it shall within 90 days after ascertaining that it has such conflicting interest, either eliminates such conflicting interest or resigns. Subsection (1) of such section provides, in effect, with certain exceptions, that a trustee under a qualified indenture shall be deemed to have a conflicting interest if such trustee is trustee under another indenture under which any other securities of the same issuer are outstanding. However, under clause (ii) of subsection (1), there may be excluded from the operation of this provision another indenture under which other securities of the issuer are outstanding, if the issuer shall have sustained the burden of proving, on application to the Commission and after opportunity for hearing thereon, that trusteeship under the qualified indenture and such other indenture is not so likely to involve a material conflict of interest as to make it necessary in the public interest or for the protection of investors to disqualify such trustee from acting as trustee under either of said indentures.

American alleges that:

(1) As of December 1969, it had outstanding \$10,358,000 principal amount of its 25-year 3¼ percent Debentures due February 1, 1977 (the "1952 Debentures") issued under an indenture dated February 1, 1952 between the Company and Morgan Guaranty Trust (the "1952 Indenture") and qualified under the Act.

(2) Its wholly owned subsidiary, American Tobacco International Corp. ("International") a Delaware corporation had outstanding as of December 1, 1969, \$49,849,000 principal amount of its 5¼ percent Convertible Guaranteed Debentures due 1988 (the 1968 Debentures) issued under an indenture dated as of August 1, 1968, executed by International, American and Morgan Guaranty Trust which is not qualified under the Act (the 1968 Indenture).

(3) Its wholly owned subsidiary, American Brands Overseas, N.V. ("Overseas"), a Netherlands Antilles corporation, has issued and sold \$18,700,000 principal amount of its 8 percent Guaranteed Debentures due 1981 (the "New Debentures") pursuant to an indenture dated as of November 15, 1969, executed by Overseas, American and Morgan Guaranty Trust, as Trustee (the "New Indenture"). The New Debentures have been unconditionally guaranteed as to payment of principal, premium, if any, interest and sinking fund by American. Additional New Debentures in the principal amount of \$6,300,000 were issued on January 8, 1970, pursuant to delayed delivery arrangements. The New Debentures are not registered under the Securities Act of 1933 nor is the New Indenture qualified under the Act.

(4) The 1952 Indenture, the 1968 Indenture and the New Indenture are wholly unsecured and American is not in default under any such Indentures. The debentures issued under the 1952 Indenture and the Guarantees by American of

the 1968 Debentures and the New Debentures rank equally.

(5) Such differences as exist between the 1952 Indenture, the 1968 Indenture, and the New Indenture are not so likely to involve a material conflict of interest as to make it necessary in the public interest or for the protection of investors to disqualify Morgan Guaranty Trust from acting as Trustee under any of such Indentures.

American has waived notice of hearing, hearing, and any and all rights to specify procedures under the rules of practice of the Securities and Exchange Commission with respect to this application.

For a more detailed statement of the matters of fact and law asserted, all persons are referred to said application, which is a public document on file in the offices of the Commission at 500 North Capitol Street NW., Washington, D.C. 20549.

Notice is further given that any interested person may, not later than February 15, 1970, request in writing that a hearing be held on such matter, stating the nature of his interest, the reasons for such request, and the issues of fact or law raised by such application which he desires to controvert, or he may request that he be notified if the Commission should order a hearing thereon. Any such request should be addressed: Secretary, Securities and Exchange Commission, Washington, D.C. 20549. At any time after said date, the Commission may issue an order granting the application, upon such terms and conditions as the Commission may deem necessary or appropriate in the public interest and the interest of investors, unless a hearing is ordered by the Commission.

For the Commission (pursuant to delegated authority).

[SEAL]

NELLYE A. THORSEN,
Assistant Secretary.

[F.R. Doc. 70-1245; Filed, Jan. 30, 1970;
8:47 a.m.]

[70-4823]

WISCONSIN GAS CO.

Notice of Filing Regarding Proposed Acquisition of Assets and Assumption of Liabilities of Nonassociate Public Utility Company and Issuance of Bonds to Replace Those Assumed

JANUARY 27, 1970.

Notice is hereby given that Wisconsin Gas Co. ("Wisconsin Gas"), 626 East Wisconsin Avenue, Milwaukee, Wis. 53201, a gas-utility subsidiary company of American Natural Gas Co., a registered holding company, has filed an application with this Commission pursuant to sections 6(b) and 9(b)(1) of the Public Utility Holding Company Act of 1935 ("Act") and Rule 50 promulgated thereunder. All interested persons are referred to the application, summarized below, for a complete statement of the proposed transactions.

Wisconsin Gas has entered into a Purchase Agreement with American Gas Company of Wisconsin, Inc. ("American Gas"), a nonassociate gas-utility company, providing for the acquisition by Wisconsin Gas of all the assets and properties of American Gas. Wisconsin Gas will assume substantially all the liabilities of American Gas on the closing date, which include \$1,848,000 principal amount of First Mortgage Bonds, 6½ percent Series, due 1986, which are all held by the State of Wisconsin Investment Board ("Board"). It is proposed that Wisconsin Gas will pay to American Gas a cash amount equal to the net book value of the assets as of the closing date, plus \$100,000, less \$250,000 to be withheld for 6 months thereafter to provide for potential adjustments. As of September 30, 1969, American Gas had assets, less reserves for accumulated depreciation, of \$5,779,875, long-term debt of \$2,848,000, of which \$1 million represents notes payable to a bank (to be paid by American Gas prior to sale) and stockholders' equity of \$1,865,945. American Gas is engaged in the distribution and sale of natural gas at retail to approximately 5,000 customers in 28 communities, located in west-central Wisconsin and contiguous to territory served by Wisconsin Gas. It is stated that the properties and assets of American Gas will become properties and assets of Wisconsin Gas and will not be operated as a separate company or division.

Wisconsin Gas also proposes that simultaneously with the purchase, it will issue \$1,848,000 (or such lesser amount equal to the principal amount of American Gas bonds then outstanding) of new bonds, 6½ percent Series, due 1986, under its Indenture and Deed of Trust and exchange such bonds for an equal principal amount of American Gas bonds held by the Board, as agreed upon under a bond exchange agreement dated December 17, 1969, between Wisconsin Gas and the Board.

It is stated that the fees and expenses to be incurred in connection with the proposed transactions are estimated at \$14,000, including legal fees of \$4,500. The Board will not be paid any fee or other remuneration for exchanging the American Gas bonds for Wisconsin Gas bonds, except for out-of-pockets expenses. It is further stated that the Public Service Commission of Wisconsin must approve both the acquisition of assets and liabilities by Wisconsin Gas and the issuance of new bonds in exchange for the American Gas bonds and that no other State commission and no Federal commission, other than this Commission, has jurisdiction over the proposed transactions.

Notice is further given that any interested person may, not later than February 16, 1970, request in writing that a hearing be held in respect of such matter, stating the nature of his interest, the reasons for such request, and the issues of fact or law raised by said application which he desires to controvert; or he may request that he be notified should

the Commission order a hearing in respect thereof. Any such request should be addressed: Secretary, Securities and Exchange Commission, Washington, D.C. 20549. A copy of such request should be served personally or by mail (airmail if the person being served is located more than 500 miles from the point of mailing) upon the applicant at the above-stated address, and proof of service thereof (by affidavit or, in case of an attorney at law, by certificate) should be filed with the request. At any time after said date, the application, as filed or as it may be amended, may be granted as provided in Rule 23 of the general rules and regulations promulgated under the Act, or the Commission may grant exemption from such rules as provided in Rules 20(a) and 100 thereof or take such other action as it may deem appropriate. Persons who request a hearing or advice as to whether a hearing is ordered will receive notice of further developments in this matter, including the date of the hearing (if ordered) and any postponements thereof.

For the Commission (pursuant to delegated authority).

[SEAL] NELLYE A. THORSEN,
Assistant Secretary.

[F.R. Doc. 70-1244; Filed, Jan. 30, 1970;
8:47 a.m.]

DEPARTMENT OF AGRICULTURE

Commodity Credit Corporation

[Amdt. 1]

SALES OF CERTAIN COMMODITIES

January Sales List

The following export section for corn is added to the CCC Monthly Sales List for January 1970 (35 F.R. 328):

D. Export. CCC will sell at the market price, as determined by CCC, for cash under Announcement GR 212.

Signed at Washington, D.C., on January 27, 1970.

KENNETH E. FRICK,
Executive Vice President,
Commodity Credit Corporation.

[F.R. Doc. 70-1260; Filed, Jan. 30, 1970;
8:48 a.m.]

INTERSTATE COMMERCE COMMISSION

[S.O. 1002; Car Distribution Direction 78,
Amdt. 2]

BALTIMORE AND OHIO RAILROAD CO. ET AL.

Car Distribution

The Baltimore and Ohio Railroad Company, Chicago and North Western Railway Company and Great Northern Railway Company.

Upon further consideration of Car Distribution Direction No. 78, and good cause appearing therefor:

It is ordered, That:

Car Distribution Direction No. 78 be, and it is hereby, amended by substituting the following paragraph (4) for paragraph (4) thereof:

(4) *Expiration date.* This direction shall expire at 11:59 p.m., February 22, 1970, unless otherwise modified, changed, or suspended.

It is further ordered, That this amendment shall become effective at 11:59 p.m., February 1, 1970, and that it shall be served upon the Association of American Railroads, Car Service Division, as agent of all railroads subscribing to the car service and per diem agreement under the terms of that agreement; and that it be filed with the Director, Office of the Federal Register.

Issued at Washington, D.C., January 28, 1970.

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

[F.R. Doc. 70-1253; Filed, Jan. 30, 1970;
8:48 a.m.]

[S.O. 1002; Car Distribution Direction 75,
Amdt. 4]

BOSTON AND MAINE CORP. AND MAINE CENTRAL RAILROAD CO.

Car Distribution

Upon further consideration of Car Distribution Direction No. 75, and good cause appearing therefor:

It is ordered, That:

Car Distribution Direction No. 75 be, and it is hereby, amended by substituting the following paragraph (4) for paragraph (4) thereof:

(4) *Expiration date.* This direction shall expire at 11:59 p.m., February 22, 1970, unless otherwise modified, changed, or suspended.

It is further ordered, That this amendment shall become effective at 11:59 p.m., February 1, 1970, and that it shall be served upon the Association of American Railroads, Car Service Division, as agent of all railroads subscribing to the car service and per diem agreement under the terms of that agreement; and that it be filed with the Director, Office of the Federal Register.

Issued at Washington, D.C. January 28, 1970.

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

[F.R. Doc. 70-1250; Filed, Jan. 30, 1970;
8:47 a.m.]

[S.O. 1002; Car Distribution Direction 71,
Amdt. 5]

KANSAS CITY SOUTHERN RAILWAY CO. AND CHICAGO, ROCK ISLAND AND PACIFIC RAILROAD CO.

Car Distribution

Upon further consideration of Car Distribution Direction No. 71, and good cause appearing therefor:

It is ordered, That:

Car Distribution Direction No. 71 be, and it is hereby, amended by substituting the following paragraph (4) for paragraph (4) thereof:

(4) *Expiration date.* This direction shall expire at 11:59 p.m., February 22, 1970, unless otherwise modified, changed, or suspended.

It is further ordered, That this amendment shall become effective at 11:59 p.m., February 1, 1970, and that it shall be served upon the Association of American Railroads, Car Service Division, as agent of all railroads subscribing to the car service and per diem agreement under the terms of that agreement; and that it be filed with the Director, Office of the Federal Register.

Issued at Washington, D.C., January 28, 1970.

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

[F.R. Doc. 70-1255; Filed, Jan. 30, 1970;
8:48 a.m.]

[S.O. 1002; Car Distribution Direction 76,
Amdt. 4]

PENN CENTRAL CO. ET AL.

Car Distribution

Penn Central Company, Boston and Maine Corporation and Maine Central Railroad Company.

Upon further consideration of Car Distribution Direction No. 76, and good cause appearing therefor:

It is ordered, That:

Car Distribution Direction No. 76 be, and it is hereby, amended by substituting the following paragraph (4) for paragraph (4) thereof:

(4) *Expiration date.* This direction shall expire at 11:59 p.m., February 22, 1970, unless otherwise modified, changed, or suspended.

It is further ordered, That this amendment shall become effective at 11:59 p.m., February 1, 1970, and that it shall be served upon the Association of American Railroads, Car Service Division, as agent of all railroads subscribing to the car service and per diem agreement under the terms of that agreement; and that it be filed with the Director, Office of the Federal Register.

Issued at Washington, D.C., January 28, 1970.

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

[F.R. Doc. 70-1252; Filed, Jan. 30, 1970;
8:47 a.m.]

[S.O. 1002; Car Distribution Direction 67,
Amdt. 6]

PENN CENTRAL CO. AND CHICAGO, BURLINGTON & QUINCY RAIL- ROAD CO.

Car Distribution

Upon further consideration of Car Distribution Direction No. 67, and good cause appearing therefor:

It is ordered, That:

Car Distribution Direction No. 67 be, and it is hereby, amended by substituting the following paragraph (4) for paragraph (4) thereof:

(4) *Expiration date.* This direction shall expire at 11:59 p.m., February 22, 1970, unless otherwise modified, changed, or suspended.

It is further ordered, That this amendment shall become effective at 11:59 p.m., February 1, 1970, and that it shall be served upon the Association of American Railroads, Car Service Division, as agent of all railroads subscribing to the car service and per diem agreement under the terms of that agreement; and that it be filed with the Director, Office of the Federal Register.

Issued at Washington, D.C., January 28, 1970.

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

[F.R. Doc. 70-1249; Filed, Jan. 30, 1970;
8:47 a.m.]

[S.O. 1002; Car Distribution Direction 77,
Amdt. 4]

READING CO. ET AL.

Car Distribution

Reading Co., Western Maryland Railway Co., Baltimore and Ohio Railroad Co., and Chicago, Rock Island and Pacific Railroad Co.

Upon further consideration of Car Distribution Direction No. 77, and good cause appearing therefor:

It is ordered, That:

Car Distribution Direction No. 77 be, and it is hereby, amended by substituting the following paragraph (4) for paragraph (4) thereof:

(4) *Expiration date.* This direction shall expire at 11:59 p.m., February 22, 1970, unless otherwise modified, changed, or suspended.

It is further ordered, That this amendment shall become effective at 11:59 p.m., February 1, 1970, and that it shall be served upon the Association of American Railroads, Car Service Division, as agent of all railroads subscribing to the car service and per diem agreement under the terms of that agreement; and that it be filed with the Director, Office of the Federal Register.

Issued at Washington, D.C., January 28, 1970.

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

[F.R. Doc. 70-1251; Filed, Jan. 30, 1970;
8:47 a.m.]

[S.O. 1002; Car Distribution Direction 79,
Amdt. 2]

SOUTHERN PACIFIC CO. AND GREAT NORTHERN RAILWAY CO.

Car Distribution

Upon further consideration of Car Distribution Direction No. 79, and good cause appearing therefor:

It is ordered, That:

Car Distribution Direction No. 79 be, and it is hereby, amended by substituting the following paragraph (4) for paragraph (4) thereof:

(4) *Expiration date.* This direction shall expire at 11:59 p.m., February 22, 1970, unless otherwise modified, changed, or suspended.

It is further ordered, That this amendment shall become effective at 11:59 p.m., February 1, 1970, and that it shall be served upon the Association of American Railroads, Car Service Division, as agent of all railroads subscribing to the car service and per diem agreements under the terms of that agreement; and that it be filed with the Director, Office of the Federal Register.

Issued at Washington, D.C., January 28, 1970.

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

[F.R. Doc. 70-1254; Filed, Jan. 30, 1970;
8:48 a.m.]

[Notice 15]

MOTOR CARRIER TEMPORARY AUTHORITY APPLICATIONS

JANUARY 28, 1970.

The following are notices of filing of applications for temporary authority under section 210a(a) of the Interstate Commerce Act provided for under the new rules of Ex Parte No. MC-67 (49 CFR Part 1131), published in the FEDERAL REGISTER, issue of April 27, 1965, effective July 1, 1965. These rules provide that protests to the granting of an application must be filed with the field official named in the FEDERAL REGISTER publication, within 15 calendar days after the date of notice of the filing of the application is published in the FEDERAL REGISTER. One copy of such protests must be served on the applicant, or its authorized representative, if any, and the protests must certify that such service has been made. The protests must be specific as to the service which such protestant can and will offer, and must consist of a signed original and six copies.

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

MOTOR CARRIERS OF PROPERTY

No. MC 2900 (Sub-No. 188 TA), filed January 23, 1970. Applicant: RYDER TRUCK LINES, INC., 2050 Kings Road, Jacksonville, Fla. 32203. Authority sought to operate as a *common carrier*, by motor vehicle, regular routes, transporting: *General commodities*, (except those of unusual value, household goods as defined by the Commission, classes A and B explosives, commodities in bulk, and those requiring special equipment), serving the plantsites of International Paper Co. at or near Ticonderoga, N.Y., as off-route points in connection with

applicant's presently authorized operation, for 180 days. Note: Applicant intends to tack with MC 2900 (Sub 169). Supporting shipper: International Paper Co., 220 East 42d Street, New York, N.Y. 10017. Send protests to: District Supervisor G. H. Fauss, Jr., Bureau of Operations, Interstate Commerce Commission, Box 35008, 400 West Bay Street, Jacksonville, Fla. 32202.

No. MC 42487 (Sub-No. 738 TA), filed January 23, 1970. Applicant: CONSOLIDATED FREIGHTWAYS CORPORATION OF DELAWARE, 175 Linfield Drive, Menlo Park, Calif. 94025. Applicant's representative: Robert M. Bowden (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Cleaning compound*, liquid, in bulk, in tank vehicles, from Hawthorne, Calif., to Verona, Pa., for 150 days. Supporting shipper: Textilana Corp., 12607 Cerise Avenue, Hawthorne, Calif. 90250. Send protests to: Claud W. Reeves, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 450 Golden Gate Avenue, Box 36004, San Francisco, Calif. 94102.

No. MC 46990 (Sub-No. 10 TA), filed January 23, 1970. Applicant: TRANS COUNTRY VAN LINES, INC., 3300 Veterans Highway, Bohemia, Long Island, N.Y. 11716. Applicant's representative: Edward M. Alfano, 2 West 45th Street, New York, N.Y. 10036. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Used household goods*, between points in Nassau and Suffolk Counties, Long Island, N.Y.; 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 containerizations, or unpacking, uncrating, and de-containerizations of such traffic, for 180 days. Supporting shippers: Karevan, Inc., Post Office Box 9240, Queen Anne Station, Seattle, Wash. 98109; Cartwright International Van Lines, 4250 24th Avenue West, Seattle, Wash. 98199; Sunpak Movers, Inc.; Northwest Consolidators, Inc. (John M. Jeffries, Manager). Send protests to: Anthony Chiusano, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 26 Federal Plaza, New York, N.Y. 10007.

No. MC 59323 (Sub-No. 3 TA) filed January 23, 1970. Applicant: BAY MOTOR EXPRESS INC., 150th and Exterior Streets, Bronx, N.Y. 10451. Applicant's representative: John B. Guider (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Automobile parts and accessories*; and (2) *such merchandise* as dealt in by food business houses; (1) between points in the New York, N.Y., commercial zone as defined by the Commission, Bethpage, N.Y., and Hillside and Teterboro, N.J., on the one hand, and, on the other, points in Fairfield, New Haven, Litchfield, and Hartford

Counties, Conn.; (2) between the carrier's terminal in the Bronx, N.Y., on the one hand, and, on the other, points in Fairfield, New Haven, Litchfield, and Hartford Counties, Conn., for 150 days. NOTE: Applicant intends to interline at New Haven, Conn. Supporting shippers: General Motors Corp., 3044 West Grand Boulevard, Detroit, Mich. 48202; Carnation Co., 99 West Hawthorne Avenue, Valley Stream, N.Y. 11582. Send protests to: Robert E. Johnston, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 26 Federal Plaza, New York, N.Y. 10007.

No. MC 64820 (Sub-No. 10 TA), filed January 23, 1970. Applicant: PARADIS TRANSFER AND STORAGE CO., INC., 908 South Grape Street, Medford, Ore. 97501. Applicant's representative: Robert R. Hollis, Commonwealth Building, Portland, Ore. 97204. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Prefabricated houses*, from points in Jackson County, Ore., to points in California, in and north of Mendocino, Lake, Colusa, Sutter, and Placer Counties, for 180 days. Supporting shipper: MOD Living, Inc., Post Office Box 2572, White City, Ore. Send protests to: District Supervisor A. E. Odoms, Interstate Commerce Commission, Bureau of Operations, 450 Multnomah Building, Portland, Ore. 97204.

No. MC 111401 (Sub-No. 293 TA), filed January 23, 1970. Applicant: GROENDYKE TRANSPORT, INC., 2510 Rock Island Boulevard, Enid, Okla. 73701. Applicant's representative: Victor R. Comstock (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquefied petroleum gas*, in bulk, in tank vehicles, from Baton Rouge, Breaux Bridge, Geismar, Locust Ridge, Paradise, Shaw, and Toca, La., to Canton, Columbus, Hattiesburg, Jackson, Laurel, Liberty, Louin, McComb, Pelahatchie, Picayune, Port Gibson, Raleigh, Washington, and Woodville, Miss., also Naval Air Station at Meridian, Mich., for 180 days. Supporting shipper: American Oil Co., C. Miller, Post Office Box 5690, Chicago, Ill. Send protests to: C. L. Phillips, District Supervisor, Interstate Commerce Commission, Bureau of Operations, Room 240, Old Post Office Building, 215 Northwest Third, Oklahoma City, Okla. 73102.

No. MC 113784 (Sub-No. 36 TA), filed January 22, 1970. Applicant LAIDLAW TRANSPORT LIMITED, Box 430, Highway 6, Hagersville, Ontario, Canada. Applicant's representative: William J. Hirsch, 43 Niagara Street, Buffalo, N.Y. 14202. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Hydrochloric acid regenerator oxide*, from ports of entry on the Detroit and Niagara Rivers on the international boundary line, between the United States and Canada, to Toledo, Ohio, for 150 days. Supporting shipper: The Steel Co., of Canada Ltd., Wilcox Street, Hamilton 23, Ontario, Canada. Send protests to: George M. Parker, District Supervisor, Interstate Commerce Commission, Bu-

reau of Operations, 518 Federal Office Building, 121 Ellicott Street, Buffalo, N.Y. 14203.

No. MC 117565 (Sub-No. 24 TA), filed January 23, 1970. Applicant: MOTOR SERVICE COMPANY, INC., 237 South Fifth Street, Coshocton, Ohio 43812. Applicant's representative: Louis J. Amato, Central Building, 1033 State Street, Bowling Green, Ky. 42101. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Motor homes*, in truck-away service, from the plantsite of Superior Coach Corp., Kosciusko, Miss., to points in the United States (except Alaska and Hawaii) and *rejected and damaged shipments* on return, for 180 days. Supporting shipper: Superior Coach Corp., Lima, Ohio. Send protests to: A. M. Culver, Jr., District Supervisor, Interstate Commerce Commission, Bureau of Operations, 255 Federal Building and U.S. Courthouse, 85 Marconi Boulevard, Columbus, Ohio 43215.

No. MC 129645 (Sub-No. 13 TA), filed January 23, 1970. Applicants: BASIL J. SEESTER AND JOSEPH G. SMEESTER, a partnership, doing business at 1330 South Jackson Street, Iron Mountain, Mich. 49801. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Gypsum building products* (except in bulk), and *related materials, supplies, and accessories* used in the installation thereof, from the plantsite of The Celotex Corp. at Port Clinton, Ohio, to points in Virginia and points in New York on and west of Interstate Highway 81, for 180 days. NOTE: Carrier does not intend to tack nor interline. Supporting shipper: The Celotex Corp., 1500 North Dale Mabry, Tampa, Fla. 33607 (Clayton Geer, Supervisor, Truck Transportation). Send protests to: C. R. Flemming, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 225 Federal Building, Lansing, Mich. 48933.

No. MC 133683 (Sub-No. 1 TA), filed January 22, 1970. Applicant: WACHOVIA COURIER CORPORATION, Wachovia Building, Winston-Salem, N.C. 27102. Applicant's representative: David MacDonald, 1000 16th Street NW., Washington, D.C. 20036. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Cash letters, commercial papers, documents and records, bank stationery, sales payroll and other accounting, audit and data processing media* (except currency, coin, and bullion), such as are used in the business of banks and banking institutions, between Asheville, Raleigh, and Winston-Salem, N.C., on the one hand, and on the other, points in Henry, Montgomery, Mecklenburg, Brunswick, Patrick, Floyd, Franklin, Wythe, Giles, Roanoke, Pittsylvania, Carroll, Halifax, Pulaski, and Campbell Counties, Va., and points in Sullivan, Hawkins, Cocke, Carter, Washington, and Greene Counties, Tenn., under contract with persons, as defined in section 203(a) of the Interstate Commerce Act, who are engaged in the bank and banking institution business, and those in the

business of furnishing data processing services, for 180 days. Supporting shippers: There are approximately 18 statements of support attached to the application, which may be examined here at the Interstate Commerce Commission in Washington, D.C., or copies thereof which may be examined at the field office named below. Send protests to: Jack K. Huff, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 316 East Morehead, Suite 417 (BSR Building), Charlotte, N.C. 28202.

No. MC 134284 TA, filed January 23, 1970. Applicant: JOSEPH A. MARTIN, 216 South Birchwood, Davenport, Iowa 52802. Applicant's representative: Kenneth F. Dudley, 901 South Madison Avenue, Post Office Box 279, Ottumwa, Iowa 52501. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Castings and patterns*, between Durant, Iowa, on the one hand, and, on the other, Aurora, Chicago, Joliet, and Libertyville, Ill., for 180 days. Supporting shipper: Russelloy Foundry, Durant, Iowa 52747. Send protests to: Chas. C. Biggers, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 332 Federal Building, Davenport, Iowa 52801.

No. MC 134285 TA, filed January 23, 1970. Applicant: NORTHEAST HAULAGE, INC., 14 Derby Street, Hingham, Mass. 02043. Applicant's representative: Frank J. Weiner, 6 Beacon Street, Boston, Mass. 02108. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Such commodities as are sold in drug stores, chain, discount, and department stores* (except in bulk, in tank vehicles), from Holbrook, Mass., to points in Maine, New Hampshire, Vermont, Connecticut, Rhode Island, New York, New Jersey, and Pennsylvania, *returned shipments* of the above-described commodities from the above-described destination points to the above-described origin point. Restriction: The operations are to be limited to a transportation service to be performed under a continuing contract with Parkway Distributors, Inc., of Holbrook, Mass., for 180 days. Supporting shipper: Parkway Distributors, Inc., 9 Mear Road, Holbrook, Mass. 02343. Send protests to: District Supervisor Harold G. Danner, Interstate Commerce Commission, Bureau of Operations, John F. Kennedy Federal Building, Government Center, Boston, Mass. 02203.

By the Commission.

[SEAL] H. NEIL GARSON,
Secretary.

[P.R. Doc. 70-1256; Filed, Jan. 30, 1970;
8:48 a.m.]

[Notice 16]

MOTOR CARRIER TEMPORARY AUTHORITY APPLICATIONS

JANUARY 28, 1970.

The following are notices of filing of applications for temporary authority under section 210a(a) of the Interstate Commerce Act provided for under the

new rules of Ex Parte No. MC-67 (49 CFR Part 1131), published in the FEDERAL REGISTER, issue of April 27, 1965, effective July 1, 1965. These rules provide that protests to the granting of an application must be filed with the filed official named in the FEDERAL REGISTER publication, within 15 calendar days after the date of notice of the filing of the application is published in the FEDERAL REGISTER. One copy of such protests must be served on the applicant, or its authorized representative, if any, and the protests must certify that such service has been made. The protests must be specific as to the service which such protestant can and will offer, and must consist of a signed original and six copies.

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

MOTOR CARRIERS OF PROPERTY

No. MC 93235 (Sub-No. 7 TA), filed January 26, 1970. Applicant: INDIANA TRUCKING, INC., 400 Blaine Avenue, Gary, Ind. 46406. Applicant's representative: Eugene L. Cohn, One North La Salle Street, Chicago, Ill. 60602. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Castings, forgings, finished machine parts, truck cabs, and parts, materials, and supplies* used in the manufacture, processing, or sale of motor trucks, between points in the Chicago, Ill., commercial zone, as defined by the Commission, on the one hand, and, on the other, Butler, Ind., for 180 days. Supporting shipper: Hendrickson Manufacturing Co., Motor Truck Division, 8001 West 47th Street, Lyons, Ill. 60534. Send protests to: District Supervisor J. H. Gray, Bureau of Operations, Interstate Commerce Commission, Room 204, 345 West Wayne Street, Fort Wayne, Ind. 46802.

No. MC 107496 (Sub-No. 764 TA), filed January 26, 1970. Applicant: RUAN TRANSPORT CORPORATION, Third and Keosauqua Way, Des Moines, Iowa 50309. Applicant's representative: H. L. Fabritz (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Distillate*, in bulk, in tank vehicles, from the Michigan Wisconsin Pipeline Co. terminals at or near Cottage Grove and Brownsville, Tenn., and Madisonville, Ky., to Rock Island Refinery, Indianapolis, Ind., for 150 days. Supporting shipper: Michigan Wisconsin Pipe Line Co., 1 Woodward Avenue, Detroit, Mich. 48226. Send protests to: Ellis L. Annett, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 677 Federal Building, Des Moines, Iowa 50309.

No. MC 107496 (Sub-No. 765 TA), filed January 26, 1970. Applicant: RUAN TRANSPORT CORPORATION, Third and Keosauqua Way, Des Moines, Iowa 50309. Applicant's representative: H. L. Fabritz (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular

routes, transporting: *Modified soybean oil*, in bulk, in tank vehicles, from Blooming Prairie, Minn., to points in Illinois, Wisconsin, Ohio, Michigan, Indiana, Missouri, and Kentucky, for 180 days. Supporting shipper: Viking Chemical Co., Post Office Box 26304, Minneapolis, Minn. 55426. Send protests to: Ellis L. Annett, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 677 Federal Building, Des Moines, Iowa 50309.

No. MC 113024 (Sub-No. 83 TA), filed January 26, 1970. Applicant: ARLINGTON J. WILLIAMS, INC., Rural Delivery No. 2, Smyrna, Del. 19977. Applicant's representative: Samuel W. Earnshaw, 833 Washington Building, Washington, D.C. 20005. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Lubricating oils and grease*, in containers, from Kansas City, Kans., to points in Delaware, Maryland, New Jersey, Pennsylvania, West Virginia, Connecticut, Rhode Island, Massachusetts, New Hampshire, New York, Vermont, and Maine, for the account of Phillips Petroleum Co., for 180 days. NOTE: Duplicating authority to be eliminated as applicant holds authority from Kansas City, Kans., to certain specified cities in Delaware, Maryland, New Jersey, Pennsylvania, and West Virginia. Supporting shipper: Phillips Petroleum Co., Supply & Transportation Department, Bartlesville, Okla. 74003; J. LeeRoy Smith, Senior Rate Analyst-Petroleum Products. Send protests to: Paul J. Lowry, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 206 Old Post Office Building, 129 East Main Street, Salisbury, Md. 21801.

No. MC 119988 (Sub-No. 29 TA), filed January 26, 1970. Applicant: GREAT WESTERN TRUCKING CO., INC., Highway 103 East, Post Office Box 1384, Lufkin, Tex. 75901. Applicant's representative: Bennie W. Haskins (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Newsprint*, from points in Angelina County, Tex., to points in Louisiana, for 180 days. NOTE: Applicant does not intend to tack with existing authority. Send protests to: Southland Paper Mills, Inc. (A. Q. Elliott, Traffic Manager), Post Office Box 149, Lufkin, Tex. 75901. Send protests to: District Supervisor John C. Redus, Interstate Commerce Commission, Bureau of Operations, Post Office Box 61212, Houston, Tex. 77061.

No. MC 134225 (Sub-No. 1 TA), filed January 26, 1970. Applicant: ANGUS PETE PHILLIPS, doing business as A. P. PHILLIPS, Post Office Box 27 (Carrhage Street), Cameron, N.C. 28326. Applicant's representative: H. M. Jackson, 114 Wicker Street, Sanford, N.C. 27330. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Salt*, from Cameron, N.C., to points in Moore, Montgomery, Union, Wake, Cabarrus, Durham, Anson, Granville, Bladen, Alamance, Duplin, Guilford, Sampson, Rockingham, Wayne, Forsyth, Davidson, Johnston,

Randolph, Franklin, Chatham, Nash, Stanly, Hoke, Cumberland, Harnett, Lee, Rowan, Pender, Onslow, and Jones Counties, N.C., for 180 days. NOTE: Applicant states it will tack at Cameron, N.C., with S. C. L. Railroad Co. Supporting shipper: Morton Salt Co., 939 North Delaware Avenue, Philadelphia, Pa. 19123; by Albert C. Lewis, Sales Representative Morton Salt Co., Post Office Box 3204 Fayetteville, N.C. 28305. Send protest to: Archie W. Andrews, District Supervisor, Interstate Commerce Commission, Bureau of Operations, Post Office Box 10885, Cameron Village Station, Raleigh, N.C. 27605.

MOTOR CARRIER OF PASSENGERS

No. MC 1515 (Sub-No. 146 TA), filed January 23, 1970. Applicant: GREY-HOUND LINES, INC., 10 South Riverside Plaza, Chicago, Ill. 60606, 1400 West Third Street, Cleveland, Ohio 44113. Applicant's representative: J. E. Adkins, 1400 West Third Street, Cleveland, Ohio 44113. Authority sought to operate as a *common carrier*, by motor vehicle over regular routes, transporting: *Passengers and their baggage, express, and newspapers* in the same vehicle with passengers, (1) between junction U.S. Highways 50 and 301 near Bowie, Md., and Washington, D.C., serving the intermediate point of Lanham, Md.; from junction U.S. Highways 50 and 301 near Bowie, Md., over U.S. Highway 50 to Washington, D.C., serving the intermediate point of Lanham, Md., leaving U.S. 50 at its interchange with Ardmore-Ardwick Road, thence over Ardmore-Ardwick Road to unnumbered access road, thence over said access road to the "Metroliner" Station of the Penn-Central Rail Road at Lanham, Md., and return over the same routes. Restriction: No passengers shall be transported between Lanham, Md., on the one hand, and Washington, D.C., on the other, not between points intermediate of Washington, D.C., and Lanham, Md., on the one hand, and Washington, D.C., on the other; (2) between junction of the Baltimore-Washington Parkway and Interchange No. 29 of Interstate Highway 495 and Alexandria, Va., serving the intermediate off-route point of Lanham, Md.; from junction of the Baltimore-Washington Parkway and Interchange No. 29 of Interstate Highway 495 over Interstate Highway 495 to its junction with U.S. Highway 1 in Alexandria, Va., serving the intermediate point of Lanham, Md., leaving Interstate Highway 495 at its Interchange No. 31 (junction U.S. Highway 50), thence over U.S. Highway 50 to its interchange with Ardmore-Ardwick Road, thence over Ardmore-Ardwick Road to unnumbered access road, thence over said access road to the "Metroliner" Station of the Penn-Central Rail Road at Lanham, Md., and return over the same routes. Both of these authorities to be tacked to Applicant's existing authorized routes to provide service from and to Lanham, Md., to and from points now served by Applicant, for 180 days.

Supporting by: Department of Transportation, Washington, D.C., and 27 statements of support attached to the application, which may be examined here at the Interstate Commerce Commission in Washington, D.C., or copies thereof which may be examined at the field office named below. Send protests to: G. J. Baccei, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 181 Federal Office Building, 1240 East Ninth Street, Cleveland, Ohio.

By the Commission.

[SEAL] H. NEIL GARSON,
Secretary.

[F.R. Doc. 70-1257; Filed, Jan. 30, 1970;
8:48 a.m.]

[Notice 483]

MOTOR CARRIER TRANSFER PROCEEDINGS

JANUARY 28, 1970.

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-71823. By order of January 22, 1970, the Motor Carrier Board approved the transfer to Orvil G. Henriksen, doing business as Badger Transfer Lines, Beaver Dam, Wis., of certificate No. MC-44262 issued July 19, 1960, to Irma L. Henriksen, doing business as Badger Transfer Line, Beaver Dam, Wis., authorizing the transportation of: Household goods, as defined by the Commission, between Beaver Dam, Wis., and points within 50 miles thereof, on the one hand, and, on the other, points in Illinois, Indiana, Iowa, Michigan, and Minnesota. Rolfe E. Hanson, 121 West Doty Street, Madison, Wis. 53703, attorney for applicants.

No. MC-FC-71827. By order of January 23, 1970, the Motor Carrier Board approved the transfer to Mayde Cornwell, Arthur, Ill., of certificate No. MC-82449 issued August 19, 1959, to A. H. Cornwell, Arthur, Ill., authorizing the transportation of: Commodities of a general commodity nature, between specified points in Illinois and Indiana. John A. Rutledge, Arthur, Ill. 61911, attorney for applicants.

No. MC-FC-71884. By order of January 23, 1970, the Motor Carrier Board approved the transfer to Douglas & Bess, Inc., Statesville, N.C., of permit No. MC-129401 (Sub-No. 1) issued November 15, 1968, to Joe R. Brawley Trucking, Inc., Statesville, N.C., authorizing the transportation of: Thermoplastic materials, compounds, and products, between specified points in North Carolina, California, Georgia, Illinois, Indiana, Maryland, Minnesota, Nebraska, New York, Pennsylvania, and from Statesville, N.C., to points in the United States, except

Alaska and Hawaii. H. Charles Ephraim, 1411 K Street NW., Washington, D.C. 20005, attorney for applicants.

[SEAL]

H. NEIL GARSON,
Secretary.

[F.R. Doc. 70-1258; Filed, Jan. 30, 1970;
8:48 a.m.]

FOURTH SECTION APPLICATION FOR RELIEF

JANUARY 28, 1970.

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. 41871—*Iron or steel articles to Harbor, La.* Filed by Southwestern Freight Bureau, agent (No. B-135), for interested rail carriers. Rates on iron or steel articles, in carloads, as described in the application, from points in official, southern and western trunkline territories, to Harbor, La.

Grounds for relief—Destination rate relationship.

Tariff—Supplement 142 to Southwestern Freight Bureau, agent, tariff ICC 4753.

By the Commission.

[SEAL]

H. NEIL GARSON,
Secretary.

[F.R. Doc. 70-1259; Filed, Jan. 30, 1970;
8:48 a.m.]

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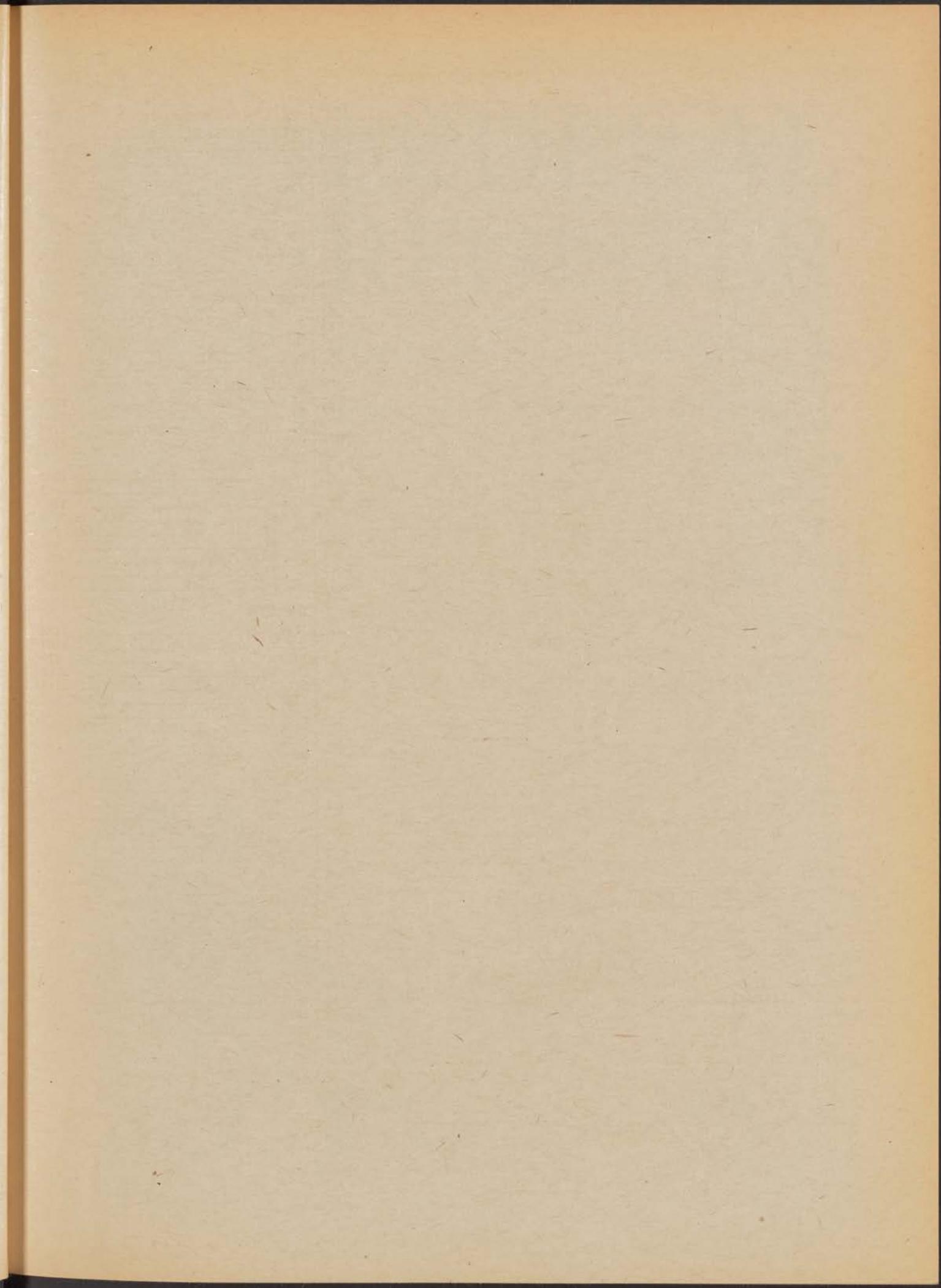
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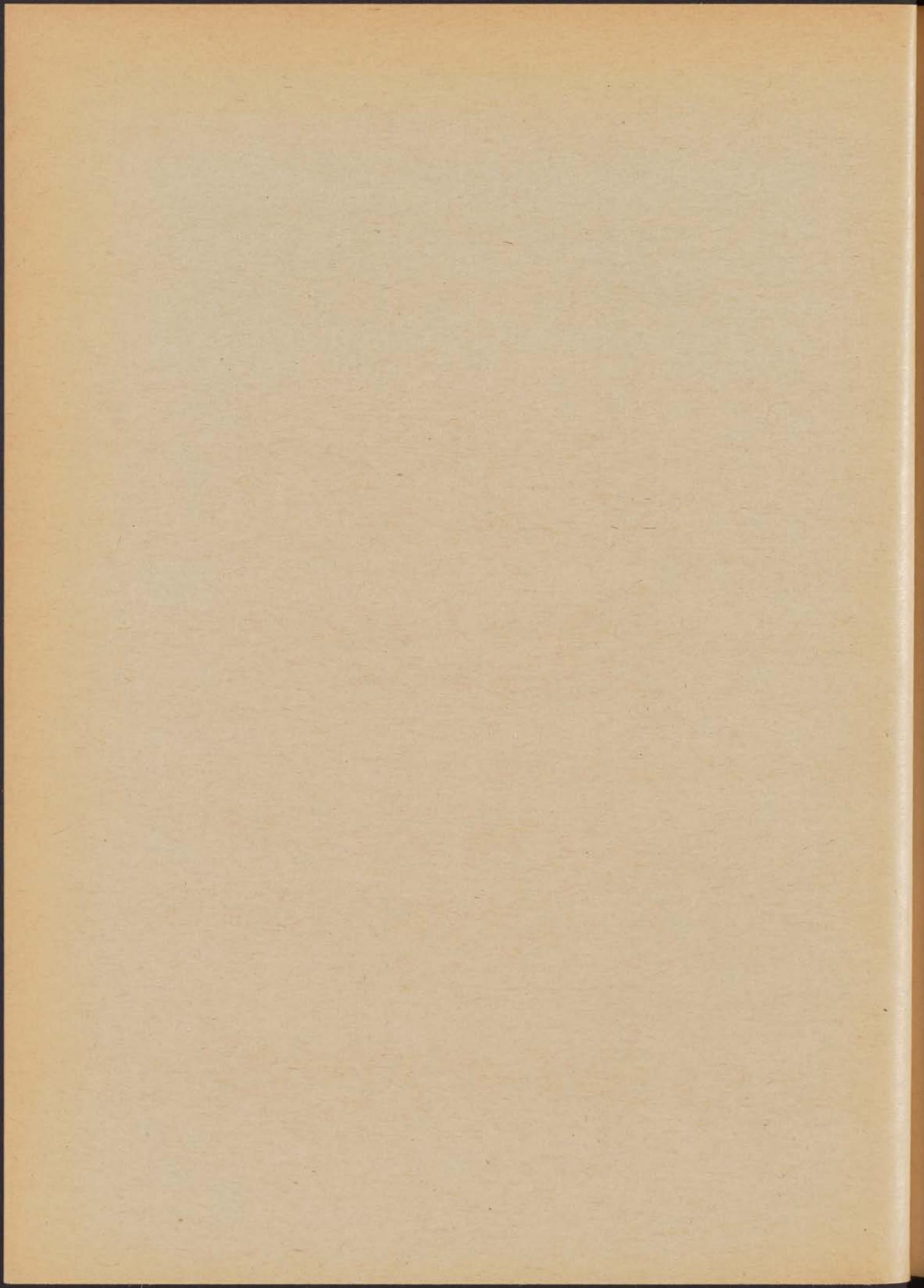
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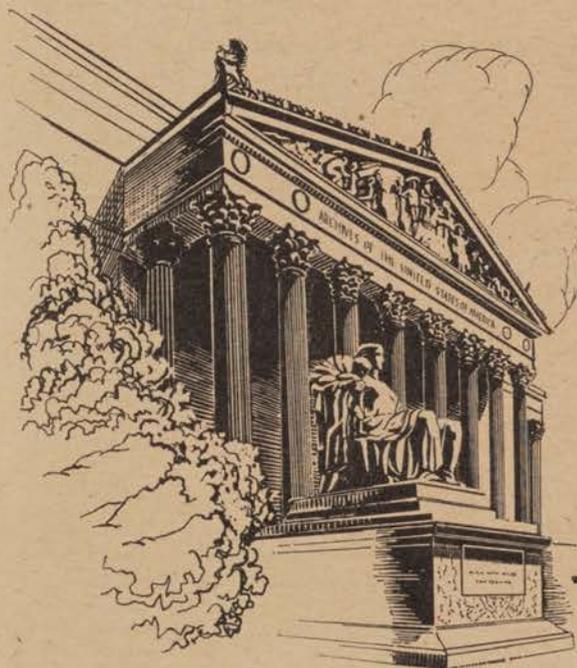
Section 1

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Parts 71, 73, 75
Compilation of Regulations



Rules and Regulations

Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Administration, Department of Transportation

[Airspace Docket No. 70-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 December 12, 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., December 12, 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 December 12, 1969.

H. B. HELSTROM,

Chief, Airspace and Air Traffic Rules Division.

[F.R. Doc. 70-3; Filed, Jan. 30, 1970; 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 1200 feet above the surface to 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.

AMENDMENTS 6/3/69 34 F. R. 8701 (Changed)

§ 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 $68^\circ 00' 00''$ N., excluding the Alaska peninsula west of longitude $160^\circ 00' 00''$ 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-7 From Nome, Alaska, RR, Moses Point, Alaska, RR; INT east course Moses Point RR and north course Unalakleet, Alaska, RR; 11 miles, 57 miles, 55 MSL, Galena, Alaska, RBN; INT Galena RBN 089° bearing and west course Fairbanks, Alaska, RR; Fairbanks RR.

G-8 From Shemya, Alaska, RBN, 20 AGL Adak, Alaska, RBN; 20 AGL Nikolski, Alaska, RBN; 20' AGL Driftwood Bay, Alaska, RBN; 20 AGL INT Cold Bay, Alaska, RR, 255° and Cape Sarichef, Alaska, RBN, 344° bearings; 20 AGL Cold Bay, RR; King Salmon, Alaska, RR; Big Mountain, Alaska, RBN; Homer, Alaska, RR; Kenai, Alaska, RR; INT northeast course Kenai and a bearing of 266° from Anchorage, Alaska, RR; Anchorage RR; INT northeast course Anchorage RR and southeast course Skwentna, Alaska, RR; Gulkana, Alaska, RR; INT northeast course Gulkana RR and southwest course Northway, Alaska, RR; Northway RR.

AMENDMENTS 4/3/69 34 F. R. 1894 (Changed)

G-9 From Bethel, Alaska, RBN (BET) 35 miles, 125 miles, 55 MSL, Sparrevohn, Alaska, RBN; 24 miles, 29 miles, 53 MSL, 105 MSL INT Sparrevohn RBN 093° and Anchorage, Alaska, RR 266° bearings; Anchorage.

G-11 From Shemya, Alaska, RBN, 20 AGL, Amchitka, Alaska, RBN; 20 AGL Adak, Alaska, RBN; 20 AGL Nikolski, Alaska, RBN; 20 AGL Driftwood Bay, Alaska, RBN; 20 AGL INT Cold Bay, Alaska, RR, 255° and Cape Sarichef, Alaska, RBN, 344° bearings; 20 AGL Cold Bay, RR; 20 AGL INT Cold Bay, RBN, 041° and Port Moller, Alaska, RBN, 313° bearings; 20 AGL Port Heiden, Alaska, RBN; 174 miles, 85 MSL, 20 AGL Kodiak, Alaska, RR.

AMENDMENTS 4/3/69 34 F. R. 1894 (Added)

PENDING AMENDMENT

In G-11 "Amchitka" is deleted and "Kirilof Wharf" is substituted therefor.

AMENDMENTS 1/8/70 34 F. R. 17510 (Changed)

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, Sitka, RR; 31 miles, 50 miles, 48 MSL, 112 miles, 20 MSL, Yakutat, Alaska, RR; INT northwest course Yakutat RR and southeast course Hinchinbrook, Alaska, RR; Hinchinbrook, RR; Whittier, Alaska, RBN; Anchorage, Alaska, RR; INT northwest course Anchorage and southeast course Skwentna, Alaska, RR; Skwentna RR; Puntilla Lake, Alaska, RBN; Farewell, Alaska, RR; McGrath, Alaska, RR; 24 miles, 53 miles, 55 MSL, 46 miles, 40 MSL, Unalakleet, Alaska, RR; 52 miles, 51 miles, 25 MSL, Nome, Alaska, RR. The airspace within Canada is excluded.

A-2 From Burwash, Yukon Territory, Canada, RR, 88 miles; 40 miles, Northway, Alaska, RR; Big Delta, Alaska, RR; INT northwest course Big Delta RR and east course Fairbanks, Alaska, RR; Fairbanks RR; Bettles, Alaska, RBN. The airspace within Canada is excluded.

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, Annette Island, Alaska, RR; 42 miles, 52 MSL Petersburg, Alaska, RR; Coghlan Island, Alaska, RBN; Haines, Alaska, RBN; Burwash, Yukon Territory, Canada, RR; Northway, Alaska, RR; Big Delta, Alaska, RR; INT northwest course Big Delta RR and east course of Fairbanks, Alaska, RR; Fairbanks, RR. The airspace within Canada is excluded. (Joins Canadian high level airway No. 502.)

RED FEDERAL AIRWAYS

§71.107 Red Federal Airways.

- R-1 From Sitka, Alaska, RR INT southeast course Sitka RR and southwest course Petersburg, Alaska, RR; 55 MSL Cape Decision, Alaska, RBN; 55 MSL Guard Island, Alaska, RBN; Annette Island, Alaska, RR.
- R-27 From INT northwest course Nenana, Alaska, RR and west course Fairbanks, Alaska, RR; Nenana RR; INT southeast course Nenana RR and southwest course Fairbanks RR.
- R-39 From Bethel, Alaska, RBN (BET) Aniak, Alaska, RBN; 25 miles, 89 miles, 55 MSL, McGrath, Alaska, RR; 28 miles, 55 miles, 45 MSL, Minchumina, Alaska, RR; Nenana, Alaska, RR; Fairbanks, Alaska, RR.
- R-40 From Kodiak, Alaska, RR; 27 miles, 24 miles, 35 MSL, 29 miles, 55 MSL, Homer, Alaska, RR; INT east course Kenai, Alaska, RR and southwest course Anchorage, Alaska, RR; Anchorage, RR.
- R-41 From INT northwest course Sitka, Alaska, RR and southwest course Gustavus, Alaska, RR Gustavus RR; Sisters Island, Alaska, RBN.
- R-50 From INT Galena, Alaska, RBN 089° bearing and southwest course Tanana, Alaska, RR, Tanana RR; INT southeast course Tanana RR and west course Fairbanks, Alaska, RR.
- R-64 From INT Southwest course Annette Island, Alaska, RR and the United States/Canadian border, Annette Island RR.
- R-75 From Vancouver, British Columbia, Canada, RR via White Rock, British Columbia, Canada, RBN; Abbotsford, British Columbia, Canada, RR; Cultus Lake, British Columbia, Canada, RBN; to Princeton, British Columbia, Canada, RR, excluding the portion within Canada.
- R-82 From Skwentna, Alaska, RR, INT southeast course Skwentna RR and northeast course Anchorage, Alaska, RR.
- R-99 From Big Mountain, Alaska, RBN Iliamna, Alaska, RBN; INT Iliamna RBN 145° and Big Mountain RBN 080° bearings.
- R-103 From Anchorage, Alaska, RR, INT Anchorage RR 266° bearing and northeast course Kenai, Alaska, RR; Kenai RR; INT southeast course Kenai RR and southwest course Anchorage, RR; 49 miles, 58 miles, 85 MSL, Middleton Island, Alaska, RBN.

BLUE FEDERAL AIRWAYS

§71.109 Blue Federal Airways.

- B-2 From Sitka, Alaska, RR, Sisters Island, Alaska RBN.
- B-12 From McGrath, Alaska, RR, 24 miles, 54 miles, 55 MSL, Galena, Alaska, RBN; 68 miles, 88 miles, 55 MSL, Kotzebue, Alaska, RBN.
- B-19 From Key West, Fla. RBN INT Key West RBN 037° and Perrine, Fla., RBN 232° bearings; Perrine RBN.
- B-25 From INT southwest course Hinchinbrook, Alaska, RR and Middleton Island, Alaska, RBN 296° bearing; Hinchinbrook RR; 11 miles, 21 miles 55 MSL, 28 miles, 90 MSL, INT northeast course Hinchinbrook RR and south course Gulkana, Alaska, RR; Gulkana, RR; Big Delta, Alaska, RR.

B-26 From Anchorage, Alaska, RR, Talkeetna, Alaska, RBN; Summit, Alaska, RR; INT north course Summit RR and southwest course Fairbanks, Alaska, RR; Fairbanks RR; 46 miles, 31 miles, 65 MSL, Fort Yukon, Alaska, RBN; 77 mile, 84 mile, 115 MSL, Barter Island, Alaska, RBN.

B-27 From Kodiak, Alaska, RR, 45 miles, 68 miles, 95 MSL, King Salmon, Alaska, RR; 43 miles, 94 miles, 70 MSL, Bethel, Alaska (BET) RBN; 46 miles, 173 miles, 30 MSL, Nome, Alaska, RR; 35 miles, 89 miles, 55 MSL, Kotzebue, Alaska, RBN.

AMENDMENTS 4/3/69 34 F. R. 1894 (Rewritten); F. R. Corr: 34 F. R. 5060

B-38 From Prince Rupert, British Columbia, Canada RBN, Annette Island, Alaska, RR; 42 miles, 52 MSL, Petersburg, Alaska, RR; Five Finger, Alaska, RBN; USCG RBN, Sisters Island, Alaska RBN; Gustavus, Alaska, RR; Haines, Alaska, RBN; Whitehorse, Yukon Territory, Canada, RR. The airspace within Canada is excluded.

AMENDMENTS 8/21/69 34 F. R. 9548 (Changed)

B-40 From the Haines, Alaska RBN, Robinson, Yukon Territory, Canada, RBN, excluding the portion within Canada.

AMENDMENTS 5/29/69 34 F. R. 5986 (Added)

B-43 From INT north course Summit, Alaska, RR and southwest course Fairbanks, Alaska, RR, INT north course Summit RR and southeast course Nenana, Alaska, RR; Nenana RR; Fairbanks RR.

B-79 From Sandspit, British Columbia, Canada, RR 89 miles; 23 miles, Annette Island, Alaska, RR; 42 miles, 52 MSL Petersburg, Alaska, RR; Coghlan Island, Alaska, RBN; Haines, Alaska, RBN; Burwash, Yukon Territory, Canada, RR; Northway, Alaska, RR. The airspace within Canada is excluded.

B-80 From INT northwest course Unalakleet, Alaska, RR and south course Moses Point, Alaska, RR; Moses Point RR.

SUBPART C - VOR FEDERAL AIRWAYS

§ 71.121 Designation

The airspace assignments described in this subpart are designated as VOR Federal airways. Unless otherwise specified, place names appearing in the descriptions indicate VOR or VORTAC navigational facilities identified by those names.

§71.123 Domestic VOR Federal Airways.

V-1 From Jacksonville, Fla., Charleston, S. C.; Myrtle Beach, S. C.; Wilmington, N. C.; Kinston, N. C., including a W alternate via INT Wilmington 352° and Kinston 214° radials; Cofield, N. C.; Norfolk, Va.; Cape Charles, Va.; INT Cape Charles 006° and Salisbury, Md., 206° radials; Salisbury; Waterloo, Del.; INT Waterloo 023° and Atlantic City, N. J., 238° radials; Atlantic City; 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.

V-2 From Seattle, Wash., Ellensburg, Wash., including a south alternate via INT Seattle 123° and Ellensburg 274° radials; Moses Lake, Wash.; Spokane, Wash., including a north alternate from Seattle to Spokane via Wenatchee, Wash., and Ephrata, Wash.; Mullan Pass, Idaho, including a north alternate via INT Spokane 073° and Mullan Pass 291° radials, and also a south alternate, via INT Spokane 109° and Mullan Pass 260° radials; 5 miles, 53 miles, 91 MSL, Missoula, Mont.; 6 miles, 84 MSL, Drummond, Mont.; 11 miles, 84 MSL, Helena, Mont.; INT Helena 119° and Bozeman, Mont., 338° radials; Bozeman; INT Bozeman 128° and Livingston, Mont., 261° radials; Livingston; 11 miles, 25 miles, 85 MSL, Billings, Mont., including an N alternate from Helena, 21 miles, 10 miles 105 MSL, 115 MSL INT Helena 089° and Billings 301° radials, 35 miles 100 MSL, to Billings, excluding the airspace between the main and this N alternate; 19 miles, 79 miles, 49 MSL, Miles City, Mont., including an N alternate from Billings, 19 miles, 49 MSL INT Billings 057° and Miles City 269° radials, 42 miles, 49 MSL, to Miles City; 24 miles, 90 miles, 55 MSL, Dickinson, N. Dak.; 10 miles, 60 miles, 38 MSL, Bismarck, N. Dak., including an N alternate from Dickinson, 10 miles 38 MSL INT Dickinson 078° and Bismarck 290° radials, 28 miles, 38 MSL, to Bismarck; 14 miles, 62 miles, 34 MSL Jamestown, N. Dak., including an N alternate from Bismarck 14 miles, 65 miles, 34 MSL, Jamestown; 7 miles, 43 miles, 28 MSL, Fargo, N. Dak., including an N alternate from Jamestown 7 miles, 46 miles, 28 MSL, Fargo; 25 miles, 50 miles, 30 MSL, Alexandria, Minn., including an N alternate from Fargo, 25 miles, 52 miles, 30 MSL, Alexandria; 5 miles, 70 miles, 25 MSL, Minneapolis, Minn.; Nodine, Minn., including a N alternate; Lone Rock, Wis.; Madison, Wis.; Milwaukee, Wis.; Muskegon, Mich., including a S alternate via INT Milwaukee 102° and Muskegon 252° radials; Lansing, Mich., including a 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; Salem, Mich., including a N alternate via INT Lansing 091° and Salem 308° radials; INT Salem 083° and Aylmer, Ont., Canada 260° radials; Aylmer; INT Aylmer 087° and Buffalo, N. Y., 259° radials; Buffalo; Rochester, N. Y.; Syracuse, N. Y., including a N alternate via INT Rochester 064° and Syracuse 283° radials; Utica, N. Y.; Albany, N. Y.; INT Albany 094° and Gardner, Mass., 284° radials; Gardner; Boston, Mass. The airspace within Canada is excluded.

AMENDMENTS 9/18/69 34 F. R. 12133 (Changed)

V-3 From Key West, Fla., INT Key West 086° and Miami, Fla., 205° radials; INT Miami 205° and Biscayne Bay, Fla., 262° radials; Biscayne Bay; Palm Beach, Fla., including an E alternate via INT Biscayne Bay 021° and Palm Beach 166° radials; Vero Beach, Fla., including an E alternate via INT Palm Beach 358° and Vero Beach 143° radials; Daytona Beach, Fla.; INT Daytona Beach 334° and Jacksonville, Fla., 159° radials; Jacksonville, including an E alternate via INT Daytona Beach 360° and Jacksonville 144° radials; Brunswick, Ga.; Savannah, Ga., including an E alternate from Jacksonville to Savannah via INT Jacksonville 028° and Savannah 180° radials; Vance, S. C.; Florence, S. C.; Pinehurst, N. C.; Raleigh, N. C., including an E alternate from Florence to Raleigh via Fayetteville, N. C., excluding the airspace between the main and this alternate airway; INT Raleigh 016° and Flat Rock, Va., 214° radials; Flat Rock; Brooke, Va.; 6-mile wide, INT Brooke 014° and Westminster, Md., 195° radials; 6-mile wide, Westminster; INT Westminster 065° and Modena, Pa., 250° radials; Modena; Solberg, N. J.; Carmel, N. Y.; Hartford, Conn.; INT Hartford 044° and Boston, Mass., 256° radials; Boston; Kennebunk, Maine; Augusta, Maine; Bangor, Maine; INT Bangor 039° and Houlton, Maine, 203° radials; Houlton; 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.

V-4 From Neah Bay, Wash., RBN, Port Angeles, Wash.; INT Port Angeles 090° and Seattle, Wash., 329° radials; Seattle; Yakima, Wash., including a 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; Pendleton, Oreg.; Baker, Oreg.; Boise, Idaho, including a south alternate; INT Boise 130° and Burley 290° radials; Burley, including a north alternate from Boise 25 miles, 25 miles 90 MSL, 95 MSL INT Pocatello, Idaho, 286° and Burley 323° radials, Burley, excluding the airspace between the main and this alternate airway; Malad City, Idaho; 35 miles, 58 miles, 115 MSL, Rock Springs, Wyo., including a S alternate from Malad City, 20 miles, 68 miles 115 MSL, via Fort Bridger, Wyo., to Rock Springs, excluding the airspace between the main and this S alternate; 20 miles, 39 miles, 95 MSL, Cherokee, Wyo.; 30 miles, 40 miles, 123 MSL, Laramie, Wyo.; Denver, Colo., including a north alternate from Laramie to Denver via Gill, Colo.; INT Denver 103° and Thurman, Colo., 275° radials; Thurman, Colo.; 50 miles, 65 MSL, Goodland, Kans.; Hill City, Kans.; INT Hill City 097° and Salina, Kans., 284° radials; Salina, including a S alternate via Hays, Kansas.; Topeka, Kans., including a S alternate via INT Salina 095° and Topeka 236° radials; Kansas City, Mo., including a N alternate and also a S alternate via INT Topeka 099° and Kansas City 231° radials; Hallsville, Mo.; St. Louis, Mo., including a N alternate; Troy, Ill.; Centralia, Ill.; Evansville, Ind., including a S alternate; Louisville, Ky., including a N alternate via INT Evansville 068° and Louisville 280° radials; Lexington, Ky., including a N alternate via INT Louisville 081° and Lexington 303° radials and also a S alternate via INT Louisville 114° and Lexington 251° radials; Newcombe, Ky.; Charleston, W. Va.; Elkins, W. Va., including a S alternate via INT Charleston 083° and Elkins 228° radials; Kessel, W. Va.; Front Royal, Va.; Herndon, Va. The airspace within R-6705 is excluded.

AMENDMENTS 5/29/69 34 F. R. 1721 (Changed); 6/26/69 34 F. R. 7069 (Changed)

V-5 From Jacksonville, Fla.; INT Jacksonville 319° and Alma, Ga., 148° radials; Alma; Dublin, Ga., Rex, Ga., including a W alternate via Macon, Ga., and INT Macon 335° and Rex 140° radials; INT Rex 345° and Chattanooga, Tenn., 118° radials; Chattanooga, including a W alternate from Rex to Chattanooga via INT Rex 268° and Atlanta, Ga., 347° radials and INT Atlanta 347° and Chattanooga 152° radials; Nashville, Tenn., including an E alternate via INT Chattanooga 332° and Nashville 117° radials; Bowling Green, Ky.; New Hope, Ky., including an E alternate from Nashville to New Hope via INT Nashville 029° and New Hope 202° radials; Louisville, Ky.; Cincinnati, Ohio; Appleton, Ohio, including an E alternate; Mansfield, Ohio, Cleveland, Ohio; London, Ont., Canada. The airspace within Canada is excluded.

V-6 From INT Oakland, Calif., 221° and Point Reyes, Calif., 161° radials, Oakland; INT Oakland 039° and Sacramento, Calif., 212° radials; Sacramento, including a S alternate via INT Oakland 077° and Sacramento 192° radials; Lake Tahoe, Calif.; Reno, Nev., including a N alternate from Sacramento to Reno via INT Sacramento 038° and Reno 257° radials; Lovelock, Nev., including a south alternate from Reno to Lovelock via Hazen, Nev.; Battle Mountain, Nev., including a north alternate; INT Battle Mountain 062° and Wells, Nev., 256° radials; Wells; 5 miles, 40 miles, 98 MSL, 85 MSL Lucin, Utah; 43 miles, 85 MSL, Ogden, Utah; 11 miles, 50 miles, 105 MSL, Fort Bridger, Wyo.; Rock Springs, Wyo.; 20 miles, 39 miles 95 MSL, Cherokee, Wyo.; 39 miles, 27 miles 95 MSL, Medicine Bow, Wyo.; INT Medicine Bow 106° and Sidney, Nebr., 291° radials; Sidney; 13 miles, 26 miles, 57 MSL, North Platte, Nebr.; Grand Island, Nebr.; Omaha, Nebr.; Des Moines, Iowa, including a S alternate; Iowa City, Iowa, including a S alternate via INT Des Moines 112° and Iowa City 252° radials; Cordova, Ill.; Naperville, Ill.; South Bend, Ind.; INT South Bend 092° and Waterville, Ohio, 288° radials; Waterville; Cleveland, Ohio; Youngstown, Ohio; Clarion, Pa., Philipsburg, Pa.; Selinsgrove, Pa.; INT Selinsgrove 087° and Allentown, Pa., 283° radials; Allentown; Solberg, N. J.; INT Solberg 094° and Kennedy, N. Y., 258° radials. The airspace within R-4803 and R-4813 is excluded.

V-7 From Miami, Fla., Fort Myers, Fla.; Lakeland, Fla.; Cross City, Fla.; Greenville, Fla.; Dothan, Ala., including a W alternate from Cross City to Dothan via INT Cross City 287° and Marianna, Fla., 141° radials and Marianna; INT Dothan 333° and Montgomery, Ala., 129° radials; Montgomery; 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) Birmingham; Muscle Shoals, Ala., including an E alternate via INT of Birmingham 358° and Muscle Shoals 122° radials and also a W alternate via INT Birmingham 313° and Muscle Shoals 178° radials; Graham, Tenn.; Nashville, Tenn.; Central City, Ky.; including an east alternate; Evansville, Ind.; INT Evansville 015° and Lewis, Ind., 198° radials; Lewis; Terre Haute, Ind., including a W alternate from Evansville to Terre Haute via INT Evansville 360° and Terre Haute 215° radials; Lafayette, Ind.; Chicago Heights, Ill.; INT Chicago Heights 358° and Milwaukee, Wis., 137° radials; Milwaukee, including an E alternate via INT Chicago Heights 013° and Milwaukee 137° radials; Green Bay, Wis.; Menominee, Mich.; 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 5/29/69 34 F. R. 5928 (Changed)

V-8 From INT Seal Beach, Calif., 266° and Los Angeles, Calif., 236° radials; Seal Beach; Ontario, Calif.; 35 miles, 7 miles wide (3 miles SE and 4 miles NW of centerline) Hector, Calif.; Goffs, Calif.; INT Goffs 033° and Morman Mesa, Nev., 196° radials; Morman Mesa, including a N alternate from Seal Beach to Morman Mesa via Pomona, Calif., Daggett, Calif., and Las Vegas, Nev.; 39 miles, 16 miles, 105 MSL, 33 miles, 120 MSL, Bryce Canyon, Utah, including a N alternate from INT Morman Mesa 059° and Cedar City, Utah, 197° radials, 19 miles, 115 MSL, via Cedar City, INT Cedar City 004° and Bryce Canyon 292° radials, Bryce Canyon, excluding the airspace between the main and this N alternate; Hanksville, Utah, including a south alternate; Grand Junction, Colo., including a south alternate via INT of Hanksville 087° and Grand Junction 232° radials and also a north alternate from Bryce Canyon to Grand Junction via INT Bryce Canyon 048° and Grand Junction 259° radials; 33 miles, 130 MSL Kremmling, Colo., including a south alternate from Grand Junction 33 miles, 21 miles, 127 MSL, 120 MSL INT Grand Junction 074° and Kremmling 228° radials, 28 miles, 120 MSL, 130 MSL to Kremmling; 9 miles 130 MSL, 29 miles 144 MSL, 11 miles 127 MSL, Denver, Colo.; including a south alternate via Denver 103° and Akron 242° radials; Hayes Center, Nebr., including a north alternate via INT Akron 063° and Hayes Center 276° radials and also a south alternate via INT Akron 094° and Hayes Center 246° radials; Grand Island, Nebr., including a N alternate via INT Hayes Center 059 and Grand Island 273° radials, and also a S alternate; Omaha, Nebr.; Des Moines, Iowa; Iowa City, Iowa; Cordova, Ill.; INT Cordova 087° and Joliet, Ill., 316° radials; Joliet; Chicago Heights, Ill.; Goshen, Ind.; Findlay, Ohio; Briggs, Ohio; Bellaire, Ohio; INT Bellaire 107° and Grantsville, Md., 285° radials; Grantsville; Martinsburg, W. Va.; INT Herndon, Va., 048° and Washington, D. C., 324° radials; Washington, including a north alternate from Grantsville to INT Washington 324° and Herndon 048° radials via Hagerstown, Md. The portion outside the United States has no upper limit.

AMENDMENTS 5/1/69 34 F. R. 5008 (Changed); 5/1/69 34 F. R. 5010 (Changed); 6/10/69 34 F. R. 9419 (Changed)
 AMENDMENTS 10/16/69 34 F. R. 13363 (Changed); 12/11/69 34 F. R. 14728 (Changed); Corr: 34 F.R. 16862

V-9 From Grand Isle, La., via INT Grand Isle, 333° and New Orleans, La., 181° radials; New Orleans; McComb, Miss., including an E alternate from New Orleans to McComb via Picayune, Miss.; Jackson, Miss., including an E alternate and also a W alternate via INT McComb 348° and Jackson 199° radials; Greenwood, Miss., including an E alternate and also a W alternate; Memphis, Tenn., including an E alternate and also a W alternate; Malden, Mo., including a W alternate; Farmington, Mo.; St. Louis, Mo., including a W alternate; Capital, Ill., including a W alternate; Pontiac, Ill.; Joliet, Ill.; Naperville, Ill.; INT Naperville 317° and Milwaukee, Wis., 198° radials; Milwaukee; Oshkosh, Wis.; Green Bay, Wis.; Iron Mountain, Mich., including an east alternate from Green Bay to Iron Mountain via Menominee, Mich.; Houghton, Mich.; including an E alternate via Marquette, Mich.

V-10 From Pueblo, Colo., 18 miles, 48 miles, 60 MSL, Lamar, Colo.; Garden City, Kans.; Dodge City, Kans.; Hutchinson, Kans., including a N alternate via INT Dodge City 060° and Hutchinson 296° radials excluding the airspace between the main and alternate airway; Emporia, Kans.; Kansas City, Mo., including a N alternate Emporia to Kansas City via Topeka, Kans.; Kirksville, Mo.; Burlington, Iowa; Bradford, Ill.; INT Bradford 050° and Naperville, Ill., 254° radials; Naperville; South Bend, Ind., including a N alternate via INT Naperville 075° and South Bend 290° radials; Litchfield, Mich.; Carleton, Mich.; INT Jefferson, Ohio, 279° and Youngstown, Ohio, 320° radials; Youngstown; INT Youngstown 116° and Clarion, Pa., 222° radials; Revloc, Pa. The airspace within Canada is excluded.

AMENDMENTS 12/11/69 34 F. R. 14728 (Changed)

V-11 From Mobile, Ala., Green County, Miss.; Laurel, Miss.; Jackson, Miss. From Memphis, Tenn., Dyersburg, Tenn., including a W alternate via INT Memphis 001° and Dyersburg 235° radials, and an E alternate via the INT Memphis 045° and Dyersburg 182° radials; Paducah, Ky., including an E alternate; Evansville, Ind., including an east alternate; Indianapolis, Ind., including an E alternate from Evansville to Indianapolis via INT Evansville 046° and Bloomington, Ind., 205° radials, Bloomington, INT of Bloomington 025° and Indianapolis 185° radials; Fort Wayne, including an E alternate via INT Indianapolis 060° and Shelbyville, Ind., 006° radials, and INT Shelbyville 006° and Fort Wayne 218° radials; Salem, Mich.; 6-miles wide to INT Salem 052° and Windsor, Ont., Canada 335° radials.

AMENDMENTS 5/29/69 34 F. R. 5928 (Changed); 10/16/69 34 F. R. 13363 (Changed)

V-12 From Gaviota, Calif., Santa Barbara, Calif.; INT Santa Barbara 109° and Fillmore, Calif., 268° radials; Fillmore; Palmdale, Calif.; 38 miles, 6 miles wide, Hector, Calif.; 12 miles, 38 miles, 85 MSL, 14 miles, 75 MSL, Needles, Calif.; 45 miles, 34 miles, 95 MSL, Prescott, Ariz.; Winslow, Ariz.; 30 mi. 85 MSL Zuni, N. Mex.; Albuquerque, N. Mex., including a south alternate via INT Zuni 104° and Albuquerque 253° radials; Otto, N. Mex.; Anton Chico, N. Mex., including a S alternate from Albuquerque to Anton Chico via INT Albuquerque 103° and Anton Chico 249° radials; Tucumcari, N. Mex.; Amarillo, Tex., including a N alternate and also a S alternate; Gage, Okla., including a N alternate from Aramillo to Gage via Borger, Tex., and INT Borger 061° and Gage 249° radials; Anthony, Kans.; Wichita, Kans., including a N alternate from Gage to Wichita via INT Gage 043° and Wichita 250° radials and also a S alternate via Anthony 060° and Wichita 190° radials; Emporia, Kans., including a N alternate via INT Wichita 037° and Emporia 259° radials; INT Emporia 050° and Topeka, Kans., 099° radials; INT Topeka 099° and Blue Springs, Mo., 268° radials; Blue Springs; Columbia, Mo.; Maryland Heights, Mo., including a S alternate from INT Macon, Mo., 202° and Columbia 273° radials to INT Hallsville, Mo., 134° and Columbia 102° radials via Jefferson City, Mo.; Troy, Ill.; Bible Grove, Ill.; Lewis, Ind.; Shelbyville, Ind.; Richmond, Ind.; Dayton, Ohio; Appleton, Ohio, including a N alternate from Dayton to Appleton via INT Dayton 068° and Rosewood, Ohio, 083° radials; Newcomerstown, Ohio; Bellaire, Ohio; INT Bellaire 107° and Indian Head, Pa., 254° radials; Indian Head; Johnstown, Pa.; Harrisburg, Pa., including a S alternate from Johnstown to Harrisburg via St. Thomas, Pa.

AMENDMENTS 3/6/69 34 F. R. 1011 (Changed); 7/24/69 34 F. R. 7899 (Changed)

AMENDMENTS 12/11/69 34 F. R. 14728 (Changed); Corr: 34 F. R. 16862 (Changed)

V-13 From Houston, Tex., Humble, Tex.; Lufkin, Tex., including an east alternate from Houston to Lufkin via Daisetta, Tex., and a west alternate from Humble to Lufkin via INT Humble 002° and Lufkin 218° radials; Shreveport, La., including an E alternate; Texarkana, Ark., including a W alternate via INT Shreveport 275° and Texarkana 184° radials; Page, Okla.; Fort Smith, Ark.; INT Fort Smith 006° and Fayetteville, Ark., 190° radials; Fayetteville, including a W alternate from Page to Fayetteville via INT Page 006° and Fayetteville 205° radials; Neosho, Mo.; Butler, Mo.; Kansas City, Mo., including an E alternate via INT Butler 013° and Kansas City 157° radials; Lamoni, Iowa; Des Moines, Iowa, including a W alternate; Mason City, Iowa, including an E alternate and also a W alternate from Des Moines to Mason City via Fort Dodge, Iowa, excluding the airspace between the main and this W alternate; Farmington, Minn.; Grantsburg, Wis., including a W alternate from Mason City to Grantsburg via INT Mason City 349° and Minneapolis, Minn., 188° radials and Minneapolis, excluding the airspace between the main and W alternate; Duluth, Minn., including an E alternate; 36 miles, 35 MSL Lakehead, Ontario, Canada. The airspace outside the United States is excluded.

AMENDMENTS 5/29/69 34 F. R. 6079 (Changed)

V-14 From Roswell, N. Mex., via Lubbock, Tex.; Childress, Tex., including a S alternate via INT Lubbock 086° and Childress 229° radials; Hobart, Okla.; Oklahoma City, Okla., including a S alternate via INT Hobart 076° and Oklahoma City 202° radials; Tulsa, Okla., including a N alternate via INT Oklahoma City 037° and Tulsa 261° radials, and also a S alternate via INT Oklahoma City 107° and Tulsa 228° radials; Neosho, Mo., including a N alternate and also a S alternate via INT Tulsa 087° and Neosho 223° radials; Springfield, Mo., including a S alternate via INT Neosho 074° and Springfield 210° radials; Vichy, Mo., including a N alternate; St. Louis, Mo., including a N alternate and also a S alternate via INT of Vichy 069° and St. Louis 219° radials; Vandalia, Ill., including a N alternate via INT of St. Louis 062° and Vandalia 273° radials; Terre Haute, Ind.; Indianapolis, Ind., including a S alternate via INT of Terre Haute 079° and Indianapolis 230° radials; Muncie, Ind.; Findlay, Ohio; INT Findlay 062° and Cleveland, Ohio, 258° radials; Cleveland; Jefferson, Ohio; Erie, Pa., including a N alternate from Cleveland to Erie via INT Cleveland 049° and Jefferson 279° radials; Dunkirk, N. Y.; Buffalo, N. Y. including a N alternate from Erie to Buffalo via INT Erie 043° and Buffalo 242° radials; Geneseo, N. Y.; Georgetown, N. Y.; INT Georgetown 093° and Albany, N. Y. 270° radials; Albany; INT Albany 094° and Gardner, Mass., 284° radials; Gardner; INT Gardner 132° and Boston, Mass., 256° radials; Boston. The airspace within R-5207 is excluded.

AMENDMENTS 10/16/69 34 F. R. 13793 (Changed)

V-15 From Galveston, Tex., via Houston, Tex.; Navasota, Tex., including an east alternate from Houston to Navasota via Humble, Tex.; College Station, Tex., including a west alternate from Houston to College Station via INT Houston 290° and College Station 151° radials; Waco, Tex., including a W alternate via INT College Station 307° and Waco 173° radials; Dallas, Tex., including an E alternate and also a W alternate from Waco to INT Britton, Tex., 091° and Dallas, Tex., 202° radials via INT Waco 353° and Britton 264° radials, and Britton; Ardmore, Okla., including a W alternate via INT Dallas 299° and Ardmore 178° radials; Okmulgee, Okla., including an E alternate and also a W alternate via INT Ardmore 006° and Okmulgee 245° radials; INT Okmulgee 048° and Neosho, Mo., 223° radials; Neosho. From Kansas City, Mo., St. Joseph, Mo.; INT St. Joseph 343° and Neola, Iowa, 157° radials; Neola; INT Neola 322° and Sioux City, Iowa, 159° radials; Sioux City; INT Sioux City 340° and Sioux Falls, S. Dak., 169° radials; Sioux Falls, including an E alternate; Huron, S. Dak., including a west alternate from Sioux Falls to Huron via Mitchell, S. Dak.; Aberdeen, S. Dak., including a W alternate; 18 miles, 89 miles, 42 MSL, Bismarck, N. Dak.; Minot, N. Dak.

AMENDMENTS 5/29/69 34 F. R. 6079 (Changed); 6/26/69 34 F. R. 7069 (Changed)

V-16 From Los Angeles, Calif., Ontario, Calif.; Palm Springs, Calif.; Blythe, Calif.; 21 miles, 60 miles, 55 MSL, Buckeye, Ariz.; Phoenix, Ariz.; INT Phoenix 161° and Casa Grande, Ariz., 105° radials; Tucson, Ariz., including a south alternate from INT Phoenix 161° and Casa Grande 105° radials, to Tucson via INT Phoenix 161° and Tucson 298° radials; Cochise, Ariz., including a S alternate via INT Tucson 122° and Cochise 257° radials; Columbus, N. Mex.; El Paso, Tex., including a N alternate via INT Columbus 075° and El Paso 286° radial; Salt Flat, Tex.; Wink, Tex.; Wink 066° and Big Spring, Tex., 260° radials; Big Spring, including a S alternate from Wink to Big Spring via Midland, Tex.; Abilene, Tex.; Mineral Wells, Tex.; INT Mineral Wells 078° and Dallas, Tex., 252° radials; Dallas, including a S alternate via INT Mineral Wells 094° and Dallas 229° radials; Sulphur Springs, Tex.; Texarkana, Ark., including a N alternate via INT Sulphur Springs 060° and Texarkana 272° radials, and also a S alternate via INT Sulphur Springs 090° and Texarkana 240° radials; Pine Bluff, Ark.; Memphis, Tenn., including a S alternate; Jacks Creek, Tenn., including a N alternate via INT Memphis 045° and Jacks Creek 260° radials; Graham, Tenn., including a S alternate from Memphis to Graham via INT Memphis 078° and Graham 238° radial; Nashville, Tenn., including a N alternate from Jacks Creek to Nashville via INT Jacks Creek 049° and Nashville 288° radials; Crossville, Tenn., including a S alternate and also a N alternate via INT Nashville 081° and Crossville 301° radials; Knoxville, Tenn., including a S alternate via INT Crossville 100° and Knoxville 243° radials; Holston Mountain, Tenn., including a S alternate from Knoxville to Holston Mountain via Snowbird, Tenn.; Pulaski, Va., including a N alternate from Knoxville to Pulaski via INT Knoxville 050° and Blackford, Va., 246° radials and Blackford; Roanoke, Va.; Gordonsville, Va., including a N alternate from Roanoke to Gordonsville via INT Roanoke 035° and Montebello, Va., 250° radials and Montebello, and also a S alternate from Pulaski to Gordonsville via INT Pulaski 094° and Lynchburg, Va., 253° radials and Lynchburg; Nottingham, Md.; 6-mile wide, Kenton, Del.; Millville, N. J.; Coyle, N. J.; INT Coyle 078° and Atlantic City, N. J. 048° radials; INT Atlantic City 048° and Riverhead, N. Y., 215° radials; Riverhead; Norwich, Conn.; Boston, Mass. The airspace within Mexico and the airspace below 2,000 feet MSL outside the United States is excluded.

AMENDMENTS 5/29/69 34 F. R. 6076 (Changed); 6/26/69 34 F. R. 6682 (Changed)

V-17 From McAllen, Tex., 29 miles, 34 miles, 25 MSL, Laredo, Tex.; Cotulla, Tex.; INT Cotulla 041° and San Antonio, Tex., 202° radials; San Antonio, including a E alternate via INT Cotulla 041° and San Antonio 183° radials; Austin, Tex., including a W alternate via INT San Antonio 002° and Austin 237° radials and also an E alternate via INT San Antonio 057° and Austin 198° radials; Waco, Tex., including an E alternate via INT Austin 046° and Waco 173° radials; INT Waco 315° and Mineral Wells, Tex., 197° radials; Mineral Wells; Bridgeport, Tex.; Duncan, Okla. INT Duncan 011° and Oklahoma City, Okla., 180° radials; Oklahoma City; Gage, Okla., including a W alternate via INT Oklahoma City 282° and Gage 133° radials; Garden City, Kans., including a W alternate from Gage to Garden City via Liberal, Kans.; Goodland, Kans. The airspace above 9,000 feet MSL is excluded between McAllen and Laredo.

V-18 From Dallas, Tex., via Quitman, Tex.; Shreveport, La., including a S alternate via INT Quitman 109° and Shreveport 246° radials; Monroe, La., including a N alternate and also a S alternate via INT Shreveport 117° and Monroe 268° radials; Jackson, Miss., including a N alternate and also a S alternate; Meridian, Miss., including a N alternate and also a S alternate; Tuscaloosa, Ala.; Birmingham, Ala.; Anniston, Ala.; Rex, Ga.; INT Rex 090° and Augusta, Ga., 278° radials; Augusta, including a 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; INT Augusta 097° and Charleston, S. C., 300° radials; Charleston, including a S alternate from Augusta to Charleston via INT Augusta 157° and Allendale, S. C., 262° radials and Allendale, excluding the airspace within R-6004.

AMENDMENTS 4/3/69 34 F. R. 1370 (Changed)

V-19 From Newman, Tex., via INT Newman 287° and Truth or Consequences, N. Mex., 159° radials; Truth or Consequences; INT Truth or Consequences 028° and Socorro, N. Mex., 189° radials; Socorro; Albuquerque, N. Mex., including a W alternate via INT Socorro 343° and Albuquerque 199° radials, and also an E alternate via INT Socorro 015° and Albuquerque 160° radials; Santa Fe, N. Mex., including a W alternate via INT Albuquerque 026° and Santa Fe 253° radials; Las Vegas, N. Mex.; Cimarron, N. Mex.; Pueblo, Colo., including an E alternate via INT Cimarron 053° and Pueblo 176° radials; Kiowa, Colo., including an east alternate; Denver; Cheyenne, Wyo.; Casper, Wyo., including an E alternate from Cheyenne to Casper via INT Cheyenne 002° and Douglas, Wyo., 152° radials and Douglas; 5 miles, 45 miles 71 MSL, Crazy Woman, Wyo.; Sheridan, Wyo., including an E alternate; 21 miles, 35 miles 75 MSL, Billings, Mont., including an E alternate from Sheridan 21 miles, 38 miles, 75 MSL, to Billings; 38 miles, 72 MSL INT Billings 347° and Lewistown, Mont., 104° radials; Lewistown; Great Falls, Mont., including a W alternate via INT Lewistown 274° and Great Falls 122° radials.

V-20 From McAllen, Tex., INT McAllen 039° and Corpus Christi, Tex., 181° radials; Corpus Christi, including a south alternate from McAllen to INT McAllen 039° and Corpus Christi 181° radials via Harlingen, Tex.; via INT Corpus Christi 054° and Palacios, Tex., 226° radials; Palacios, including a N alternate via INT Corpus Christi 039° and Palacios 241° radials; Houston, Tex., including a N alternate via INT Palacios 035° and Houston 251° radials, and a south alternate via INT Palacios 064° and Houston 201° radials; Beaumont, Tex., including a north alternate via INT Houston 045° and Beaumont 271° radials; Lake Charles, La., including a north alternate via INT Beaumont 056° and Lake Charles 272° radials, and also a south alternate from Houston to Lake Charles via INT Houston 090° and Sabine Pass, Tex., 265° radials and Sabine Pass; Lafayette, La., including a N alternate via INT Lake Charles 064° and Lafayette 285° radials; New Orleans, La., including a S alternate from Lafayette to New Orleans via Tibby, La.; INT New Orleans 070° and Gulfport, Miss., 247° radials; Gulfport; Mobile, Ala., including a N alternate from New Orleans to Mobile via Picayune, Miss., excluding the airspace between the main and this N alternate; INT Mobile 048° and Monroeville, Ala., 231° radials; Monroeville, including a 6-mile wide S alternate via INT Mobile 063° and Monroeville 216° radials; Montgomery, Ala.; La Grange, Ga., Atlanta, Ga., including a N alternate from Montgomery to Atlanta via INT Montgomery 033° and Atlanta 248° radials; Rex, Ga.; Anderson, S. C.; Spartanburg, S. C., including a N alternate from Atlanta to Spartanburg via Norcross, Ga., and INT Norcross 055° and Spartanburg 244° radials; Greensboro, N. C.; South Boston, Va.; INT of Mobile 048° and Monroeville, Ala., 231° radials; Monroeville, including Richmond, Va.; INT Richmond 039° and Brooke, Va., 132° radials; INT Patuxent, Md., 228° and Nottingham, Md., 174° radials; Nottingham. The airspace on the main airway above 14,000 feet MSL from McAllen to 49 miles northeast and the airspace within Mexico is excluded.

AMENDMENTS 5/29/69 34 F. R. 6079 (Changed); 9/18/69 34 F. R. 12380 (Changed)

V-21 From INT Seal Beach, Calif., 250° and Los Angeles, Calif., 207° radials; Seal Beach; Ontario, Calif.; 35 miles, 7 miles wide (3 miles SE and 4 miles NW of centerline), Hector, Calif.; Boulder City, Nev., including a W alternate from INT Hector 226° and Daggett, Calif., 187° radials to INT Daggett 062° and Hector 047° radials via Daggett; Morman Mesa, Nev.; 30 miles, 52 miles, 95 MSL Milford, Utah, including an E alternate from Morman Mesa, 39 miles, 105 MSL INT Morman Mesa 059° and Cedar City, Utah, 197° radials, 19 miles, 115 MSL, Cedar City, to Milford, excluding the airspace between the main and this E alternate airway; Delta, Utah; Provo, Utah; Salt Lake City, Utah; Ogden, Utah; Malad City, Idaho; Pocatello, Idaho; Idaho Falls, Idaho; INT of Idaho Falls, 030° and DuBois, Idaho, 155° radials; DuBois; Dillon, Mont.; Whitehall, Mont.; Helena, Mont.; INT Helena 352° and Great Falls, Mont., 222° radials; Great Falls; Cut Bank, Mont., including a W alternate Helena direct Cut Bank; INT Cut Bank 348° radial and the United States/Canadian border.

V-23 From San Diego, Calif., Oceanside, Calif.; 24 miles, 6 miles wide, Seal Beach, Calif.; 6 miles wide, INT Seal Beach 287° and Los Angeles, Calif., 138° radials; Los Angeles; Gorman, Calif., Bakersfield, Calif.; Fresno, Calif.; 53 miles, 6 miles wide, Linden, Calif.; Sacramento, Calif., including a W alternate from Fresno to Sacramento via Los Banos, Calif., and Stockton, Calif.; INT Sacramento 346° and Red Bluff, Calif., 158° radials; Red Bluff; 58 miles, 95 MSL Fort Jones, Calif.; Medford, Oreg., including an east alternate via INT Fort Jones 042° and Medford 157° radials and also a west alternate via INT Fort Jones 340° and Medford 235° radials, excluding the airspace between the main and these alternate airways; Eugene, Oreg., including a west alternate from Medford to Eugene via Roseburg, Oreg., and INT Roseburg 003° and Eugene 187° radials; Portland, Oreg., including an east alternate and also a west alternate from Eugene to Portland via Corvallis, Oreg., INT Corvallis 352° and Newberg, Oreg., 204° radials and Newberg; 20 miles, 45 MSL INT Portland 350° and Seattle, Wash., 197° radials; 21 miles, 45 MSL, Seattle; Paine, Wash.; Bellingham, Wash.; via INT Bellingham 290° radial to the United States/Canadian border.

V-24 From Aberdeen, S. Dak., Watertown, S. Dak., including a N alternate; 15 miles, 64 miles 33 MSL, Redwood Falls, Minn.; Rochester, Minn.; Lone Rock, Wis., including a S alternate from Rochester to Lone Rock via Waukon, Iowa.

V-25 From San Diego, Calif., Los Angeles, Calif., including an E alternate from INT Los Angeles 138° and Seal Beach, Calif., 186° radials, via Seal Beach, 6 miles wide, to INT Seal Beach 287° and Los Angeles 138° radials; INT Los Angeles 261° and Ventura, Calif., 144° radials; 6 miles wide, Ventura; 6 miles wide, INT Ventura 331° and Santa Barbara, Calif., 109° radials; Santa Barbara; Paso Robles, Calif., Salinas, Calif., including an E alternate via INT Paso Robles 342° and Salinas 131° radials; INT Salinas 310° and Woodside, Calif., 158° radials; Woodside; San Francisco, Calif.; INT San Francisco 304° and Point Reyes, Calif., 161° radials; Point Reyes; INT Point Reyes 352° and Ukiah, Calif., 147° radials; 28 miles, 24 miles, 85 MSL, 18 miles, 75 MSL, Red Bluff, Calif.; 53 miles, 95 MSL INT Red Bluff 015° and Klamath Falls, Oreg., 181 radials; 19 miles, 95 MSL, Klamath Falls; 21 miles, 77 miles, 90 MSL, Redmond, Oreg.; The Dalles, Oreg.; Yakima, Wash., including an east alternate via INT The Dalles 051° and Yakima 183° radials; INT Yakima 305° and Ellensburg, Wash., 191° radials, 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 7/24/69 34 F. R. 7899 (Changed)

V-26 From Myton, Utah, 79 MSL, via Vernal, Utah, 19 miles, 105 MSL Cherokee, Wyo.; 11 miles, 52 miles 111 MSL, Casper, Wyo.; 14 miles, 25 miles 75 MSL, 92 miles 90 MSL, Rapid City, S. Dak.; 43 miles, 35 MSL Philip, S. Dak.; 56 miles, 35 MSL, Pierre, S. Dak.; 26 miles, 41 miles, 35 MSL, Huron, S. Dak.; Redwood Falls, Minn., including a S alternate; Flying Cloud, Minn.; INT Flying Cloud 081° and Eau Claire, Wis., 271° radials; Eau Claire, including a south alternate from Redwood Falls to Eau Claire via Farmington, Minn.; Wausau, Wis.; Green Bay, Wis.; INT Green Bay 116° and White Cloud, Mich., 302° radials; White Cloud; Lansing, Mich.; Salem, Mich.; INT Salem 138° and Cleveland, Ohio, 311° radials; Cleveland. The airspace within Canada is excluded.

V-27 From San Diego, Calif., INT San Diego 319° and Santa Catalina, Calif., 099° radials; Santa Catalina; 6 miles wide, Ventura, Calif.; 6 miles wide, INT Ventura 331° and Fillmore, Calif., 268° radials; INT Fillmore 268° and Gaviota, Calif., 143° radials; Gaviota; San Luis Obispo, Calif.; INT San Luis Obispo 308° and Big Sur, Calif., 157° radials; Big Sur; INT Big Sur 325° and Point Reyes, Calif., 161° radials; Point Reyes; INT Point Reyes 352° and Ukiah, Calif., 147° radials; Ukiah; Fortuna, Calif.; Crescent City, Calif.; 31 miles, 32 miles, 59 MSL, North Bend, Oreg.; Newport, Oreg.; 39 miles, 30 miles, 45 MSL, Astoria, Oreg.; including an east alternate via INT of Newport 016° and Astoria 157° radials; Hoquiam, Wash., including a west alternate via INT Astoria 309° and Hoquiam 182° radials; Seattle, Wash., including an 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.

V-28 From Oakland, Calif., INT Oakland 077° and Linden, Calif., 246° radials; Linden; INT Linden 046° and Reno, Nev., 208° radials; Reno.

V-29 From Snow Hill, Md., Salisbury, Md.; INT Salisbury 340° and Kenton, Del., 217° radials; Kenton; New Castle, Del.; Modena, Pa.; Pottstown, Pa.; Allentown, Pa.; Lake Henry, Pa.; Binghamton, N. Y.; Syracuse, N. Y.; Watertown, N. Y.; INT Watertown 033° and Massena, N. Y., 241° radials; Massena. The airspace within R-4006 is excluded.

V-30 From Milwaukee, Wis., INT Milwaukee 102° and Pullman, Mich., 303° radials; Pullman, including a S alternate via INT Milwaukee 121° and Pullman 282° radials; Litchfield, Mich.; Waterville, Ohio; Cleveland, Ohio; Akron, Ohio; Clarion, Pa.; Philipsburg, Pa.; Selinsgrove, Pa.; East Texas, Pa.; Colts Neck, N. J.

AMENDMENTS 10/16/69 34 F. R. 13793 (Changed); 12/11/69 34 F. R. 14728 (Changed)

V-31 From INT Patuxent River, Md., 036° and Nottingham, Md., 128° radials; Nottingham. From Baltimore, Md.; Harrisburg, Pa.; Selinsgrove, Pa.; Williamsport, Pa.; Elmira, N. Y.; INT Elmira 357° and Rochester, N. Y., 125° radials; Rochester.

V-32 From Battle Mountain, Nev.; Elko, Nev.; Bonneville, Utah, including a north alternate from Elko to Bonneville via Wells, Nev.; 37 miles, 85 MSL, Salt Lake City, Utah; 17 miles, 45 miles, 105 MSL, Fort Bridger, Wyo.

V-33 From Cofield, N. C.; INT Cofield 007° and Harcum, Va., 187° radials; Harcum; INT Harcum 003° and Nottingham, Md., 174° radials; Nottingham. From Baltimore, Md., Harrisburg, Pa.; Philipsburg, Pa.; Keating, Pa.; Bradford, Pa.; Buffalo, N. Y.

V-34 From Kleinburg, Ont., INT Kleinburg 113° and Rochester, N. Y., 309° radials; Rochester, including a south alternate via INT of Kleinburg 133° and Rochester 289° radials; Ithaca, N. Y.; Hancock, N. Y.; Carmel, N. Y.; Riverhead, N. Y. The airspace within Canada and R-5207 is excluded.

V-35 From Key West, Fla., INT Key West 086° and Bimini, Bahamas, 215° radials; INT Bimini 215° and Miami, Fla., 147° radials; Miami; INT Miami 269° and Fort Myers, Fla., 137° radials, including a 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; Fort Myers; St. Petersburg, Fla., including a W alternate; INT St. Petersburg 350° and Cross City, Fla., 168° radials; Cross City, including an E alternate via Gainesville, Fla., and also a W alternate via INT St. Petersburg 316° and Cross City 185° radials; Greenville, Fla.; Albany, Ga., including a west alternate from Cross City to Albany via Tallahassee, Fla.; Macon, Ga., including a west alternate via INT Albany 013° and Macon 227° radials; Athens, Ga.; Anderson, Asheville, N. C.; Holston Mountain, Tenn., via INT Asheville 301° and Holston Mountain 203° radials; Blackford, Va.; Charleston, W. Va., including an E alternate via Bluefield, W. Va.; INT Charleston 051° and Elkins, W. Va., 264° radials; Clarksburg, W. Va.; Morgantown, W. Va.; Indian Head, Pa.; Johnstown, Pa., including a west alternate from Morgantown to Johnstown via INT Morgantown 010° and Johnstown 260° radials; Tyrone, Pa.; Philipsburg, Pa.; Stonyfork, Pa.; Elmira, N. Y.; 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.

AMENDMENTS 12/11/69 34 F. R. 14728 (Changed)

V-36 From Toronto, Ont., via INT Toronto 141° and Buffalo, N. Y., 312° radials; Buffalo, including a S alternate via INT Toronto 172° and Buffalo 294° radials, excluding the airspace between the main and this S alternate; Elmira, N. Y.; Lake Henry, Pa.; Sparta, N. J. The airspace within Canada is excluded.

V-37 From Savannah, Ga., Allendale, S. C.; Columbia, S. C.; Fort Mill, S. C., including a W alternate via INT Columbia 294° and Fort Mill 201° radials; Pulaski, Va., Elkins, W. Va.; Morgantown, W. Va.; Indian Head, Pa.; Clarion, Pa.; Franklin, Pa.; Erie, Pa.; Toronto, Ont., Canada. The airspace within Canada is excluded.

AMENDMENTS 12/11/69 34 F. R. 14728 (Changed)

V-38 From Iowa City, Iowa, Moline, Ill.; Joliet, Ill.; Peotone, Ill.; Fort Wayne, Ind.; Findlay, Ohio; INT Findlay 131° and Appleton, Ohio, 312° radials; Appleton; Zanesville, Ohio; Parkersburg, W. Va.; Elins, W. Va.; Gordonsville, Va.; Richmond, Va.; Harcum, Va.; Cape Charles, Va.

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., South Boston, Va.; Gordonsville, Va.; INT Gordonsville, 019° and Casanova, Va., 201° radials; Casanova; Herndon, Va.; including an E alternate from Gordonsville to Herndon via INT Herndon 202° and Brooke, Va., 300° radials; Westminster, Md.; Lancaster, Pa.; East Texas, Pa.; Allentown, Pa.; Huguenot, N. Y.; INT Huguenot 032° and Pawling, N. Y., 259° radials; Pawling; Westfield, Mass.; Gardner, Mass.; Concord, N. H.; Kennebunk, Maine; Augusta, Maine; Bangor, Maine; Millinocket, Maine; Presque Isle, Maine; Mont Joli, Quebec, Canada, excluding the portion within Canada.

V-40 From Cleveland, Ohio, Briggs, Ohio; INT Briggs 082° and Youngstown, Ohio, 186° radials.

AMENDMENTS 12/11/69 34 F. R. 14728 (Changed)

V-41 From INT Briggs, Ohio, 082° and Youngstown, Ohio, 186° radials; Youngstown.

AMENDMENTS 12/11/69 34 F. R. 14728 (Rewritten)

V-42 From Flint, Mich.; via INT Flint 133° and Windsor, Ont., 320° radials; Windsor, including an E alternate INT Flint 118° and Windsor 335° radials, 7 mi. wide (3 mi. E and 4 mi. W of centerline), Cleveland, Ohio; Akron, Ohio, including an 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; Tiverton, Ohio; Briggs, Ohio; Youngstown, Ohio, including a west alternate from Tiverton to Youngstown via INT Tiverton 040° and Akron, Ohio, 233° radials, and Akron; Erie, Pa.

AMENDMENTS 5/1/69 34 F. R. 2306 (Changed)

V-44 From Maryland Heights, Mo.; Centralia, Ill.; Samsville, Ill.; Nabb, Ind.; Falmouth, Ky.; York, Ky.; Parkersburg, W. Va.; Morgantown, W. Va.; Martinsburg, W. Va.; Baltimore, Md.; INT Baltimore 094° and Kenton, Del., 262° radials; Kenton; INT Kenton 086° and Atlantic City, N. J. 238° radials; Atlantic City; INT of Atlantic City 048° and Riverhead, N. Y., 215° radials, 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., Kinston, N. C.; Raleigh-Durham, N. C.; Greensboro, N. C.; INT Greensboro 334° and Hickory, N. C., 049° radials; Pulaski, Va.; Bluefield, W. Va.; Charleston, W. Va. From Waterville, Ohio, Jackson, Mich.; Lansing, Mich.; Saginaw, Mich.; Alpena, Mich., including a west alternate via INT Saginaw 353° and Alpena 232° radials; Pellston, Mich.

V-46 From Deer Park, N. Y., INT Deer Park 095° and Hampton, N. Y., 223° radials (Beach INT) including a N alternate from Deer Park to Beach INT via Riverhead, N. Y., Hampton; INT Hampton 083° and Nantucket, Mass., 255° radials; Nantucket. The airspace below 2,000 feet MSL outside the United States is excluded.

V-47 From Evansville, Ind., Nabb, Ind.; Cincinnati, Ohio; Rosewood, Ohio, including a 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; Findlay, Ohio, including a W alternate via INT Rosewood 309° and Findlay, Ohio, 218° radials; Waterville, Ohio; INT Waterville 353° and Salem, Mich., 197° radials; Salem; INT Salem 027° and Flint, Mich., 118° radials.

V-48 From Ottumwa, Iowa, Burlington, Iowa; Peoria, Ill.; Pontiac, Ill.

V-49 From Jacks Creek, Tenn., Bowling Green, Ky.; Mystic, Ky.; Nabb, Ind.

AMENDMENTS 5/29/69 34 F. R. 6076 (Changed)

V-50 From Pawnee City, Nebr., St. Joseph, Mo.; Kirksville, Mo.; Quincy, Ill.; Capital, Ill.; Decatur, Ill.; Terre Haute, Ind.; Indianapolis, Ind.; Dayton, Ohio, including a N alternate from Indianapolis to Dayton via Muncie, Ind.

V-51 From Key West, Fla., INT Miami, Fla., 222° and Biscayne Bay, Fla. 262° radials; Biscayne Bay; Miami; INT of Miami 343° and Pahokee, Fla., 169° radials; Pahokee; INT Pahokee 009° and Vero Beach, Fla., 193° radials; Vero Beach, including an east alternate from Biscayne Bay to Vero Beach via INT Biscayne Bay 348° and Vero Beach 178° radials; Daytona Beach, Fla.; INT Daytona Beach 344° and Jacksonville, Fla., 159° radials; Jacksonville; INT Jacksonville 319° and Alma, Ga., 148° radials; Alma, including an E alternate; Dublin, Ga.; Rex, Ga.; Crossville, Tenn.; including a W alternate from INT Rex 345° and Chattanooga, Tenn., 118° radials to Crossville via Chattanooga; Livingston, Tenn.; Louisville, Ky., including an E alternate and also a W alternate from Livingston to Louisville via INT Livingston 333° and New Hope, Ky., 165° radials and New Hope; Nabb, Ind.; Shelbyville, Ind.; INT Shelbyville 313° and Lafayette, Ind., 136° radials; Lafayette; Chicago Heights, Ill. The airspace within R-2902A and R-2902B is excluded.

AMENDMENTS 9/18/69 34 F. R. 12564 (Changed)

V-52 From Des Moines, Iowa; Ottumwa, Iowa; Quincy, Ill.; St. Louis, Mo., including a N alternate; Troy, Ill.; INT Troy 099° and Evansville, Ind., 311° radials; Evansville, Ind.

V-53 From Charleston, S. C., INT Charleston 300° and Columbia, S. C., 151° radials; Columbia; Spartanburg, S. C.; Asheville, N. C.; Holston Mountain, Tenn.; Whitesburg, Ky.; Lexington, Ky.; Louisville, Ky.; INT Louisville 333° and Indianapolis, Ind., 170° radials; Indianapolis; INT Indianapolis 312° and Lafayette, Ind., 159° radials; Lafayette; INT Lafayette 313° and Peotone, Ill., 152° radials; Peotone; INT Peotone 003° and Chicago-O'Hare, Ill., 153° radials; Chicago-O'Hare.

AMENDMENTS 5/29/69 34 F. R. 5928 (Changed)

V-54 From Waco, Tex., via INT Waco 037° and Quitman, Tex., 243° radials; Quitman; Texarkana, Ark.; INT Texarkana 052° and Little Rock, Ark., 235° True radials; Little Rock, including a N alternate via INT Texarkana 037° and Hot Springs, Ark., 223° radials and Hot Springs; Memphis, Tenn., including a N alternate; Muscle Shoals, Ala., including a N alternate via INT Memphis 078° and Muscle Shoals 293° radials and also a S alternate via Holly Springs, Miss., and INT Holly Springs 099° and Muscle Shoals 255° radials; Huntsville, Ala., including a N alternate via INT Muscle Shoals 067° and Huntsville 282° radials; Chattanooga, Tenn., including a N alternate and also a S alternate via Huntsville 097° and Chattanooga 229° radials; Harris, Ga.; Spartanburg, S. C.; Fort Mill, S. C.; Pinehurst, N. C.

V-55 From Dayton, Ohio, Fort Wayne, Ind., including an E alternate via INT Dayton 347° and Fort Wayne 128° radials; Goshen, Ind.; South Bend, Ind.; Keeler, Mich.; Pullman, Mich.; Muskegon, Mich.; INT Muskegon 327° and Green Bay, Wis., 116° radials; Green Bay; Stevens Point, Wis.; INT Stevens Point 281° and Eau Claire, Wis., 107° radials; Eau Claire; 9 miles, 55 miles, 25 MSL, Grantsburg, Wis.; 9 miles, 45 miles, 26 MSL, Brainerd, Minn.; 13 miles, 29 miles, 27 MSL, Park Rapids, Minn.; 7 miles, 58 miles, 30 MSL, 31 miles, 28 MSL, Grand Forks, N. Dak.

V-56 From Meridian, Miss., Kewanee, Miss.; Craig, Ala.; Montgomery, Ala.; Tuskegee, Ala.; INT Tuskegee 078° and Columbus, Ga. 255° radials; Columbus, including a south alternate from Montgomery to Columbus via INT Montgomery 090° and Columbus 219° radials; Macon, Ga.; Augusta, Ga.; Columbia, S. C., including a south alternate via INT of Augusta 097° and Columbia 236° radials; INT Columbia 079° and Florence, S. C., 243° radials; Florence; Fayetteville, N. C., 41 miles 15 MSL, INT Fayetteville 098° and New Bern, N. C., 256° radials; 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 10/16/69 34 F. R. 12943 (Changed)

V-57 From Lexington, Ky., Falmouth, Ky.; INT Richmond, Ind., 142° and Cincinnati, Ohio, 022° radials.

AMENDMENTS 5/29/69 34 F. R. 6076 (Changed)

V-58 From Philipsburg, Pa.; Williamsport, Pa.; INT Williamsport 079° and Lake Henry, Pa., 265° radials; Lake Henry; Pawling, N. Y.; Hartford, Conn.; INT Hartford 130° and Providence, R. I., 212° radials.

AMENDMENTS 12/11/69 34 F. R. 14728 (Changed)

V-59 From Pulaski, Va., Beckley, W. Va.; Parkersburg, W. Va.; Newcomerstown, Ohio; Briggs, Ohio.

AMENDMENTS 7/24/69 34 F. R. 8702 (Changed)

V-60 From Albuquerque, N. Mex., via Otto, N. Mex., including a S alternate via INT Albuquerque 103° and Otto 253° radials; Las Vegas, N. Mex.

V-61 From Bridgeport, Tex., INT Bridgeport 315° and Wichita Falls, Tex., 139° radials; Wichita Falls.

AMENDMENTS 9/18/69 34 F. R. 12564 (Rewritten)

V-62 From INT Albuquerque, N. Mex., 329° and Santa Fe, N. Mex., 268° radials, via Santa Fe; Anton Chico, N. Mex.; Texico, N. Mex.; Plainview, Tex.; Lubbock, Tex., including a S alternate from Texico direct Lubbock; Abilene, Tex.; INT Abilene 096° and Britton, Tex., 264° radials; Britton.

V-63 From McAlester, Okla., via Fayetteville, Ark.; Springfield, Mo.; Hallsville, Mo.; Quincy, Ill.; Burlington, Iowa; Moline, Ill.; Cordova, Ill.; Rockford, Ill.; Janesville, Wis.; Milwaukee, Wis.

V-64 From Los Angeles, Calif., 7 miles wide (3 miles E and 4 miles W of centerline) INT Los Angeles 185° and Seal Beach, Calif., 266° radials; Seal Beach; Thermal, Calif.; Blythe, Calif. The portion outside the United States has no upper limit.

V-65 From INT Kansas City, Mo., 231° and St. Joseph, Mo., 178° radials; St. Joseph; Lamoni, Iowa.

V-66 From San Diego, Calif., Imperial, Calif.; 13 miles, 24 miles, 25 MSL, Yuma, Ariz.; 12 miles, 35 MSL INT Yuma 087° and Gila Bend, Ariz., 262° radials; 46 miles, 35 MSL, Gila Bend; Tucson, Ariz.; Douglas, Ariz.; INT Douglas 065° and Columbus, N. Mex., 277° radials; Columbus; El Paso, Tex., including a N alternate via INT Columbus 075° and El Paso 286° radials; 6 mi. wide, INT El Paso 112° and Hudspeth, Tex., 281° radials; 6 mi. wide, Hudspeth; Pecos, Tex.; Midland, Tex.; Hyman, Tex.; INT Hyman 074° and Abilene, Tex., 251° radials; Abilene; INT Abilene 066° and Bridgeport, Tex., 248° radials; Bridgeport; INT Bridgeport 087° and Sulphur Springs, Tex., 275° radials; Sulphur Springs. From Tuscaloosa, Ala., Brookwood, Ala.; 15 miles, 7 miles wide (4 miles N and 3 miles S of centerline) Atlanta, Ga.; Rex, Ga.; INT Rex 090° and Athens, Ga., 238° radials; Athens; Fort Mill, S. C.; Raleigh-Durham, N. C.; Franklin, Va.; INT Franklin 087° and Norfolk, Va., 226° radials; Norfolk.

AMENDMENTS 11/13/69 34 F. R. 14208 (Changed)

V-67 From Cedar Rapids, Iowa; Waterloo, Iowa; Mason City, Iowa; Rochester, Minn., including a W alternate via INT Mason City 023° and Rochester 243° radials.

V-68 From Albuquerque, N. Mex., via INT Albuquerque 120° and Corona, N. Mex., 311° radials; Corona, including a N alternate via INT Albuquerque 103° and Corona 328° radials and also a S alternate via INT Albuquerque 160° and Corona 269° radials; 41 mi. 85 MSL, Roswell, N. Mex., including an N alternate 85 MSL INT Corona 124° and Roswell 335° radials, Roswell; Hobbs, N. Mex., including a S alternate; INT Hobbs 120° and Midland, Tex., 312° radials; Midland, including a S alternate via INT Hobbs 136° and Midland 283° radials; San Angelo, Tex., including a S alternate via INT Midland 128° and San Angelo 278° radials; Junction, Tex., including a S alternate via INT San Angelo 181° and Junction 310° radials; San Antonio, Tex.

AMENDMENTS 9/18/69 34 F. R. 12380 (Changed)

V-69 From Shreveport, La., via INT Shreveport 087° and El Dorado, Ark., 218° radials; El Dorado, including a W alternate via INT Shreveport 087° and El Dorado 233° radials; Pine Bluff, Ark.; INT Pine Bluff 040° and Walnut Ridge, Ark., 187° radials; Walnut Ridge; Farmington, Mo.; INT Farmington 351° and Troy, Ill., 233° radials; Troy; Capital, Ill.; Pontiac, Ill.; Joliet, Ill.; Kedzie, Ill., RBN.

V-70 From Corpus Christi, Tex., via INT Corpus Christi 054° and Palacios, Tex., 226° radials; Palacios; Galveston, Tex.; Sabine Pass, Tex., including a north alternate from Palacios to Sabine Pass via Humble, Tex.; Lake Charles, La.; Lafayette, La.; Baton Rouge, La., including a N alternate via INT Lafayette 012° and Baton Rouge 264° radials; Picayune, Miss.; 95 MSL Greene County, Miss.; Monroeville, Ala.; INT Monroeville 073° and Eufaula, Ala., 258° radials; Eufaula; Vienna, Ga.; Allendale, S. C., including a north alternate from Eufaula to INT Dublin 101° and Allendale 247° radials, via Macon, Ga., and Dublin, Ga.

AMENDMENTS 5/29/69 34 F. R. 6079 (Changed); 6/26/69 34 F. R. 7069 (Changed)

V-71 From Baton Rouge, La., Natchez, Miss., including an E alternate via INT Baton Rouge 026° and Natchez 156° radials; Monroe, La.; El Dorado, Ark.; Hot Springs, Ark.; INT Hot Springs 358° and Harrison, Ark., 176° radials; Harrison; Springfield, Mo., including a W alternate from Hot Springs to Springfield via Fayetteville, Ark., excluding the airspace between the main and this W alternate; Butler, Mo.; Kansas City, Mo.; INT Kansas City 310° and Pawnee City, Nebr., 122° radials; Pawnee City; INT Pawnee City 334° and Lincoln, Nebr. 146° radials; Lincoln; Columbus, Nebr.

AMENDMENTS 3/6/69 34 F. R. 248 (Changed)

V-72 From Fayetteville, Ark., Dogwood, Mo.; Maples, Mo.; Farmington, Mo.; Centralia, Ill.; Bible Grove, Ill.; INT Bible Grove 015° and Vandalia, Ill., 075° radials. From Rosewood, Ohio, Mansfield, Ohio; INT Cleveland, Ohio, 138° and Tiverton, Ohio, 017° radials; Akron, Ohio; Youngstown, Ohio; Tididoute, Pa.; Bradford, Pa.; INT Bradford 078° and Elmira, N. Y., 252° radials; Elmira; Binghamton, N. Y.; Rockdale, N. Y.; Albany, N. Y.; Cambridge, N. Y.; INT Cambridge 063° and Keene, N. H., 336° radials.

AMENDMENTS 9/18/69 34 F. R. 12379 (Changed)

V-73 From Wichita, Kans., Hutchinson, Kans.; INT Hutchinson 025° and Salina, Kans., 184° radials; Salina, including an east alternate from Wichita to Salina via INT Wichita 356° and Salina 169° radials.

AMENDMENTS 7/24/69 34 F. R. 8234 (Changed)

V-74 From Garden City, Kans.; Dodge City, Kans.; Anthony, Kans.; Ponca City, Okla.; Tulsa, Okla., including a N alternate via INT Ponca City 094° and Tulsa 319° radials; Fort Smith, Ark., including a N alternate via INT Tulsa 087° and Fort Smith 318° radials and a S alternate from Ponca City to Fort Smith via Okmulgee, Okla.; Little Rock, Ark., including a N alternate and also a S alternate via INT Fort Smith 133° and Little Rock 278° radials; Pine Bluff, Ark., including a N alternate via INT Little Rock 137° and Pine Bluff 006° radials.

V-75 From Morgantown, W. Va.; Bellaire, Ohio; Briggs, Ohio; Cleveland, Ohio.

AMENDMENTS 12/11/69 34 F. R. 14728 (Changed)

V-76 From Lubbock, Tex., via INT Lubbock 188° and Big Spring, Tex., 286° radials; Big Spring, including a N alternate from Lubbock direct to Big Spring, excluding the airspace between the main and this N alternate; Hyman, Tex.; San Angelo, Tex.; Llano, Tex.; Austin, Tex., including a S alternate via INT Llano 129° and Austin 257° radials; Industry, Tex.; INT Industry 101° and Houston, Tex., 290° radials; Houston, including a S alternate from Industry to Houston via Eagle Lake, Tex.; Galveston, Tex. The airspace within R-6310 is excluded.

AMENDMENTS 6/26/69 34 F. R. 7069 (Changed)

V-77 From San Angelo, Tex., via Abilene, Tex.; Wichita Falls, Tex., including an E alternate; INT Wichita Falls 028° and Oklahoma City, Okla., 202° radials; Oklahoma City, including an E alternate from Wichita Falls to Oklahoma City via INT Wichita Falls 047° and Duncan, Okla., 248° radials, Duncan, INT Duncan 011° and Oklahoma City 180° radials; Ponca City, Okla., including an E alternate via INT Oklahoma City 037° and Ponca City 186° radials; INT Ponca City 327° and Wichita, Kans., 225° radials; Wichita; INT Wichita 037° and Topeka, Kans., 236° radials; Topeka; St. Joseph, Mo.; Lamoni, Iowa; to Des Moines, Iowa. The airspace within R-5601 is excluded.

V-78 From Huron, S. Dak., Watertown, S. Dak., including a S alternate; Darwin, Minn.; Minneapolis, Minn.; Eau Claire, Wis.

V-79 From Hobbs, N. Mex., via INT Hobbs 073° and Lubbock, Tex., 188° radials; Lubbock.

V-80 From Akron, Colo., North Platte, Nebr.

V-81 From Midland, Tex., via Lubbock, Tex.; Plainview, Tex.; Amarillo, Tex., including an E alternate; Dalhart, Tex.; Tobe, Colo.; Pueblo, Colo.; Colorado Springs, Colo.; Denver, Colo.

V-82 From Baudette, Minn., Bemidji, Minn.; 20 miles, 51 miles, 29 MSL, Brainerd, Minn.; 11 miles, 52 miles, 25 MSL, Minneapolis, Minn.; Farmington, Minn.; Rochester, Minn.; Nodine, Minn.; Dells, Wis.; INT Dells 097° and Timmerman, Wis., 322° radials; 6 mi. wide Timmerman.

V-83 From Carlsbad, N. Mex., via Roswell, N. Mex.; 40 miles, 85 MSL Corona, N. Mex., including an E alternate INT Roswell 335° and Corona 124° radials, 85 MSL Corona; Otto, N. Mex., Santa Fe, N. Mex.; Taos, N. Mex.; Alamosa, Colo.; INT Alamosa 075° and Pueblo, Colo., 203° radials; Pueblo; Colorado Springs, Colo.; Kiowa, Colo.

PENDING AMENDMENT

In V-83 "INT Alamosa 075° and Pueblo, Colo., 203° radials;" is deleted and "INT Alamosa 074° and Pueblo, Colo., 191° radials;" is substituted therefor.

AMENDMENTS 2/5/70 34 F. R. 19464 (Changed)

V-84 From Bradford, Ill.; INT Bradford 033° and Chicago-O'Hare, Ill., 269° radials; Northbrook, Ill.; Pullman, Mich.; Lansing, Mich.; Flint, Mich.; Peck, Mich.; London, Ont., Canada; Buffalo, N. Y.; Geneseo, N. Y.; INT Geneseo 091° and Syracuse, N. Y., 242° radials; Syracuse. The airspace within Canada is excluded.

AMENDMENTS 5/1/69 34 F. R. 5010 (Changed)

V-85 From Medicine Bow, Wyo., via Casper, Wyo., including a west alternate via INT Medicine Bow 336° and Casper 216° radials; 29 miles, 48 miles 77 MSL, to Riverton, Wyo.

V-86 From Butte, Mont., Whitehall, Mont.; Bozeman, Mont.; INT Bozeman 128° and Livingston, Mont., 261° radials; Livingston; 11 miles, 25 miles, 85 MSL, Billings, Mont.; 32 miles, 35 miles, 75 MSL, Sheridan, Wyo.; 20 miles, 45 miles, 70 MSL, 63 miles, 80 MSL, Rapid City, S. Dak.

V-87 From San Francisco, Calif., INT San Francisco 359° and Napa, Calif., 182° radials; Napa; INT Napa 004° and Maxwell, Calif., 188° radials; Maxwell; Red Bluff, Calif.

V-88 From Tulsa, Okla., INT Tulsa 044° and Springfield, Mo., 261° radials; Springfield; Vichy, Mo.; INT Vichy 091° and St. Louis, Mo., 171° radials.

AMENDMENTS 9/18/69 34 F. R. 12379 (Rewritten)

V-89 From INT Denver, Colo., 207° and Kiowa, Colo., 246° radials; Denver; Cheyenne, Wyo., including an east alternate from Denver to Cheyenne via Gill, Colo., and INT Gill 003° and Cheyenne 131° radials; Chadron, including an E alternate from Cheyenne to Chadron via Scottsbluff, Nebr.

V-90 From Litchfield, Mich., via INT Litchfield 081° and Windsor, Ont., Canada, 265° radials; Windsor; INT Windsor 083° and Dunkirk, N. Y., 266° radials; Dunkirk, including a 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., Pawling, N. Y.; INT Pawling 342° and Albany, N. Y., 181° radials; Albany; Glens Falls, N. Y.; INT Glens Falls 032° and Burlington, Vt., 187° radials; Burlington; Plattsburgh, N. Y.; St. Eustache, Quebec, Canada. The airspace within Canada is excluded.

V-92 From Joliet, Ill., Chicago Heights, Ill.; Goshen, Ind.; Waterville, Ohio; Mansfield, Ohio; Briggs, Ohio; Bellaire, Ohio; INT Bellaire 107° and Grantsville 285° radials; Grantsville; Front Royal, Va.

AMENDMENTS 10/16/69 34 F. R. 13793 (Changed); 12/11/69 34 F. R. 14728 (Changed); Corr: 34 F.R. 16862

V-93 From Patuxent River, Md., INT Patuxent 013° and Baltimore, Md., 122° radials; Baltimore; Lancaster, Pa.; East Texas, Pa.; Allentown, Pa. From Pawling, N. Y., Chester, Mass.; Keene, N. H.; Concord, N. H.; INT Concord 041° and Augusta, Maine, 239° radials; Augusta; Bangor, Maine; Princeton, Maine; INT Princeton 057° radial and the United States/Canadian border.

V-94 From Gila Bend, Ariz., Casa Grande, Ariz.; 55 miles, 74 miles, 95 MSL, San Simon, Ariz.; Deming, N. Mex.; Newman, Tex., including a S alternate via INT Deming 121° and Newman 271° radials; Salt Flat, Tex., including a north alternate via INT Newman 091° and Salt Flat 312° radials; Wink, Tex.; Midland, Tex.; Hyman, Tex.; Tuscola, Tex.; INT Tuscola, 084° and Britton, Tex., 264° radials; Britton; Gregg County, Tex.; Elm Grove, La.; Monroe, La. The airspace within R-5103A is excluded.

AMENDMENTS 4/3/69 34 F. R. 5986 (Changed)

V-95 From Gila Bend, Ariz., INT Gila Bend 096° and Phoenix, Ariz., 204° radials; Phoenix; 49 miles, 40 miles, 95 MSL, Winslow, Ariz., including a W alternate from Phoenix, INT Phoenix 004° and Winslow 224° radials; 52 miles, 95 MSL, Winslow; 66 miles, 39 miles, 125 MSL, 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, Kiowa, Colo.

V-96 From Indianapolis, Ind., Kokomo, Ind.; Fort Wayne, Ind.; Waterville, Ohio; Windsor, Ontario, Canada, excluding the portion within Canada.

AMENDMENTS 6/26/69 34 F. R. 7007 (Changed)

V-97 From Miami, Fla., La Belle, Fla.; St. Petersburg, Fla.; Tallahassee, Fla., including an 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 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; Albany, Ga.; Atlanta, Ga., including an east alternate via INT Albany 013° and Rex, Ga., 174° radials and the INT of Rex 174° and Atlanta 147° radials; INT Atlanta 007° and Knoxville, Tenn., 198° radials; Knoxville, including an E alternate from Atlanta to Knoxville via Norcross, Ga., and Harris, Ga.; London, Ky., including an E alternate via INT Knoxville 013° and London 141° radials; Lexington, Ky.; Cincinnati, Ohio, including a W alternate via INT Lexington 327° and Cincinnati 192° radials, and also an E alternate from London to Cincinnati via INT London 004° and Lexington 107° radials and Falmouth, Ky.; Shelbyville, Ind., INT Shelbyville 313° and Lafayette, Ind., 136° radials; Lafayette, including a 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; Chicago Heights, Ill.; Joliet, Ill., INT Joliet 008° and Naperville, Ill., 340° radials; INT Naperville 340° and Janesville, Wis., 111° radials; Janesville; INT Janesville 294° and Lone Rock, Wis., 147° radials; Lone Rock; Nodine, Minn.; Minneapolis, Minn. The airspace below 2,000 feet MSL outside the United States is excluded.

AMENDMENTS 5/1/69 34 F. R. 5010 (Changed)

V-98 From INT Litchfield, Mich., 126° and Carleton, Mich., 249° radials; Carleton; Windsor, Ont., Canada; London, Ontario, Canada; Toronto, Ontario, Canada; Stirling, Ontario, Canada; Maseena, N. Y.; St. Jean, Quebec, Canada. The airspace within Canada is excluded.

V-100 From Medicine Bow, Wyo., Scottsbluff, Nebr.; Alliance, Nebr.; Ainsworth, Nebr.; O'Neill, Nebr.; Sioux City, Iowa; Fort Dodge, Iowa; Waterloo, Iowa; Dubuque, Iowa; Rockford, Ill.; Northbrook, Ill.; INT Northbrook 093° and Keeler, Mich., 271° radials; Keeler; Litchfield, Mich.; Carleton, Mich.

AMENDMENTS 5/29/69 34 F. R. 6079 (Changed)

V-101 From Vernal, Utah, 22 miles, 50 miles 145 MSL, 20 miles 125 MSL, Salt Lake City, Utah; Ogden, Utah; 61 miles, 26 miles, 109 MSL, Burley, Idaho; INT Burley 323° and Pocatello, Idaho, 286° radials.

AMENDMENTS 6/26/69 34 F. R. 7069 (Changed)

V-102 From Salt Flat, Tex., via Carlsbad, N. Mex.; Hobbs, N. Mex.; Lubbock, Tex.; Guthrie, Tex.; Wichita Falls, Tex., including a S alternate via INT Guthrie 103° and Wichita Falls 247° radials.

V-103 From Greensboro, N. C., Roanoke, Va.; Elkins, W. Va.; Clarksburg, W. Va.; Bellaire, Ohio; INT Bellaire 327° and Akron, Ohio, 181° radials; Akron, Ohio; INT Akron 312° and Windsor, Ontario, Canada 134° radials; INT Windsor 134° and Salem, Mich., 117° radials; Salem. The airspace within Canada is excluded.

AMENDMENTS 12/11/69 34 F. R. 14728 (Changed); Corr: 34 F. R. 16862

V-104 From Ottawa, Ontario, Canada, INT Ottawa 095° and Massena, N. Y., 330° radials; Massena; Plattsburgh, N. Y. The airspace within Canada is excluded.

V-105 From Tucson, Ariz., INT Tucson 273° and Casa Grande, Ariz., 158° radials; Casa Grande; Phoenix, Ariz.; Prescott, Ariz.; 25 miles, 22 miles, 85 MSL, Boulder City, Nev.; Las Vegas, Nev., including an E alternate from Prescott, 25 miles, 85 MSL INT Prescott 319° and Peach Springs, Ariz., 134° radials, 8 miles, 85 MSL, Peach Springs, INT Peach Springs 305° and Las Vegas 081° radials, to Las Vegas; INT Las Vegas 266° and Beatty, Nev., 142° radials; 17 miles, 105 MSL Beatty; 105 MSL Coaldale, Nev.; 82 miles 110 MSL, to Reno, Nev., including an east alternate from Coaldale, 110 MSL via Mina, Nev., 110 MSL INT Mina 300° and Reno 135° radials, Reno.

V-106 From Johnstown, Pa.; INT Johnstown 068° and Selinsgrove, Pa., 259° radials; Selinsgrove; INT Selinsgrove 067° and Wilkes-Barre, Pa., 237° radials; Wilkes-Barre; Lake Henry, Pa.; Pawling, N. Y.; Westfield, Mass; Gardner, Mass.; Manchester, N. H.; Kennebunk, Maine.

V-107 From Los Angeles, Calif., INT Los Angeles 061° and Santa Monica, Calif., 093° radials; Santa Monica; INT Santa Monica 276° and Fillmore, Calif., 163° radials; Fillmore, including a W alternate from Los Angeles to Fillmore via INT Los Angeles 291° and Fillmore 163° radials, and Ventura, Calif.; Avenal, Calif.; Los Banos, Calif.; Oakland, Calif.; Point Reyes, Calif.; 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.

PENDING AMENDMENT

In V-107 "12 AGL Oakland, Calif.," is deleted and "Oakland, Calif., including an E alternate via INT Los Banos 317° and Oakland 110° radials;" is substituted therefor.

AMENDMENTS 1/8/70 34 F. R. 17330 (Changed)

V-108 From San Francisco, Calif., INT San Francisco 304° and Sausalito, Calif., 232° radials; Sausalito; INT Sausalito 052° and Linden, Calif., 269° radials; Linden. From Colorado Springs, Colo.; Hugo, Colo., including a south alternate via INT Colorado Springs 153° and Hugo 250° radials; 74 miles, 65 MSL, Goodland, Kans.; Hill City, Kans.

V-109 From Los Banos, Calif., Stockton, Calif.; INT Stockton 268° and Oakland, Calif., 077° radials; Oakland.

V-110 From Deming, N. Mex., Truth or Consequences, N. Mex.

V-111 From Big Sur, Calif., Salinas, Calif.; INT Salinas 026° and Los Banos, Calif., 312° radials.

V-112 From Astoria, Oreg., 44 miles; 15 miles, 6-mile wide, Portland, Oreg.; The Dalles, Oreg.; INT of The Dalles 101° and Pendleton, Oreg., 254° radials; Pendleton; 53 miles, 28 miles, 45 MSL, Spokane, Wash., including a W alternate from Pendleton via Pasco, Wash., 35 miles, 35 MSL INT Pasco 035° and Spokane 221° radials; 6 miles 35 MSL, to Spokane, and an east alternate from Pendleton via INT Pendleton 090° and Walla Walla, Wash., 215° radials, Walla Walla, 22 miles, 48 miles, 45 MSL, to Spokane, excluding the airspace between the main and west and east alternates; 47 miles, 105 MSL Kimberley, British Columbia, Canada, excluding the portion within Canada.

V-113 From San Luis Obispo, Calif., Paso Robles, Calif.; Priest, Calif.; Los Banos, Calif.; Stockton, Calif.; Linden, Calif.; INT Linden 046° and Reno, Nev. 208° radials; Reno; 42 miles, 24 miles, 115 MSL, 95 MSL Sod House, Nev.; 67 miles, 95 MSL, 85 MSL Rome, Oreg.; 61 miles, 85 MSL, to Boise, Idaho.

V-114 From Amarillo, Tex., via Childress, Tex., including a S alternate; Wichita Falls, Tex., including a S alternate via INT Childress 120° and Wichita Falls 262° radials; INT Wichita Falls 122° and Dallas, Tex., 299° radials; Dallas; INT Dallas 113° and Gregg County, Tex., 290° radials; Gregg County, including a N alternate from Dallas to Gregg County via Quitman, Tex., and also a S alternate via INT Dallas 130 and Gregg County 273° radials; Alexandria, La., including a north alternate from Gregg County to Alexandria via Shreveport, La., and INT Shreveport 176° and Alexandria 302° radials; Baton Rouge, La.; New Orleans, La., including a north alternate from Alexandria to New Orleans via INT Alexandria 109° and New Orleans 312° radials.

AMENDMENTS 9/18/69 34 F. R. 12566 (Changed); Corr: 34 F. R. 14124

V-115 From Crestview, Fla., INT Crestview 001° and Montgomery, Ala., 204° radials; Montgomery; INT Montgomery 308° and Birmingham, Ala., 180° radials; 7 miles wide (4 miles E and 3 miles W and within 4.5° of centerline) Birmingham; Chattanooga, Tenn., including a E alternate via INT Birmingham 097° and Gadsden, Ala., 233° radials, Gadsden and INT Gadsden 042° and Chattanooga 214° radials; Knoxville, Tenn., including a West alternate via INT Chattanooga 028° and Knoxville 243° radials; Whitesburg, Ky.; Charleston, W. Va.; Parkersburg, W. Va.; Newcomerstown, Ohio; INT Newcomerstown 038° and Franklin, Pa., 239° radials; Franklin; Tidioute, Pa.; Jamestown, N. Y.; Buffalo, N. Y.

AMENDMENTS 6/26/69 34 F. R. 6682 (Changed); 12/11/69 34 F. R. 14728 (Changed); Corr: 34 F.R. 16862

V-116 From Kansas City, Mo., Macon, Mo.; Quincy, Ill.; Peoria, Ill.; Joliet, Ill.; Naperville, Ill.; Keeler, Mich., including a south alternate via INT Naperville 089° and Keeler 234° radials; Jackson, Mich.; INT Jackson 084° and Salem, Mich., 254° radials; Salem; Windsor, Ontario, Canada; INT Windsor 100° and Erie, Pa., 275° radials; Erie; Bradford, Pa.; Stonyfork, Pa.; Lake Henry, Pa.; Sparta, N. J.; INT Sparta 108° and La Guardia, N. Y., 338° radials; La Guardia. The airspace within Canada is excluded.

V-117 From Parkersburg, W. Va.; Bellaire, Ohio; INT Bellaire 044° and Newcomerstown, Ohio, 099° radials.

AMENDMENTS 12/11/69 34 F. R. 14728 (Added)

V-118 From Medicine Bow, Wyo., 23 miles 85 MSL, Laramie, Wyo.; Cheyenne, Wyo.

V-119 From Newcombe, Ky., Henderson, W. Va.; Parkersburg, W. Va.; INT Parkersburg 067° and Indian Head, Pa., 254° radials; Indian Head; Clarion, Pa.; Bradford, Pa.; Wellsville, N. Y.; Geneseo, N. Y.; Rochester, N. Y.

AMENDMENTS 12/11/69 34 F. R. 14728 (Changed)

V-120 From Mullan Pass, Idaho, 5 miles, 55 miles, 95 MSL, 43 miles, 125 MSL, Great Falls, Mont., Lewistown, Mont., including a N alternate INT Great Falls 074° and Lewistown 308° radials; 41 miles, 72 miles, 85 MSL, Miles City, Mont., 48 miles, 109 miles, 90 MSL, 38 MSL Dupree, S. Dak.; 60 miles, 38 MSL, Pierre, S. Dak.; Mitchell, S. Dak.; Sioux Falls, S. Dak.; Mason City, Iowa.

V-121 From Medford, Oreg., INT Medford 352° and Roseburg, Oreg., 127° radials; Roseburg; North Bend, Oreg.; Eugene, Oreg.; INT Eugene 070° and Redmond, Oreg., 281° radials; Redmond.

V-122 From Crescent City, Calif., Medford, Oreg.; 22 miles, 75 MSL INT Medford 117° and Klamath Falls, Oreg., 282° True radials; 6 miles, 75 MSL Klamath Falls; 21 miles, 90 MSL Lakeview, Oreg.

V-123 From Washington, D. C., INT Baltimore, Md., 223° and Kenton, Del., 262° radials; INT Kenton 262° and Woodstown, N. J., 230° radials; Woodstown; INT Woodstown 043° and Robbinsville, N. J., 239° radials; Robbinsville; INT Robbinsville 052° and La Guardia, N. Y., 208° radials; La Guardia; INT La Guardia 034° and Carmel, N. Y., 188° radials; Carmel.

V-124 From Dallas, Tex., Paris, Tex.; Greeson Lake, Ark.; Hot Springs, Ark.; Little Rock, Ark.; Memphis, Tenn.

V-125 From Anthony, Kans., Hutchinson, Kans.

V-126 From Chicago Heights, Ill., Goshen, Ind.; Waterville, Ohio; Cleveland, Ohio; Jefferson, Ohio; Erie, Pa. Bradford, Pa.; Stonyfork, Pa.; Lake Henry, Pa.; Huguenot, N. Y.; INT Huguenot 102° and Carmel, N. Y., 274° radials; Carmel; INT Carmel 093° and Norwich, Conn., 227° radials.

V-127 From Bradford, Ill., Polo, Ill.; Rockford, Ill.

V-128 From Chicago-O'Hare, Ill., INT Chicago-O'Hare 153° and Peotone, Ill., 003° radials; Peotone; INT Peotone 152° and Indianapolis, Ind., 312° radials; Indianapolis; INT Indianapolis 137° and Cincinnati, Ohio, 290° radials; Cincinnati; York, Ky., including a S alternate via INT Cincinnati 120° and York 271° radials; Charleston, W. Va.; Casanova, Va.

AMENDMENTS 5/29/69 34 F. R. 5431 (Changed); 5/29/69 34 F. R. 5928 (Changed)

V-129 From Capital, Ill., Peoria, Ill.; Cordova, Ill.; Dubuque, Iowa; Waukon, Iowa; Nodine, Minn.; Eau Claire, Wis.; 15 miles, 73 miles, 35 MSL Duluth, Minn.; Hibbing, Minn., including an E alternate; 24 miles, 47 miles, 30 MSL, International Falls, Minn., including a W alternate from Hibbing, 24 miles 30 MSL INT Hibbing 325° and International Falls 182° radials, 25 miles, 30 MSL, to International Falls; INT International Falls 336° radial and the United States/Canadian border.

V-130 From Albany, N. Y., Hartford, Conn.; Norwich, Conn.; INT Norwich 090° radial and Providence, R. I., ILS localizer S course.

V-131 From McAlester, Okla., via Okmulgee, Okla.; Tulsa, Okla.; Chanute, Kans.; Topeka, Kans.

V-132 From Cheyenne, Wyo.; Akron, Colo.; 17 miles, 49 miles, 59 MSL, Goodland, Kans.; 50 miles, 97 miles, 65 MSL, Hutchinson, Kans.; INT Hutchinson 078° and Chanute, Kans., 294° radials; Chanute; INT Chanute 100° and Springfield, Mo., 276° radials; Springfield; INT Springfield 058° and Forney, Mo., 266°; Forney; INT Forney 086° and Maples, Mo., 052° radials, excluding that portion within R-4501A.

AMENDMENTS 10/16/69 34 F. R. 12943 (Changed)

AMENDMENTS 10/16/69 34 F. R. 13363 (Rewritten); Corr: 34 F. R. 14208

V-133 From Fort Mill, S. C., Hickory, N. C.; Charleston, W. Va.; Zanesville, Ohio; Tiverton, Ohio; Mansfield, Ohio; Sandusky, Ohio; INT Sandusky 342° and Salem, Mich., 138° radials; Salem; Flint, Mich.; Saginaw, Mich.; Traverse City, Mich.; Escanaba, Mich.; Marquette, Mich.; Houghton, Mich.; 10 miles, 26 MSL Lakehead, Ontario, Canada. The airspace within Canada is excluded.

V-135 From Yuma, Ariz., Blythe, Calif.; Parker, Calif.; 5 miles, 24 miles, 55 MSL, Needles, Calif.; Goffs, Calif.; 84 miles, 105 MSL Beatty, Nev.; 105 MSL INT Beatty 326° and Tonopah, Nev., 198° radials; to Tonopah. The airspace within R-4807 is excluded.

V-136 From Pulaski, Va., INT Pulaski 094° and South Boston, Va., 295° radials; South Boston; Raleigh-Durham, N. C.

V-137 From Imperial, Calif., INT Imperial 350° and Thermal, Calif., 122° radials; Thermal; Palm Springs, Calif.; Palmdale, Calif.; Gorman, Calif.; Avenal, Calif.; Priest, Calif.; Salinas, Calif. The airspace within R-2521 is excluded.

V-138 From Riverton, Wyo., 35 mi. 80 mi. 107 MSL, 16 mi. 85 MSL, via Medicine Bow; Cheyenne, Wyo., including a N alternate via INT Medicine Bow 106° and Cheyenne 330° radials; 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., New Bern, N. C.; Cofield, N. C.; INT Cofield 084° and Norfolk, Va., 209° radials; Norfolk; Cape Charles, Va.; Snow Hill, Md.; Sea Isle, N. J.; INT Sea Isle 050° and Hampton, N. Y., 223° radials; Hampton; INT Hampton 059° and Providence, R. I., 212° radials; Providence; 6 miles wide, Whitman, Mass., including an E alternate; INT Whitman 041° and Manchester, N. H., 130° radials; INT Manchester 130° and Boston, Mass., 015° radials; INT Manchester 117° and Boston 015° radials. The airspace below 2,000 feet MSL outside the United States, the airspace below 3,000 feet MSL between the Kennedy, N. Y., 087° and 141° radials, and the airspace within R-6604 are excluded.

AMENDMENTS 7/24/69 34 F. R. 9031 (Changed)

V-140 From Amarillo, Tex., via Sayre, Okla., including a N alternate via INT Amarillo 072° and Sayre 288° radials; Kingfisher, Okla.; INT Kingfisher 072° and Tulsa, Okla., 261° radials; Tulsa; Fayetteville, Ark., including a N alternate via INT Tulsa 059° and Fayetteville 284° radials; Harrison, Ark., Walnut Ridge, Ark.; Dyersburg, Tenn.; Nashville, Tenn., Livingston, Tenn., including a S alternate; London, Ky., including a N alternate from Nashville to London via INT Nashville 044° and London 258° radials; Whitesburg, Ky., Bluefield, W. Va.; INT of Bluefield 071° and Montebello, Va., 250° radials; Montebello; Casanova, Va.; Herndon, Va.; INT Herndon 061° and Modena, Pa., 234° radials; Modena.

V-141 From Nantucket, Mass., Hyannis, Mass.; Boston, Mass.; INT Boston 015° and Manchester, N. H. 117° radials; Manchester; Concord, N. H.; Lebanon, N. H., including an east alternate via INT Concord 022° and Lebanon 103° radials; Burlington, Vt.; Massena, N. Y.

V-142 From Buffalo, N. Y., INT Buffalo 034° and Rochester, N. Y., 289° radials; Rochester.

V-143 From Fort Mill, S. C., Greensboro, N. C.; Lynchburg, Va.; Montebello, Va.; Front Royal, Va.; Martinsburg, W. Va.; Lancaster, Pa.; Pottstown, Pa.; Yardley, Pa.

V-144 From Chicago-O'Hare, Ill., INT Chicago-O'Hare 153° and Peotone, Ill., 003° radials; Peotone; Fort Wayne, Ind.; Findlay, Ohio; INT Findlay 131° and Appleton, Ohio, 312° radials; Appleton; Zanesville, Ohio; Morgantown, W. Va.; Kessel, W. Va.; Linden, Va.; INT Linden 104° and Herndon, Va., 185° radials.

V-145 From Utica, N. Y., INT Utica 303° and Watertown, N. Y., 171° radials; Watertown; INT Watertown 358° radial and the United States/Canadian border.

V-146 From Pawling, N. Y., Putnam, Conn.; Providence, R. I.; Martha's Vineyard, Mass.; Nantucket, Mass.

V-147 From INT New Castle, Del., 058° and Pottstown, Pa., 143° radials; Pottstown; Allentown, Pa., Wilkes-Barre, Pa.; Elmira, N. Y.; Geneseo, N. Y.; Rochester, N. Y.

V-148 From Denver, Colo., INT Denver 174° and Kiowa, Colo., 268° radials; Kiowa; Thurman, Colo.; 65 MSL INT Thurman 067° and Hayes Center, Nebr., 246° radials; Hayes Center, Nebr.; North Platte, Nebr.; 21 miles, 84 miles 49 MSL, O'Neill, Nebr.; 10 miles, 62 miles, 35 MSL, Sioux Falls, S. Dak.; 29 miles, 46 miles, 31 MSL, Redwood Falls, Minn., including a south alternate from Sioux Falls 29 miles, 49 miles, 31 MSL, Redwood Falls; Minneapolis, Minn.

V-149 From INT Allentown, Pa., 151° and Yardley, Pa., 284° radials; Allentown; Wilkes-Barre, Pa.; Binghamton, N. Y.; Georgetown, N. Y.; INT Georgetown 036° and Utica, N. Y., 280° radials; Utica.

V-150 From San Francisco, Calif., INT San Francisco 304° and Sausalito, Calif., 232° radials; Sausalito; Sacramento, Calif.

V-151 From Providence, R. I., Gardner, Mass.; Keene, N. H.; Lebanon, N. H., including a W alternate via INT Keene 336° and Lebanon 214° radials; Montpelier, Vt.; Burlington, Vt.

V-152 From St. Petersburg, Fla., Orlando, Fla., including a N alternate via INT St. Petersburg 040° and Orlando 258° radials, and also a S alternate via Lakeland, Fla.; Daytona Beach, Fla., including a 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; Stillwater; Lake Henry, Pa.; Georgetown, N. Y.; Syracuse, N. Y.

V-154 From Macon, Ga.; Dublin, Ga.; Savannah, Ga.

V-155 From Augusta, Ga., Chesterfield, S. C.; Pinehurst, N. C.; Raleigh-Durham, N. C.; Lawrenceville, Va.; INT Lawrenceville 034° and Flat Rock, Va.; 171° radials; Flat Rock; Gordonsville, Va.; Linden, Va.; Front Royal, Va. The airspace within R-6602 is excluded.

V-156 From Moline, Ill., Bradford, Ill.; Peotone, Ill.; INT Peotone 098° and Knox, Ind.; 238° radials; Knox; South Bend, Ind.

AMENDMENTS 7/24/69 34 F. R. 7961 (Added)

V-157 From Key West, Fla., Miami, Fla.; La Belle, Fla., including a 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; Lakeland, Fla.; Ocala, Fla.; Gainesville, Fla.; Taylor, Fla.; Waycross, Ga.; Alma, Ga.; Allendale, S. C.; Vance, S. C.; Florence, S. C. From Kinston, N. C., Rocky Mount, N. C.; Lawrenceville, Va.; Richmond, Va.; INT Brooke, Va., 132° and Washington, D. C., 189° radials; 6-mile wide Washington; Baltimore, Md.; INT Baltimore 038° and New Castle, Del., 261° radials; New Castle; Robinnsville, N. J.; Colts Neck, N. J. The airspace within R-4001, R-6602, R-6612 is excluded.

V-158 From Waterloo, Iowa, Dubuque, Iowa; Polo, Ill. The airspace within R-3302 is excluded.

V-159 From Miami, Fla., INT Miami 343° and Palm Beach, Fla., 222° radials; Palm Beach; INT Palm Beach 321° and Vero Beach, Fla., 178° radials; Vero Beach; Orlando, Fla., including an E alternate via INT Vero Beach 341° and Orlando 123° radials; Ocala, Fla., including a W alternate via INT Orlando 283° and Ocala 156° radials; Gainesville, Fla.; Greenville, Fla., including a W alternate from Ocala to Greenville via Cross City, Fla.; Albany, Ga.; Eufaula, Ala.; Tuskegee, Ala.; Birmingham, Ala.; INT Birmingham 298° and Hamilton, Ala., 122° radials; Hamilton; Holly Springs, Miss., including a north alternate from Birmingham to Holly Springs via INT Birmingham 313° and Holly Springs 099° radials; Memphis, Tenn., including a south alternate from Hamilton to Memphis via INT Hamilton 273° and Memphis 136° radials; Walnut Ridge, Ark.; Dogwood, Mo.; Springfield, Mo.; Blue Springs, Mo.; Kansas City, Mo.; St. Joseph, Mo.; INT St. Joseph 343° and Neola, Iowa, 157° radials; INT Neola 157° and Omaha, Nebr., 112° radials; Omaha; Sioux City, Iowa, including a west alternate via INT Omaha 320° and Sioux City 174° radials; Yankton, S. Dak.; Mitchell, S. Dak.

AMENDMENTS 9/18/69 34 F. R. 12564 (Changed)

V-160 From Denver, Colo.; INT Denver 045° and Sidney, Nebr., 230° radials; Sidney.

V-161 From Greater Southwest, Tex., via INT Greater Southwest 318° and Ardmore, Okla., 192° radials; Ardmore; Okmulgee, Okla.; Tulsa, Okla.; Oswego, Kans.; Butler, Mo.; Blue Springs, Mo.; INT Blue Springs 016° and Lamoni, Iowa, 174° radials; Lamoni; Des Moines, Iowa; Newton, Iowa; Waterloo, Iowa, including a W alternate from Des Moines to Waterloo via INT Des Moines 023° and Waterloo 241° radials; Rochester, Minn.; INT Rochester 365° and Minneapolis, Minn., 116° radials; Minneapolis; 14 miles, 52 miles, 25 MSL, Brainerd, Minn.; Grand Rapids, Minn.; 15 miles, 59 miles 30 MSL, International Falls, Minn.; to Winnipeg, Manitoba, Canada, excluding the portion within Canada.

AMENDMENTS 11/13/69 34 F. R. 13794 (Changed)

V-162 From INT Clarksburg, W. Va., 135° and Elkins, W. Va., 092° radials; Clarksburg. From Harrisburg, Pa., East Texas, Pa., including a S alternate via INT Harrisburg 087° and East Texas 225° radials; Allentown, Pa. The airspace within R-5802 is excluded.

V-163 From Brownsville, Tex., INT Brownsville 356° and Corpus Christi 181° radials; Corpus Christi, including a west alternate from Brownsville to INT Brownsville 356° and Corpus Christi 181° radials via Harlingen, Tex.; Three Rivers, Tex., including a west alternate via INT Corpus Christi 296° and Three Rivers 165° radials; INT Three Rivers 345° and San Antonio 168° radials; San Antonio, including a west alternate; INT San Antonio 002° and Lometa, Tex., 173° radials; Lometa, including a W alternate from San Antonio to Lometa via INT San Antonio 334° and Llano, Tex., 180° radials and Llano; Mineral Wells, Tex.; Bridgeport, Tex.; Ardmore, Okla.; INT Ardmore 342° and Oklahoma City, Okla., 154° radials; Oklahoma City, including a W alternate via INT Ardmore 327° and Oklahoma City 180° radials and also an E alternate via INT Ardmore 006° and Oklahoma City 107° radials. The airspace within Mexico is excluded.

AMENDMENTS 9/18/69 34 F. R. 12380 (Changed)

V-164 From Buffalo, N. Y., Wellsville, N. Y.; Stonyfork, Pa.; Williamsport, Pa.; INT Williamsport 129° and East Texas, Pa., 315° radials; East Texas.

V-165 From San Diego, Calif., INT San Diego 270° and Oceanside, Calif., 177° radials; Oceanside; 24 miles, 6 miles wide, Seal Beach, Calif.; 6 miles wide, INT Seal Beach 287° and Los Angeles, Calif., 138° radials; Los Angeles; INT Los Angeles 357° and Lake Hughes, Calif., 154° radials; Lake Hughes; INT Lake Hughes 344° and Bakersfield, Calif., 137° radials; Bakersfield; Porterville, Calif.; INT Porterville 339° and Fresno, Calif., 140° radials; Fresno; 68 miles, 50 miles, 131 MSL, Reno, Nev.; 40 miles, 7 miles, 115 MSL, 87 miles, 135 MSL, Lakeview, Oreg.; 5 miles, 72 miles, 90 MSL, Redmond, Oreg.; 16 miles, 19 miles, 95 MSL, 24 miles, 75 MSL, 12 miles, 65 MSL, Newberg, Oreg.; 32 miles, 45 MSL INT Newberg 355° and Olympia, Wash., 195° radials; Olympia; INT Olympia 010° and Seattle, Wash., 249° radials; Seattle.

V-166 From Parkersburg, W. Va., Clarksburg, W. Va.; Kessel, W. Va.; Martinsburg, W. Va.; Westminster, Md.; New Castle, Del.; Woodstown, N. J.; Sea Isle, N. J.

V-167 From Coyle, N. J.; INT Coyle 050° and Kennedy, N. Y., 178° radials; Kennedy; Hartford, Conn.; INT Hartford 081° and Providence, R. I., 270° radials; Providence; INT Providence 101° and Hyannis, Mass., 224° radials; Hyannis. The airspace below 2,000 feet MSL outside the United States is excluded.

AMENDMENTS 11/13/69 34 F. R. 14461 (Changed)

V-169 From Tobe, Colo., 69 MSL Hugo, Colo.; 38 miles, 67 MSL, Thurman, Colo.; Akron, Colo.; Sidney, Nebr.; Scottsbluff, Nebr.; Chadron, Nebr.; Rapid City, S. Dak.; Dupree, S. Dak.; Bismarck, N. Dak. The airspace within R-4701 is excluded.

V-170 From Aberdeen, S. Dak., Sioux Falls, S. Dak.; Worthington, Minn.; Fairmont, Minn.; Mankato, Minn.; Farmington, Minn. From Nodine, Minn., Dells, Wis.; INT Dells 097° and Milwaukee, Wis., 307° radials; Milwaukee; INT Milwaukee 102° and Pullman, Mich., 303° radials; Pullman; Salem, Mich. From Erie, Pa., Bradford, Pa.; Slate Run, Pa.; Selinsgrove, Pa.; Ravine, Pa.; INT Ravine 125° and Modena, Pa., 318° radials; Modena. The airspace within R-5802 is excluded.

V-171 From Louisville, Ky., Lewis, Ind., including an E alternate from Louisville to Lewis via INT Louisville 312° and Bloomington 153° radials, and Bloomington; Danville, Ill.; Peotone, Ill.; Joliet, Ill.; Rockford, Ill.; Lone Rock, Wis.; Nodine, Minn.; INT Nodine 298° and Farmington, Minn., 124° radials; Farmington; Darwin, Minn.; 6 miles, 51 miles, 27 MSL, Alexandria, Minn.

AMENDMENTS 5/29/69 34 F. R. 5928 (Changed); 9/18/69 34 F. R. 12160 (Changed)

V-172 From Denver, Colo., INT Denver 061° and Hayes Center, Nebr., 276° radials; INT Hayes Center 276° and North Platte, Nebr. 245° radials; North Platte; INT North Platte 073° and Wolbach, Nebr., 266° radials; Wolbach; Neola, Iowa; Newton, Iowa; Cedar Rapids, Iowa; Polo, Ill.; Chicago-O'Hare, Ill.; INT Chicago-O'Hare 091° and South Bend, Ind., 290° radials; South Bend.

V-173 From Capital, Ill., Roberts, Ill.; INT Roberts 008° and Joliet, Ill., 067° radials; Kedzie, Ill., REM.

V-174 From York, Ky., Henderson, W. Va.; Elkins, W. Va.; Linden, Va.; INT Linden 104° and Herndon, Va., 185° radials.

V-175 From Malden, Mo.; Vichy, Mo.; Hallsville, Mo., including a west alternate via INT Vichy 321° and Hallsville 183° radials; Macon, Mo.; Kirksville, Mo.; Des Moines, Iowa; Sioux City, Iowa.

AMENDMENTS 9/18/69 34 F. R. 12379 (Rewritten)

V-176 From Pontiac, Mich., to INT Pontiac 100° and Windsor, Ontario, Canada, 057° radials, excluding the portion within Canada.

AMENDMENTS 5/1/69 34 F. R. 5008 (Added)

V-177 From Naperville, Ill., Janesville, Wis.; Madison, Wis.; Stevens Point, Wis., including a west alternate via Dells, Wis.; Wausau, Wis., 32 miles, 99 miles, 55 MSL, Duluth, Minn.

AMENDMENTS 6/26/69 34 F. R. 7068 (Changed); 7/24/69 34 F. R. 7961 (Changed)

V-178 From Vichy, Mo.; Farmington, Mo.; Paducah, Ky., including a south alternate; Central City, Ky.; New Hope, Ky.; Lexington, Ky.; Bluefield, W. Va.

AMENDMENTS 9/18/69 34 F. R. 12379 (Rewritten)

V-179 From Paducah, Ky.; Marion, Ill.; Centralia, Ill.; INT Centralia 010° and Vandalia, Ill., 162° radials; Vandalia; Capital, Ill.

AMENDMENTS 9/18/69 34 F. R. 12379 (Rewritten)

V-180 From San Antonio, Tex., via Eagle Lake, Tex.; Galveston, Tex.

V-181 From Kirksville, Mo., Lamoni, Iowa; Omaha, Nebr.; Norfolk, Nebr.; Yankton, S. Dak.; Sioux Falls, S. Dak., including a W alternate via INT Yankton 016° and Sioux Falls 230° radials; Watertown, S. Dak., including an east alternate; 34 miles, 24 miles, 34 MSL, Fargo, N. Dak.; Grand Forks, N. Dak., including an E alternate; Pembina, N. Dak.; INT Pembina 356° radial and the United States/Canadian border.

V-182 From Portland, Oreg., The Dalles, Oreg.; Baker, Oreg.

V-183 From Santa Barbara, Calif., Bakersfield, Calif.

V-184 From Erie, Pa., Tidioute, Pa.; INT Tidioute 154° and Philipsburg, Pa., 296° radials; Philipsburg; Harrisburg, Pa.; INT Harrisburg 132° and Modena, Pa., 274° radials; Modena; INT Modena 120° radial and Philadelphia, Pa., International Airport ILS localizer 256° course; Woodstown, N. J.; Millville, N. J.; Atlantic City, N. J.

V-185 From Savannah, Ga., INT Savannah 321° and Augusta, Ga., 157° radials; Augusta; Greenwood, S. C.; Asheville, N. C.; Snowbird, Tenn.; INT Snowbird 301° and Knoxville, Tenn. 069° radials; Knoxville, including an E alternate from Asheville to Knoxville via INT Asheville 329° and Knoxville 069° radials.

V-186 From Fillmore, Calif., Van Nuys, Calif.; Ontario, Calif.

V-187 From Albuquerque, N. Mex., via Farmington, N. Mex.; 50 miles, 62 miles 115 MSL, Grand Junction, Colo., including a west alternate from Farmington, Cortez, Colo., Dove Creek, Colo., 17 miles, 28 miles 115 MSL, to Grand Junction, excluding the airspace between the main and west alternate; 75 miles, 50 miles, 112 MSL, Rock Springs, Wyo., including a west alternate from Grand Junction 45 miles 103 MSL, 14 miles 85 MSL, Vernal, Utah, 15 miles, 110 MSL, Rock Springs, excluding the airspace between the main and this west alternate; 20 miles, 37 miles 95 MSL, INT Rock Springs 026° and Riverton, Wyo., 180° radials; Riverton; Boysen Reservoir, Wyo.; 9 miles, 78 miles, 105 MSL, Billings, Mont., including a west alternate from Boysen Reservoir, 9 miles, 56 miles, 91 MSL, via Cody, Wyo., Billings, excluding the airspace between the main and this west alternate; 40 miles, 75 MSL INT Billings 317° and Great Falls, Mont., 122° radials; Great Falls; Missoula, Mont.

V-188 From Carleton, Mich., Jefferson, Ohio; Tidioute, Pa.; Slate Run, Pa.; Williamsport, Pa.; Wilkes-Barre, Pa.; Tannersville, Pa. The airspace within Canada is excluded.

V-189 From Rocky Mount, N. C., Franklin, Va.; Hopewell, Va.

V-190 From Phoenix, Ariz., 54 miles, 19 miles, 95 MSL, 59 miles, 115 MSL, St. Johns, Ariz.; Albuquerque, N. Mex., including a south alternate via INT St. Johns 092° and Albuquerque 238° radials; Las Vegas, N. Mex.; 19 mi., 72 mi. 90 MSL, Dalhart, Tex.; 14 mi., 36 mi. 60 MSL, Gage, Okla.; INT Gage 059° and Ponca City, Okla., 280° radials; Ponca City; INT Ponca City 094° and Bartlesville, Okla., 256° radials; Bartlesville; INT Bartlesville 075° and Oswego, Kans., 233° radials; Oswego; INT Oswego 085° and Springfield, Mo., 261° radials; Springfield; Maples, Mo.; Farmington, Mo.; Marion, Ill.; Evansville, Ind.

AMENDMENTS 3/6/69 34 F. R. 1011 (Changed)

V-191 From Troy, Ill.; Decatur, Ill.; Roberts, Ill., including an east alternate from Decatur to Roberts via Champaign, Ill.; INT of Roberts 008° and Joliet, Ill., direct radial to Kedzie, Ill., RBN; Northbrook, Ill.; INT of Northbrook 078° and Chicago, Ill., 019° radials; INT of Chicago 019° and Milwaukee, Wis., 121° radials; Milwaukee; Oshkosh, Wis.; Stevens Point, Wis.; Wausau, Wis.; Rhinelander, Wis., including an E alternate from Oshkosh direct to Rhinelander; Ironwood, Mich.; Duluth, Minn.

V-193 From INT Pullman, Mich., 243° and South Bend, Ind., 310° radials; Pullman; INT Pullman 029° and White Cloud, Mich., 168° radials; White Cloud; Traverse City, Mich., including a W alternate via Manistee, Mich.; Pellston, Mich.; INT Pellston 003° and Sault Ste. Marie, Mich., 214° radials; Sault Ste. Marie.

AMENDMENTS 8/21/69 34 F. R. 9706 (Changed)

V-194 From Lafayette, La., via Baton Rouge, La.; McComb, Miss.; INT McComb 055° and Meridian, Miss., 221° radials; Meridian. From Norcross, Ga., INT Norcross 055° and Anderson, S. C., 267° radials; Anderson; INT Anderson 065° and Charlotte, N. C., 240° radials; Charlotte; Liberty, N. C.; Raleigh-Durham, N. C.; Rocky Mount, N. C.; Cofield, N. C.; Norfolk, Va., INT Norfolk 001° and Harcum, Va., 075° radials; INT Harcum 075° and Snow Hill 211° radials.

AMENDMENTS 4/3/69 34 F. R. 1370 (Changed)

V-195 From Oakland, Calif., INT Oakland 004° and Williams, Calif., 191° radials; Williams; INT Williams 002° and Red Bluff, Calif., 158° radials; Red Bluff; Fortuna, Calif.

V-196 From Utica, N. Y., Saranac Lake, N. Y.; Plattsburgh, N. Y.

V-197 From Ontario, Calif.; Pomona, Calif.; Palmdale, Calif.; INT Palmdale 314° and Bakersfield, Calif., 137° radials; Bakersfield, excluding the airspace more than 3 miles northeast of the centerline from Palmdale to 30 miles northwest.

AMENDMENTS 11/13/69 34 F. R. 14461 (Rewritten); Corr: 34 F. R. 17509

V-198 From San Simon, Ariz., Columbus, N. Mex.; El Paso, Tex., 6 mi. wide, INT El Paso 112° and Hudspeth, Tex., 281° radials; 6 mi. wide, Hudspeth; 29 mi., 38 mi. 82 MSL, INT Hudspeth 109° and Fort Stockton, Tex., 284° radials; 18 mi. 82 MSL, Fort Stockton; 20 mi., 116 mi. 55 MSL, Junction, Tex.; San Antonio, Tex.; Eagle Lake, Tex.; Houston, Tex.; INT Houston 090° and Sabine Pass, Tex., 265° radials; Sabine Pass, including a north alternate from Eagle Lake to Sabine Pass via Humble, Tex.; White Lake, La.; Tibby, La.; Harvey, La.; INT Harvey 073° and Brookley, Ala., 240° radials; Brookley; 6 miles wide Navy Saufley, Fla.; 6 miles wide INT Navy Saufley 047° and Crestview, Fla., 251° radials; 6 miles wide Crestview; Marianna, Fla.; Tallahassee, Fla.; Greenville, Fla.; 18 miles, 6 miles wide, Taylor, Fla.; Jacksonville, Fla.

AMENDMENTS 5/29/69 34 F. R. 6079 (Changed)

V-199 From San Francisco, Calif. INT San Francisco 304° and Ukiah, Calif., 172° radials; Ukiah; 17 miles, 23 miles 85 MSL, 18 miles 75 MSL, Red Bluff, Calif. The portion outside the United States has no upper limit.

V-200 From Ukiah, Calif., Williams, Calif.; Reno, Nev. From Provo, Utah, 10 miles, 35 miles, 125 MSL, Myton, Utah; 30 miles 79 MSL, 31 miles, 98 MSL Meeker, Colo.; 37 miles, 26 miles, 140 MSL, 130 MSL, Kremmling, Colo.; 9 miles, 130 MSL, 29 miles, 144 MSL, 11 miles, 127 MSL, Denver, Colo.

V-201 From INT Los Angeles, Calif., 207° and Long Beach, Calif., 250° radials; Los Angeles; Palmdale, Calif. The portion outside the United States has no upper limit.

V-202 From Cochise, Ariz., via San Simon, Ariz.; Silver City, N. Mex.; Truth or Consequences, N. Mex.

V-203 From Norwich, Conn., Chester, Mass.; INT Chester 293° and Albany, N. Y., 139° radials; Albany; Saranac Lake, N. Y.; Massena, N. Y.; St. Eustache, Quebec, Canada. The airspace within Canada is excluded.

V-204 From Hoquiam, Wash., Olympia, Wash.; INT Olympia 114° and Yakima, Wash., 271° radials; Yakima.

V-206 From Blue Springs, Mo., INT Blue Springs 056° and Kirksville, Mo., 225° radials; Kirksville.

V-207 From Denver, Colo., Gill, Colo.; Scottsbluff, Nebr.

V-208 From Los Angeles, Calif., 7 miles wide (3 miles E and 4 miles W of centerline) INT Los Angeles 185° and Santa Catalina, Calif., 355° radials; 7 miles wide (3 miles E and 4 miles W of centerline) Santa Catalina; Oceanside, Calif.; Julian, Calif.; Thermal, Calif. Twentynine Palms, Calif.; 20 miles, 24 miles 73 MSL, Needles, Calif.; 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., INT Mobile 356° and Hattiesburg, Miss., 080° radials; 10 mi.; 6 mi. wide Kewanee, Miss.; 7 mi. wide (4 mi. on N, 3 mi. on S and within 4.5° of centerline) Brookwood, Ala.; Birmingham, Ala.; Decatur, Ala., including an E alternate via INT Birmingham 013° and Decatur 130° radials, and a W alternate via INT Birmingham 335° and Decatur 205° radials; Graham, Tenn.; INT Graham 006° and Bowling Green, Ky., 230° radials; to Bowling Green.

AMENDMENTS 5/29/69 34 F. R. 6076 (Changed)

V-210 From Los Angeles, Calif., INT Los Angeles 083° and Pomona, Calif., 240° radials; Pomona; INT Daggett, Calif., 229° and Hector, Calif., 263° radials; Hector; Goffs, Calif.; 13 miles, 23 miles 71 MSL, 85 MSL, Peach Springs, Ariz.; Grand Canyon, Ariz.; Tuba City, Ariz.; 10 mi. 90 MSL, 91 mi. 105 MSL, Farmington, N. Mex.; Alamosa, Colo., including a south alternate via INT Farmington 086° and Alamosa 232° radials; INT Alamosa 075° and Lamar, Colo., 250° radials; 40 miles, 51 miles, 65 MSL, Lamar. From Indianapolis, Ind., Muncie, Ind.; Rosewood, Ohio; Tiverton, Ohio; Briggs, Ohio; INT Briggs 044° and Akron, Ohio, 088° radials; INT Akron 088° and Youngstown, Ohio, 116° radials; INT Youngstown 116° and Clarion, Pa., 222° radials; Revloc, Pa.; INT Revloc 096° and Harrisburg, Pa., 289° radials; Harrisburg; Lancaster, Pa.; INT Lancaster 095° and Pottstown, Pa., 143° radials.

AMENDMENTS 12/11/69 34 F. R. 14728 (Changed)

PENDING AMENDMENT

In V-210 "INT Alamosa 075°" is deleted and "INT Alamosa 074°" is substituted therefor.

AMENDMENTS 2/5/70 34 F. R. 19464 (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., via INT San Antonio 089° and Industry, Tex., 233° radials; Industry; Navasota, Tex.; Lufkin, Tex.; Alexandria, La.; McComb, Miss.

V-213 From Myrtle Beach, S. C., INT Myrtle Beach 031° and Rocky Mount, N. C., 191° radials; Rocky Mount; Hopewell, Va.; INT Hopewell 019° and Brooke, Va., 132° radials; Patuxent River, Md.; Kenton, Del.; Woodstown, N. J.; INT Woodstown 043° and Robbinsville, N. J. 239° radials; Robbinsville; Kennedy, N. Y.

V-214 From Richmond, Ind., INT Richmond 090° and Rosewood, Ohio, 202° radials. From INT Appleton, Ohio, 236° and Zanesville, Ohio, 274° radials; Zanesville; Bellaire, Ohio; INT Bellaire, 108° and Indian Head, Pa., 254° radials; Indian Head; Martinsburg, W. Va.

AMENDMENTS 6/26/69 34 F. R. 6078 (Changed); 12/11/69 34 F. R. 14728 (Changed)

V-215 From INT Muskegon, Mich., 208° and Pullman, Mich., 259° radials; Muskegon; White Cloud, Mich.

V-216 From Lamar, Colo., Hill City, Kans.; Mankato, Kans.; Pawnee City, Nebr.; Lamoni, Iowa; Ottumwa, Iowa; Iowa City, Iowa. From INT of Polo, Ill., 268° and Janesville, Wis., 240° radials; Janesville; INT Janesville 076° and Muskegon, Mich., 252° radials; Muskegon; Saginaw, Mich.; Peck, Mich.; Kleinburg, Ont., Canada. The airspace within Canada is excluded.

AMENDMENTS 5/1/69 34 F. R. 5008 (Changed)

V-217 From Chicago-O'Hare, Ill., INT Chicago-O'Hare 019° and Milwaukee, Wis., 137° radials; INT Milwaukee 137° radial and Milwaukee (General Mitchell Field) ILS front course; Milwaukee (General Mitchell Field) ILS localizer; INT Milwaukee (General Mitchell Field) ILS localizer back course and Green Bay, Wis., 165° radial; Green Bay; 32 miles, 39 miles, 31 MSL, Rhinelander, Wis.; 24 miles, 80 miles, 55 MSL, Duluth, Minn.

V-218 From Fairmont, Minn., Rochester, Minn.; Waukon, Iowa; Rockford, Ill.; INT Rockford 136° and Naperville, Ill., 290° radials; Naperville; Keeler, Mich.; Lansing, Mich.; Pontiac, Mich.; to INT Pontiac 112° and Windsor, Ont., Canada, 320° radials.

V-219 From Hayes Center, Nebr., INT Hayes Center 059° and Wolbach, Nebr., 251° radials; Wolbach; Norfolk, Nebr.; Sioux City, Iowa; Fairmont, Minn.; Mankato, Minn.; Farmington, Minn.

V-220 From Kremmling, Colo., 12 miles, 130 MSL, 32 miles, 147 MSL, 8 miles, 115 MSL INT Kremmling 081° and Denver, Colo., 334° radials; Akron, Colo., INT Akron 094° and McCook, Nebr., 264° radials; McCook; INT McCook 072° and Grand Island, Nebr., 241° radials; Kearney, Nebr.; Hastings, Nebr.; Columbus, Nebr.

V-221 From Fort Wayne, Ind., via Litchfield, Mich.; Jackson, Mich.; INT Jackson 084° and Salem, Mich. 254° radials; Salem; INT Salem 083° and Erie, Pa., 290° radials; Erie. The airspace within Canada is excluded.

V-222 From El Paso, Tex., via Salt Flat, Tex.; Fort Stockton, Tex.; 20 miles, 116 miles, 55 MSL, Junction, Tex.; INT Junction 112° and San Antonio, Tex., 334° radials; San Antonio; INT San Antonio 074° and Industry, Tex., 264° radials; Industry; INT Industry 085° and Humble, Tex., 274° radials; Humble; Beaumont, Tex.; Lake Charles, La., including a north alternate from Humble to Lake Charles via Daisetta, Tex.; McComb, Miss.; Hattiesburg, Miss.; Monroeville, Ala. From Norcross, Ga., INT Norcross 010° and Toccoa, Ga., 230° radials; Toccoa; Asheville, N. C.; Hickory, N. C.; Lynchburg, Va.; INT Lynchburg 058° and Brooke, Va., 230° radials; Brooke; INT Brooke 045° and Richmond, Va., 009° radials.

AMENDMENTS 5/29/69 34 F. R. 6079 (Changed); 6/26/69 34 F. R. 7069 (Changed)

V-223 From Flat Rock, Va., INT Brooke, Va., 300° and Herndon, Va., 202° radials; Herndon; Harrisburg, Pa.

V-225 From Key West, Fla., 30 miles, 72 miles, 17 AGL, Fort Myers, Fla., including an E alternate from Key West, 30 miles, 77 miles 17 AGL to Fort Myers; La Belle, Fla.; Vero Beach, Fla. The portion of V-225 E alternate outside the United States has no upper limit.

V-226 From INT Franklin, Pa., 175° and Clarion, Pa., 222° radials; Clarion, Pa.; Keating, Pa.; Williamsport, Pa.; Wilkes-Barre, Pa.; Stillwater, N. J.; INT Stillwater 110° and Sparta, N. J., 194° radials.

AMENDMENTS 12/11/69 34 F. R. 14728 (Changed)

V-227 From Lafayette, Ind., Roberts, Ill.; Pontiac, Ill.; INT Pontiac 338° and Rockford, Ill., 172° radials; Rockford.

AMENDMENTS 5/29/69 34 F. R. 5928 (Changed)

V-228 From Northbrook, Ill., South Bend, Ind., including a N alternate via INT Northbrook 093° and South Bend 310° radials.

V-230 From INT Big Sur, Calif., 325° and Salinas, Calif., 281° radials; Salinas; Los Banos, Calif.; Fresno, Calif.; Friant, Calif. The portion outside the United States has no upper limit.

V-231 From Missoula, Mont., INT Missoula 354° and Kalispell, Mont., 180° radials; Kalispell.

V-232 From INT of Waterville, Ohio, 013° and Sandusky, Ohio, 296° radials, Sandusky; INT Sandusky 061° and Chardon, Ohio, 281° radials; Chardon; Franklin, Pa.; Keating, Pa.; Milton, Pa.; Tannersville, Pa.; INT Tannersville 114° and Solberg, N. J., 051° radials.

V-233 From Roberts, Ill., to Knox, Ind.

AMENDMENTS 7/24/69 34 F. R. 7961 (Added)

V-234 From Anton Chico, N. Mex.; INT Anton Chico 067° and Dalhart, Tex., 243° radials; Dalhart; Liberal, Kans.; 32 miles, 74 miles, 65 MSL, Hutchinson, Kans.; Emporia, Kans.; Butler, Mo.; Vichy, Mo.; INT Vichy 091° and Centralia, Ill., 253° radials; Centralia.

AMENDMENTS 9/18/69 34 F. R. 12379 (Rewritten); 10/16/69 34 F. R. 12943 (Changed)

V-235 From Provo, Utah, 10 miles, 15 miles, 135 MSL, 46 miles, 125 MSL, Fort Bridger. From Rock Springs, Wyo., 20 miles, 41 miles, 95 MSL, 37 miles, 107 MSL, to Casper, Wyo.

V-236 From INT Bonneville, Utah, 084° and Ogden, Utah, 235° radials; Ogden.

V-237 From Needles, Calif., 25 miles, 24 miles 71 MSL, Boulder City, Nev.; INT Boulder City 347° and Las Vegas, Nev., 081° radials; Las Vegas.

V-238 From Maples, Mo.; Troy, Ill.

AMENDMENTS 9/18/69 34 F. R. 12379 (Added); Corr: 34 F. R. 13590

V-239 From Forney, Mo., INT Forney 358° and Hallsville, Mo., 183° radials; Hallsville.

AMENDMENTS 10/16/69 34 F. R. 13363 (Added)

V-240 From New Orleans, La., via INT New Orleans 085° and Mobile, Ala., 224° radials; Mobile,

V-241 From Crestview, Fla., INT Crestview 076° and Dothan, Ala., 232° radials; Dothan; Eufaula, Ala.; Columbus, Ga., including a W alternate from Dothan to Columbus via INT Dothan 002° and Columbus 219° radials; INT Columbus 086° and Atlanta, Ga., 198° radials; Atlanta, including a W alternate via INT Columbus 019° and Atlanta 233° radials, and also an 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., Brookley, Ala.

V-243 From Jacksonville, Fla., INT Jacksonville 319° and Waycross, Ga., 126° radials; Waycross, including a W alternate via INT Jacksonville 304° and Waycross 149° radials; Vienna, Ga., including an E alternate via Alma, Ga., and INT Alma 320° and Vienna 104° radials; Atlanta, Ga., including an E alternate from INT Vienna 328° and Macon, Ga., 208° radials, to INT Vienna 328° and Macon 297° radials via Macon; INT Atlanta 347° and Chattanooga, Tenn., 152° radials; Chattanooga; Bowling Green, Ky.; Lewis, Ind.

AMENDMENTS 5/29/69 34 F. R. 5928 (Changed)

V-244 From Oakland, Calif., INT Oakland 077° and Stockton, Calif., 268° radials; Stockton, including a S alternate INT Oakland 110° and Stockton 246° radials; 76 miles, 51 miles 145 MSL, Coaldale, Nev.; Tonopah, Nev.; 40 miles 115 MSL Wilson Creek, Nev.; 28 miles 115 MSL, Milford, Utah, Hanksville, Utah; 63 miles, 13 miles 140 MSL, 36 miles 115 MSL, Montrose, Colo.; Gunnison, Colo.; 33 miles, 122 MSL, 27 miles, 155 MSL, Pueblo, Colo.; 18 miles, 48 miles, 60 MSL, Lamar, Colo.; 20 miles, 116 miles 65 MSL, Hays, Kans.; Salina, Kans. The airspace within R-2531 is excluded.

AMENDMENTS 5/29/69 34 F. R. 1721 (Changed); 10/16/69 34 F. R. 12943 (Changed)

V-245 From Alexandria, La., via Natchez, Miss.; Jackson, Miss.; Columbus, Miss., excluding the airspace at and above 8,000 feet MSL from Jackson to Columbus.

V-246 From Nodine, Minn., INT Nodine 055° and Stevens Point, Wis., 255° radials; to Stevens Point.

AMENDMENTS 6/26/69 34 F. R. 7071 (Added)

V-247 From Douglas, Wyo., 90 miles 75 MSL, to Crazy Woman, Wyo.

V-248 From Paso Robles, Calif., Avenal, Calif.; Bakersfield, Calif.

V-249 From Sparta, N. J., Huguenot, N. Y.; DeLancey, N. Y.; Utica, N. Y.

V-252 From Buffalo, N. Y., Geneseo, N. Y.; Binghamton, N. Y.; Huguenot, N. Y.; Sparta, N. J.; INT Sparta 144° and Solberg, N. J., 051° radials.

V-253 From Provo, Utah, INT Provo 326° and Salt Lake City, 265° radials; 24 miles, 85 MSL Bonneville; 5 miles, 85 MSL, 90 MSL Lucin, Utah; 14 miles, 90 MSL 19 miles, 105 MSL, Twin Falls, Idaho; Boise, Idaho; 42 miles; 99 MSL McCall, Idaho; 11 miles 99 MSL, 33 miles 115 MSL, Lewiston, Idaho; Pullman, Wash.; Spokane, Wash.

V-254 From INT Pottstown, Pa., 278° and East Texas, Pa., 225° radials; Pottstown; INT Pottstown 104° and Robinsville, N. J., 239° radials.

V-257 From Phoenix, Ariz., Prescott, Ariz.; INT Prescott 003° and Grand Canyon, Ariz., 211° radials; Grand Canyon; 7 miles, 71 miles 125 MSL, Bryce Canyon, Utah; INT Bryce Canyon 338° and Delta, Utah, 186° radials, Delta; 39 miles, 105 MSL INT Delta 004° and Malad City, Idaho, 179° radials; 20 miles, 118 MSL, Malad City; Pocatello, Idaho; DuBois, Idaho; Dillon, Mont.; Butte, Mont.; 22 miles, 85 MSL INT Butte 002° and Helena, Mont., 272° radials; INT Helena 272° and Great Falls, Mont., 222° radials; Great Falls; 73 miles, 56 MSL, Havre, Mont. The airspace within R-6401 and R-6403 is excluded.

V-258 From Charleston, W. Va., Beckley, W. Va.; INT Beckley 125° and Roanoke, Va., 288° radials; Roanoke; INT Roanoke 145° and Danville, Va., 320° radials; Danville.

V-259 From Fort Mill, S. C., Holston Mountain, Tenn.

V-260 From Charleston, W. Va., Rainelle, W. Va.; Roanoke, Va., Lynchburg, Va.; Flat Rock, Va.; Richmond, Va.; Hopewell, Va.; INT Hopewell 128° and Norfolk, Va., 296° radials; Norfolk,

V-262 Fort Peoria, Ill., Bradford, Ill.; Joliet, Ill.; Kedzie, Ill., RBN.

V-263 From Cimarron, N. Mex., Tobe, Colo., 54 miles, 69 MSL, Lamar, Colo.; 17 miles, 63 MSL Hugo, Colo.; INT Hugo 327° and Gill, Colo., 157° radials; Gill. From Pierre, S. Dak., Aberdeen, S. Dak.

V-264 From Los Angeles, Calif., INT Los Angeles 061° and Pomona, Calif., 269° radials; 6 miles wide, Pomona; Twentynine Palms, Calif., including a S alternate from Los Angeles to Twentynine Palms via Ontario, Calif., and Palm Springs, Calif.; 17 miles, 28 miles 55 MSL, Parker, Calif.; 35 miles, 60 miles 95 MSL, Prescott, Ariz.; 50 miles, 98 miles 115 MSL, St. Johns, Ariz.; 55 miles, 25 miles, 115 MSL, Socorro, N. Mex.; Corona, N. Mex.; 15 miles, 35 miles 105 MSL, Tucumcari, N. Mex.

AMENDMENTS 3/6/69 34 F. R. 1011 (Changed)

V-265 From INT Nottingham, Md., 271° and Westminster, Md., 179° radials; Westminster; INT Westminster 346° and Harrisburg, Pa., 196° radials; Harrisburg; Phillipsburg, Pa.; Keating, N. Y.; Bradford, Pa.; Jamestown, N. Y.; Dunkirk, N. Y.

V-266 From Hickory, N. C., South Boston, Va.; Lawrenceville, Va.; Franklin, Va.; INT Franklin 087° and Norfolk Va., 226° radials; Norfolk.

V-267 From Biscayne Bay, Fla., Miami, Fla.; INT of Miami 343° and Pahokee, Fla., 169° radials; Pahokee; Orlando, Fla.; including an east alternate from Miami to Orlando via Palm Beach, Fla., and INT Palm Beach 321° and Orlando 162° radials; Jacksonville, Fla., including an E alternate from Orlando to INT Daytona Beach, Fla., 308° and Jacksonville 174° radials via Daytona Beach; INT Jacksonville 334° and Dublin, Ga., 137° radials; Dublin; Norcross, Ga.; Harris, Ga.; Knoxville, Tenn.

AMENDMENTS 9/18/69 34 F. R. 12564 (Changed)

V-268 From INT Grantsville, Md., 086° and Martinsburg, W. Va., 297° radials; Hagerstown, Md.; Westminster, Md.; Baltimore, Md.; INT Baltimore 094° and Kenton, Del., 262° radials; Kenton; 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., Twin Falls, Idaho; Burley, Idaho; Pocatello, Idaho.

V-270 From Erie, Pa., Jamestown, N. Y.; Wellsville, N. Y.; Elmira, N. Y.; Binghamton, N. Y.; DeLancey, N. Y.; Chester, Mass.

V-272 From Dalhart, Tex., via Borger, Tex.; Sayre, Okla.; Oklahoma City, Okla., including a N alternate via INT Sayre 070° and Oklahoma City 282° radials and also a S alternate via INT Sayre 101° and Oklahoma City 242° radials; INT Oklahoma City 107° and McAlester, Okla., 292° radials; McAlester.

V-273 From INT Sparta, N. J., 194° and Stillwater, N. J., 110° radials; Stillwater; Hancock, N. Y.; Georgetown, N. Y.; 6 mi. wide, Syracuse, N. Y.

V-274 From Pullman, Mich., Grand Rapids, Mich.; Saginaw, Mich.

V-275 From Cincinnati, Ohio, INT Cincinnati 006° and Dayton, Ohio, 207° radials; Dayton, including a W alternate from Cincinnati to Dayton via INT Cincinnati 336° and Richmond, Ind., 190° radials, and Richmond; INT Dayton 011° and Salem, Mich., 197° radials; Salem.

V-276 From Clarion, Pa.; Tyrone, Pa.; INT Tyrone 096° and Ravine, Pa., 279° radials; Ravine; Yardley, Pa.; Robbinsville, N. J.; INT Hampton, N. Y., 223° and Kennedy, N. Y., 159° radials. The airspace below 2,000 feet MSL outside the United States is excluded.

AMENDMENTS 12/11/69 34 F. R. 14728 (Changed)

V-277 From Rosewood, Ohio, Fort Wayne, Ind.; Keeler, Mich.

V-278 From Texico, N. Mex., via Plainview, Tex.; Guthrie, Tex.; Bridgeport, Tex.; Dallas, Tex.; Paris, Tex.; Texarkana, Ark.; Monticello, Ark.; Greenwood, Miss.; Columbus, Miss.; Birmingham, Ala., including a 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, Findlay, Ohio.

V-280 From El Paso, Texas, INT El Paso 069° and Pinon, N. Mex., 219° radials; Pinon; Roswell, N. Mex.; INT Roswell 063° and Texico, N. Mex., 216° radials; Texico, including a south alternate via INT Roswell 080° and Texico 216° radials; INT Texico 021° and Amarillo, Tex., 252° radials; Amarillo; Gage, Okla.; Hutchinson, Kans.; INT Hutchinson 062° and Topeka, Kans., 236° radials; Topeka; INT Topeka 064° and Kansas City, Mo., 274° radials; Kansas City.

V-282 From Saranac Lake, N. Y., St. Eustache, Quebec, Canada. The airspace within Canada is excluded.

V-285 From Indianapolis, Ind., Kokomo, Ind.; Goshen, Ind.; South Bend, Ind.; Kalamazoo, Mich.; INT Kalamazoo 014° and Grand Rapids, Mich., 167° radials; Grand Rapids; White Cloud, Mich.

AMENDMENTS 5/1/69 34 F. R. 5010 (Changed)

V-286 From Linden, Va., Casanova, Va.; INT Herndon, Va., 202° and Brooke, Va., 300° radials; Brooke; Cape Charles, Va.

V-287 From Medford, Oreg., North Bend, Oreg.; Newberg, Oreg., including a west alternate from North Bend to Newberg via Newport, Oreg.; excluding the airspace between the main and this west alternate; Portland, Oreg., including an east alternate via INT Newberg 069° and Portland 196° radials; 20 miles, 51 miles, 45 MSL, Olympia, Wash.; INT Olympia 010° and Seattle, Wash., 329° radials; INT Seattle 329° and Port Angeles, Wash., 090° radials; Port Angeles, Neah Bay, Wash., REN. The airspace within Canada is excluded.

V-288 From Lucin, Utah, 50 miles, 85 MSL, INT Lucin 080° and Fort Bridger, Wyo., 278° radials; 17 miles, 50 miles, 105 MSL, Fort Bridger.

V-289 From Beaumont, Tex., via INT Beaumont 323° and Lufkin, Tex., 161° radials; Lufkin, including an E alternate; INT Lufkin 355° and Gregg County, Tex., 181° radials; Gregg County; Texarkana, Ark.; Fort Smith, Ark.; Harrison, Mo.; Dogwood, Mo.; INT Dogwood 026° and Vichy, Mo., 239° radials; to Vichy.

V-290 From Rainelle, W. Va., Montebello, Va.; Flat Rock, Va. From Franklin, Va., Elizabeth City, N. C.

V-291 From Albuquerque, N. Mex.; Gallup, N. Mex., including a north alternate via INT Albuquerque 303° and Gallup 089° radials; Winslow, Ariz.; Flagstaff, Ariz.; including a N alternate from Winslow to Flagstaff via INT Winslow 292° and Flagstaff 063° radials.

AMENDMENTS 3/6/69 34 F. R. 1011 (Changed)

V-292 From INT Sparta, N. J., 194° and Stillwater, N. J., 110° radials; Sparta; INT Sparta 082° and Carmel, N. Y., 232° radials; Carmel; Hartford, Conn.; Putnam, Conn.; INT Putnam 043° and Boston, Mass., 256° radials; Boston.

V-293 From Mormon Mesa, Nev., 30 miles, 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, Ely, Nev.; 125 MSL Elko, Nev.; 28 miles, 57 miles, 99 MSL, Twin Falls, Idaho; 37 miles, 33 miles, 87 MSL, 76 miles, 113 MSL, 99 MSL McCall, Idaho.

V-294 From Des Moines, Iowa, INT Des Moines 086° and Cedar Rapids, Iowa, 238° radials; Cedar Rapids; Cordova, Ill.

V-295 From Biscayne Bay, Fla., INT Biscayne Bay 021° and Vero Beach, Fla., 143° radials; Vero Beach, INT Vero Beach, 296° and Orlando, Fla., 162° radials; Orlando; INT Orlando 283° and Cross City, Fla., 150° radials; Cross City. The portion outside the United States has no upper limit.

V-296 From Asheville, N. C., 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.; INT Johnstown 315° and Clarion, Pa., 222° radials; INT Clarion 269° and Youngstown, Ohio, 116° radials; Akron, Ohio; Strongsville, Ohio; INT Strongsville 304° and Carleton, Mich., 116° radials; Carleton; INT Carleton 334° and Saginaw, Mich., 182° radials; Saginaw; INT Saginaw 353° and Pellston, Mich., 164° radials; Pellston. The airspace within Canada is excluded.

AMENDMENTS 5/1/69 34 F. R. 5008 (Changed); 12/11/69 34 F. R. 14728 (Changed)

V-298 From Yakima, Wash., INT Yakima 129° and Pasco, Wash., 276° radials; Pasco; Pendleton, Oreg., 74 miles, 43 miles 115 MSL, 99 MSL via McCall, Idaho; 41 mi. 99 MSL, 89 mi. 145 MSL, Dubois, Idaho; 68 mi., 130 MSL Dunoir, Wyo.; 62 miles 135 MSL, Boysen Reservoir, Wyo.; 9 miles, 34 miles 105 MSL, Casper, Wyo., including a south alternate from Dunoir 43 miles 130 MSL, 15 miles 110 MSL, via Riverton, Wyo., 19 miles, 48 miles 77 MSL, 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., INT Los Angeles 291° and Fillmore, Calif., 163° radials; Fillmore; 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, Sault Ste. Marie, Mich.; Wiarton, Ontario, Canada, including a N alternate. From Sherbrooke, Quebec, Canada, 86 miles 52 MSL, Millinocket, Maine; Fredericton, New Brunswick, Canada. The airspace within Canada is excluded.
- V-301 From Point Reyes, Calif., Santa Rosa, Calif.; Williams, Calif.
- V-302 From Augusta, Maine, INT Augusta 123° and Bangor, Maine, 192° radials.
- V-303 From Hot Springs, Ark., Fort Smith, Ark.
- V-304 From Amarillo, Tex., via Borger, Tex.; Liberal, Kans., including a W alternate via INT Borger 354° and Liberal 234° radials; 15 miles, 79 miles 55 MSL, Lamar, Colo.
- V-305 From El Dorado, Ark., Little Rock, Ark.
- V-306 From Austin, Tex., via Navasota, Tex.; Daisetta, Tex.; Lake Charles, La., including a south alternate from Daisetta to Lake Charles via Beaumont.
- V-307 From Chanute, Kans., Emporia, Kans., 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, Casanova; INT Casanova 076° and Nottingham, Md., 271° radials; Nottingham; Sea Isle, N. J.; INT Sea Isle 050° and Hampton, N. Y. 223° radials; Hampton; INT Hampton 059° and Norwich, Conn., 177° radials; Norwich; Putnam, Conn.; INT Putnam 043° and Boston, Mass., 256° radials; 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.
- V-309 From Charleston, W. Va.; INT Charleston 034° and Morgantown, W. Va., 284° radials; Bellaire, Ohio.
- AMENDMENTS 12/11/69 34 F. R. 14728 (Rewritten)
- V-310 From Louisville, Ky., London, Ky.; Holston Mountain, Tenn.; INT Holston Mountain 104° and Greensboro, N. C., 280° radials; Greensboro; Raleigh-Durham, N. C.; Rocky Mount, N. C.; Elizabeth City, N. C.
- V-311 From Norcross, Ga., INT Norcross 055° and Anderson, S. C., 267° radials; Anderson; Greenwood; S. C.; Columbia, S. C.
- V-312 From Coyle, N. J., 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., Cape Girardeau, Mo.; Centralia, Ill.; Decatur, Ill.; Pontiac, Ill.
- V-314 From Quebec, Province of Quebec, Canada, 99 miles 55 MSL, Millinocket, Maine; Princeton, Maine; St. John, New Brunswick, Canada. The airspace within Canada is excluded.
- V-315 From Paris, Tex., Page, Okla.
- V-316 From Lakehead, Ontario, Canada; 65 miles 26 MSL, Houghton, Mich.; Marquette, Mich.; 15 miles, 100 miles 40 MSL, Sault Ste. Marie, Mich.; Sudbury, Ontario, Canada. The airspace within Canada is excluded.
- V-318 From Quebec, Province of Quebec, Canada, 81 miles 65 MSL, 26 miles 85 MSL, Houlton, Maine. The airspace within Canada is excluded.
- V-319 From Boysen Reservoir, Wyo., Worland, Wyo.; Cody, Wyo.

- V-320 From Peck, Mich., Toronto, Ont., Canada. The airspace within Canada is excluded.
- V-321 From Atlanta, Ga., INT Atlanta 264° and Gadsden Ala., 130° radials; Gadsden; INT Gadsden 333° and Huntsville, Ala., 149° radials; Huntsville.
- V-322 From Concord, N. H., INT Concord, 022° and Berlin, N. H., 161° radials; Berlin, N. H.; Sherbrooke, Quebec, Canada. The airspace within Canada is excluded.
- V-325 From Gadsden, Ala., Muscle Shoals, Ala., including an E alternate via INT Gadsden 318° and Decatur, Ala., 130° radials, and Decatur.
- V-326 From Fillmore, Calif., INT Fillmore 163° and Van Nuys, Calif., 270° radials; Van Nuys.
- V-327 From Phoenix, Ariz., via INT of Phoenix 004° and Flagstaff, Ariz., 187° radials; Flagstaff.
- V-328 From Dubois, Idaho, Jackson, Wyo.; Big Piney, Wyo.; 53 miles 95 MSL, Rock Springs, Wyo.
- V-329 From INT Crestview, Fla., 091° and Eglin, Fla., 003° radials, INT Eglin 003° and Montgomery, Ala., 188° radials; Montgomery.
- V-330 From INT Boise, Idaho, 130° and Mountain Home, Idaho, 084° radials; INT Mountain Home 084° and Burley, Idaho, 323° radials. From Idaho Falls, Idaho, Jackson, Wyo.
- AMENDMENTS 6/26/69 34 F. R. 7069 (Rewritten)
- V-331 From Whitesburg, Ky., Newcombe, Ky.
- V-332 From Lansing, Mich., Mount Pleasant, Mich.; Traverse City, Mich.
- AMENDMENTS 7/24/69 34 F. R. 7961 (Changed)
- V-333 From Crossville, Tenn., 12 AGL Lexington, Ky.
- V-334 From San Jose, Calif., INT San Jose 026° and Sacramento, Calif., 192° radials; Sacramento.
- AMENDMENTS 6/26/69 34 F. R. 7069 (Rewritten)
- V-335 From St. Louis, Mo.; INT St. Louis 171° and Marion, Ill., 290° radials; Marion.
- AMENDMENTS 9/18/69 34 F. R. 12379 (Rewritten)
- V-336 From Ellensburg, Wash., to Ephrata, Wash.
- V-337 From INT Briggs, Ohio, 082° and Youngstown, Ohio, 186° radials; Akron, Ohio; INT Akron 328° and Windsor, Ontario, Canada, 116° radials; Windsor; INT Windsor 335° and Saginaw, Mich., 131° radials; Saginaw, excluding the portion within Canada.
- AMENDMENTS 5/1/69 34 F. R. 3655 (Changed); 12/11/69 34 F. R. 14728 (Changed)
- V-339 From Whitesburg, Ky., Falmouth, Ky.
- V-341 From Cedar Rapids, Iowa, Dubuque, Iowa; Madison, Wis.; INT Madison 042° and Oshkosh, Wis., 208° radials; to Oshkosh.
- AMENDMENTS 5/1/69 34 F. R. 4941 (Changed)
- V-342 From Vancouver, British Columbia, Canada, INT Vancouver 090° and Princeton, British Columbia, Canada, 244° radials; Princeton, excluding the airspace within Canada.
- AMENDMENTS 6/26/69 34 F. R. 7070 (Added)

V-343 From Dubois, Idaho, Bozeman, Mont., 51 miles, 34 miles, 103 MSL, 84 MSL Drummond, Mont.

V-345 From Dells, Wis., INT Dells 321° and Eau Claire, Wis., 134° radials; to Eau Claire.

V-351 From Vancouver, British Columbia, Canada, INT Vancouver 090° and Princeton, British Columbia, Canada, 231° radials; Carmi, British Columbia, Canada, excluding the airspace within Canada.

AMENDMENTS 6/26/69 34 F. R. 7070 (Added)

V-420 From Green Bay, Wis., Traverse City, Mich.

V-421 From Zuni, N. Mex., via Gallup, N. Mex.; Farmington, N. Mex.; Durango, Colo.; Gunnison, Colo.

V-422 From Chicago Heights, Ill., INT Chicago Heights 117° and Knox, Ind., 276° radials; Knox; Wolflake, Ind.; INT Wolflake 096° and Findlay, Ohio, 289° radials; Findlay.

V-423 From Williamsport, Pa., Binghamton, N. Y.; Ithaca, N. Y.; INT Ithaca 357° and Syracuse, N. Y., 210° radials; Syracuse.

V-424 From Blue Springs, Mo., INT Blue Springs 078° and Macon, Mo., 236° radials; Macon.

V-425 From Brookley, Ala., INT Brookley 357° and Mobile, Ala., 048° radials.

V-426 From St. Louis, Mo., to INT of St. Louis 062° radial and Troy, Ill., direct radial to Decatur, Ill.

V-428 From Elmira, N. Y., Ithaca, N. Y.; Georgetown, N. Y.; Utica, N. Y.

V-429 From Cape Girardeau, Mo., Marion, Ill.; INT Marion 011° and Bible Grove, Ill., 207° radials; Bible Grove; Mattoon, Ill.; Champaign, Ill.; Roberts, Ill.; Joliet, Ill.; INT Joliet 008° and Naperville, Ill., 340° radials; INT Naperville 340° and Milwaukee, Wis., 198° radials; Milwaukee.

V-430 From Cut Bank, Mont., 10 miles, 74 miles 55 MSL, Havre, Mont.; 14 miles, 100 miles 50 MSL, Glasgow, Mont.; INT Glasgow 100° and Williston, N. Dak., 263° radials, 22 miles, 33 miles 55 MSL, Williston; Minot, N. Dak.; 35 miles, 7 miles wide (3 miles N and 4 miles S of centerline) INT Minot 097° and Devils Lake, N. Dak., 273° radials; Devils Lake; Grand Forks, N. Dak.; Bemidji, Minn., including a north alternate via Thief River Falls, Minn.; Grand Rapids, Minn.; Duluth, Minn., including a N alternate from Grand Rapids, to Duluth via Hibbing, Minn., excluding the airspace between the main and this N alternate airway; Ironwood, Mich.; Iron Mountain, Mich.; Escanaba, Mich. From Traverse City, Mich.; Gaylord, Mich.; Alpena, Mich.

AMENDMENTS 12/11/69 34 F. R. 18005 (Changed)

V-431 From Boston, Mass., INT Boston 015° and Gardner, Mass., 097° radials; Gardner, Keene, N. H., Glens Falls, N. Y.; INT Glens Falls 286° and Albany, N. Y., 350° radials.

V-432 From Thermal, Calif., Parker, Calif.

V-433 From Washington, D. C., INT Baltimore, Md., 223° and Kenton, Del., 262° radials; INT Kenton 262° and New Castle, Del., 222° radials; New Castle; Yardley, Pa.; INT Yardley 059° and La Guardia, N. Y., 231° radials; La Guardia; INT La Guardia 059° and Carmel, N. Y., 127° radials; Bridgeport, Conn.; INT Bridgeport 005° and Hartford, Conn., 280° radials.

V-434 From Ottumwa, Iowa, Moline, Ill.; Peoria, Ill.

V-435 From Rosewood, Ohio, via INT Rosewood 045° and Cleveland, Ohio, 241° radials; to Cleveland.

AMENDMENTS 10/16/69 34 F. R. 13793 (Rewritten)

V-437 From Daytona Beach, Fla., 37 miles, 76 miles 75 MSL, Savannah, Ga.; Charleston, S. C.; Florence, S. C., including an E alternate via INT Charleston 029° and Florence 178° radials.

V-439 From Dickinson, N. Dak., 13 miles, 62 miles, 40 MSL, Williston, N. Dak.

V-441 From St. Petersburg, Fla., INT St. Petersburg 010° and Ocala, Fla., 213° radials; Ocala, including an E alternate via INT St. Petersburg 040° and Ocala 171° radials.

V-442 From Hector, Calif., 12 miles, 38 miles 85 MSL, 14 miles 75 MSL, INT Needles, Calif., 272° and Goffs, Calif., 163° radials; INT Goffs 163° and Parker, Calif., 333° radials; Parker.

V-443 From INT Newcomerstown, Ohio, 099° and Bellaire, Ohio, 044° radials; Newcomerstown, Ohio, Tiverton, Ohio; Cleveland, Ohio, including an E alternate via INT Tiverton 017° and Cleveland 138° radials; INT Cleveland 049° and Aylmer, Ont., Canada, 205° radials; Aylmer. The airspace within Canada is excluded.

AMENDMENTS 12/11/69 34 F. R. 14728 (Changed)

V-445 From La Guardia, N. Y., INT La Guardia 034° and Hartford, Conn., 245° radials.

V-446 From Troy, Ill., INT Troy 099° and Centralia, Ill., 056° radials; Samsville, Ill.

V-447 From Montpelier, Vt., INT Montpelier 020° and Sherbrooke, Quebec, Canada, 217° radials; Sherbrooke. The airspace within Canada is excluded.

V-448 From Portland, Oreg., Yakima, Wash., including a south alternate; Moses Lake, Wash.; Spokane, Wash., 45 miles, 21 miles 75 MSL, 20 miles 80 MSL, Kalispell, Mont.

V-449 From DeLancey, N. Y., Rockdale, N. Y.; INT Rockdale 348° and Utica, N. Y., 280 radials.

V-450 From INT Muskegon, Mich., 088° and Lansing, Mich., 358° radials; Muskegon; Green Bay, Wis.

AMENDMENTS 5/1/69 34 F. R. 3655 (Changed)

V-451 From INT Whitman, Mass., 177° and Providence, R. I., 118° radials, Whitman; Boston, Mass.

V-454 From Monroeville, Ala., INT Monroeville 073° and Eufaula, Ala., 258° radials; INT Eufaula 258° and Columbus, Ga., 219° radials; Columbus; INT Columbus 019° and Atlanta, Ga., 233° radials; Atlanta; Rex, Ga.; INT Rex 090° and Greenwood, S. C., 240° radials; Greenwood; INT Greenwood 060° and Fort Mill, S. C. 227° radials; Fort Mill; Liberty, N. C.; Lawrenceville, Va.; Hopewell, Va.

V-455 From New Orleans, La., via Picayune, Miss.; Hattiesburg, Miss., including an 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 W alternate from New Orleans to Hattiesburg via INT New Orleans 357° and Hattiesburg 221° radials; 6 mi. wide, Meridian, including a W alternate via INT Hattiesburg 010° and Meridian 221° radials.

AMENDMENTS 4/3/69 34 F. R. 1370 (Changed)

V-457 From Norwich, Conn., Providence, R. I.; INT Providence 013° and Boston, Mass., 223° radials; Boston.

V-458 From Santa Catalina, Calif., via Oceanside, Calif., Julian, Calif.; INT Julian 130° and Imperial, Calif., 272° radials; Imperial; 13 miles, 24 miles, 25 MSL, Yuma, Ariz., excluding the airspace within R-2503 and below 2,000 feet MSL outside the United States. The portion outside the United States has no upper limit.

AMENDMENTS 9/18/69 34 F. R. 12380 (Rewritten)

V-459 From Seal Beach, Calif., Lake Hughes, Calif.; Porterville, Calif., Friant, Calif.; INT Friant 319° and Linden, Calif., 124° radials; Linden.

V-460 From Julian, Calif., INT Julian 055° and Blythe, Calif., 272° radials; Blythe.

V-461 From Gila Bend, Ariz., Buckeye, Ariz.

V-464 From Dunkirk, N. Y., Geneseo, N. Y.

V-465 From Elko, Nev., Wells, Nev.; 12 miles; 30 miles, 115 MSL, 20 miles, 90 MSL, 36 miles, 115 MSL, 24 miles, 95 MSL, Malad City, Idaho; 39 miles, 53 miles 124 MSL, Jackson, Wyo.; Dunoir, Wyo.; 14 miles, 45 miles, 137 MSL, Billings, Mont. From Miles City, Mont., Williston, N. Dak., including an E alternate.

V-467 From La Guardia, N. Y., Madison, Conn.

V-469 From Danville, Va., Lynchburg, Va.

V-471 From INT Princeton, Maine, 208° and Bangor, Maine, 132° radials; Bangor; Millinocket, Maine; Houlton, Maine; INT Houlton 085° and the United States/Canadian border.

V-472 From Elizabeth City, N. C., via INT Elizabeth City 243° and Kinston, N. C., 029° radials; Kinston.

V-474 From INT Morgantown, W. Va., 010° and Johnstown, Pa., 260° radials; Indian Head, Pa.; St. Thomas, Pa.; INT St. Thomas 088° and Modena, Pa., 274° radials; Modena; INT Modena 095° and Woodstown, N. J., 043 radials.

AMENDMENTS 12/11/69 34 F. R. 14728 (Changed)

V-475 From Deer Park, N. Y., Madison, Conn.; Putnam, Conn., including an E alternate via Norwich, Conn.

V-476 From Washington, D. C., Baltimore, Md.; Millville, N. J.

PENDING AMENDMENT

V-476 is revoked. 2/5/70 34 F. R. 19500 (Revoked).

V-477 From Houston, Tex., Humble, Tex.; Leona, Tex., including an east alternate from Humble to Leona via INT of Humble 002° and Leona 139° radials, and a west alternate from Houston to Leona via Navasota, Tex.; INT Leona 338° and Dallas, Tex., 170° radials; Dallas, including an E alternate.

AMENDMENTS 5/29/69 34 F. R. 6079 (Changed)

V-478 From Falmouth, Ky., Newcombe, Ky.; Beckley, W. Va.

V-479 From Northbrook, Ill., INT Northbrook 347° and Milwaukee, Wis., 161° radials; Milwaukee.

V-483 From Sparta, N. J., Huguenot, N. Y.; DeLancey, N. Y.; Rockdale, N. Y.; INT Rockdale 325° and Syracuse, N. Y. 100° radials; Syracuse.

V-484 From INT Twin Falls, Idaho, 007° and Burley, Idaho, 323° radials, Twin Falls, 49 miles, 34 miles 114 MSL, Salt Lake City, Utah; 25 miles, 31 miles, 125 MSL, Myton, Utah; 14 miles, 79 MSL, 33 miles, 100 MSL, Grand Junction, Colo.; Gunnison, Colo., including a south alternate from Grand Junction to Gunnison via Montrose, Colo.; 13 miles, 112 MSL, 131 MSL INT Gunnison 110° and Alamosa, Colo., 339° radials; Alamosa.

AMENDMENTS 6/26/69 34 F. R. 7069 (Changed)

V-485 From Ventura, Calif., 6 miles wide, INT Ventura 331° and Fellows, Calif., 142° radials; Fellows; Priest, Calif.; INT of Priest 322° and San Jose, Calif., 139° radials; 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.

AMENDMENTS 6/26/69 34 F. R. 7069 (Changed); Corr: 34 F. R. 8966

V-487 From INT LaGuardia, N. Y., 034° and Carmel, N. Y., 188° radials; Carmel; Pawling, N. Y.; Cambridge, N. Y.; INT Cambridge 002° and Glens Falls, N. Y., 032° radials; Burlington, Vt.; INT Burlington 359° and St. Jean, Quebec, Canada, 158° radials; St. Jean. The airspace within Canada is excluded.

V-489 From INT Sparta, N. J., 194° and Stillwater, N. J., 110° radials; Sparta; Kingston, N. Y.; Albany, N. Y.; Glens Falls, N. Y.; Plattsburgh, N. Y.

V-490 From Utica, N. Y., Cambridge, N. Y.; Manchester, N. H.; INT Manchester 117° and Boston, Mass., 015° radials.

V-492 From St. Petersburg, Fla., via La Belle, Fla.; Pahokee, Fla., to Palm Beach, Fla., including a south alternate from La Belle to Palm Beach via INT La Belle 113° and Palm Beach 252° radials, and also a north alternate from La Belle to Palm Beach via INT La Belle 043° and Palm Beach 298° radials.

AMENDMENTS 7/24/69 34 F. R. 8966 (Changed); 9/18/69 34 F. R. 12564 (Rewritten)

V-493 From Livingston, Tenn., Lexington, Ky.; York, Ky.; Appleton, Ohio; Waterville, Ohio; Carleton, Mich.; INT Carleton 334° and Flint, Mich., 202° radials; Flint.

AMENDMENTS 5/1/69 34 F. R. 5008 (Changed)

V-494 From Ukiah, Calif., INT Ukiah 147° and Santa Rosa, Calif., 325° radials; Santa Rosa; Sacramento, Calif.; INT Sacramento 038° and Lake Tahoe, Calif., 249° radials; Lake Tahoe; INT Lake Tahoe 078° and Hazen, Nev., 244° radials; Hazen.

V-496 From Utica, N. Y., Glens Falls, N. Y.

V-497 From John Day, Oreg., 49 miles, 65 MSL, The Dalles, Oreg.

V-500 From Portland, Oreg., Newberg, Oreg.; 41 miles, 70 MSL John Day, Oreg.; 30 miles, 71 miles, 105 MSL, Boise, Idaho; 25 miles, 25 miles, 90 MSL, 26 miles, 95 MSL 22 miles, 25 miles, 70 MSL, Pocatello, Idaho.

AMENDMENTS 6/26/69 34 F. R. 7069 (Changed)

V-501 From Martinsburg, W. Va., St. Thomas, Pa.; Philipsburg, Pa. From Wellsville, N. Y.; INT Elmira, N. Y., 357° and Geneseo, N. Y., 091° radials.

V-502 From Louisville, Ky., Falmouth, Ky.

V-516 From Liberal, Kans., Anthony, Kans.; Ponca City, Okla.; Oswego, Kans.

V-518 From Fillmore, Calif., INT Fillmore 102° and Ventura, Calif., 061° radials; INT Ventura 061° and Palmdale, Calif., 233° radials; Palmdale.

V-520 From Portland, Oreg., via The Dalles, Oreg.; Pasco, Wash.; Walla Walla, Wash.; to Lewiston, Idaho.

V-524 From Laramie, Wyo., INT Laramie 069° and Scottsbluff, Nebr., 254° radials; Scottsbluff; 18 miles, 93 miles, 54 MSL, North Platte, Nebr.

V-530 From Texico, N. Mex., Childress, Tex.

V-536 From Corvallis, Oreg., Redmond, Oreg., 32 miles, 58 miles, 71 MSL, Pendleton, Oreg.; Walla Walla, Wash.; Pullman, Wash.; 27 miles, 85 MSL Mullan Pass, Idaho; 5 miles, 34 miles, 95 MSL Kalispell, Mont.; 20 miles, 41 miles, 115 MSL, Great Falls, Mont.

V-538 From Twentynine Palms, Calif., INT Twentynine Palms 043° and Goffs, Calif., 200° radials; 23 miles 95 MSL, 21 miles 75 MSL, Goffs; Las Vegas, Nev. The airspace within R-2501 is excluded.

§71.125 Alaskan VOR Federal Airways.

V-307 From Sandspit, British Columbia, Canada, Annette Island, Alaska; 42 miles, 99 miles, 55 MSL, Biorka Island, Alaska; Sisters Island, Alaska. The airspace within Canada is excluded.

V-309 From Prince Rupert, British Columbia, Canada RBN, Annette Island, Alaska. The airspace within Canada is excluded.

AMENDMENTS 8/21/69 34 F. R. 9548 (Added)

V-317 From Ethelda Bay, British Columbia, Canada; RBN Annette Island, Alaska, including a west alternate via INT Sandspit, British Columbia, Canada, 039° and Annette Island 167° radials; 42 miles, 52 MSL Level Island, Alaska; Sisters Island, Alaska; INT Sisters Island 272° and Yakutat, Alaska, 139° radials; 86 miles, 20 MSL, Yakutat; Johnstone Point, Alaska; INT Johnstone Point 286° and Anchorage, Alaska 117° radials; Anchorage, including a south alternate via INT Johnstone Point 275° and Anchorage 130° radials. The airspace within Canada is excluded.

V-436 From King Salmon, Alaska, INT King Salmon 068° and Kenai, Alaska, 217° radials; Kenai, including an east alternate from King Salmon to Kenai via INT King Salmon 068° and Kenai 217° radials, and Homer, Alaska; Anchorage, Alaska; Talkeetna, Alaska; Nenana, Alaska; Chandalar Lake, Alaska RBN.

AMENDMENTS 10/16/69 34 F. R. 13467 (Changed)

V-438 From Kodiak, Alaska, 27 miles, 24 miles, 35 MSL, 29 miles, 55 MSL, Homer, Alaska, including a west alternate from Kodiak 27 miles, 24 miles, 35 MSL, 33 miles, 55 MSL, to Homer; INT Homer 027° and Anchorage, Alaska, 198° radials; Anchorage; Big Lake, Alaska; Fairbanks, Alaska; 54 miles, 31 miles, 65 MSL, Fort Yukon, Alaska, including an east alternate from Fairbanks 54 miles, 34 miles, 65 MSL, to Fort Yukon.

V-440 From Seattle, Wash., Victoria, British Columbia, Canada. From Sandspit, British Columbia; 83 miles; 115 miles, 35 MSL, Biorka Island, Alaska; 31 miles, 50 miles 48 MSL, 108 miles, 20 MSL, Yakutat, Alaska; 50 miles, 105 miles, 75 MSL, Middleton Island, Alaska; 56 miles, 48 miles, 80 MSL, Anchorage, Alaska, including a south alternate from Middleton Island, 56 miles, 85 MSL INT Middleton Island 298° and Anchorage 163° radials; to Anchorage, excluding the airspace between the main and this south alternate; McGrath, Alaska; 23 miles, 54 miles, 55 MSL, 46 miles, 40 MSL, Unalakleet, Alaska; 52 miles, 51 miles, 25 MSL, Nome, Alaska. The airspace within Canada is excluded.

V-444 From Bettles, Alaska, Fairbanks, Alaska, including a south alternate via INT Bettles 155° and Fairbanks 307° radials; Big Delta, Alaska; Northway, Alaska; Burwash, Yukon Territory, Canada. The airspace within Canada is excluded.

V-452 From Nome, Alaska, Moses Point, Alaska, including a north alternate; 47 miles, 57 miles, 55 MSL, Galena, Alaska; Nenana, Alaska.

V-453 From King Salmon, Alaska, Dillingham, Alaska, including a south alternate; 38 miles, 60 MSL INT Dillingham 308° and Bethel, Alaska, 143° radials; 50 miles, 60 MSL, Bethel.

V-456 From Cold Bay, Alaska, 20 AGL King Salmon, Alaska, 93 miles, 61 miles, 125 MSL, 15 miles, 105 MSL, Anchorage, Alaska; Big Lake, Alaska; Gulkana, Alaska; Northway, Alaska.

AMENDMENTS 4/3/69 34 F. R. 1894 (Changed)

V-463 From Anchorage, Alaska, INT Anchorage 330° and Big Lake, Alaska, 294° radials.

V-480 From Bethel, Alaska, 105 miles, 89 miles, 55 MSL, McGrath, Alaska, 28 miles, 55 miles, 45 MSL, Nenana, Alaska; Fairbanks, Alaska.

V-488 From Galena, Alaska, INT Galena 074° and Tanana, Alaska, 260° radials; Tanana, including a south alternate; Fairbanks, Alaska.

V-498 From McGrath, Alaska, 24 miles, 54 miles, 55 MSL, Galena, Alaska; 68 miles, 88 miles, 55 MSL, Kotzebue, Alaska.

V-504 From Nenana, Alaska, Bettles, Alaska.

V-506 From INT Kodiak, Alaska, 107° radial and northwest boundary Anchorage Oceanic Control Area at latitude 57°28' N., longitude 150°32' W.; 37 miles, 20 MSL, Kodiak; 45 miles, 68 miles, 95 MSL; King Salmon, Alaska; 41 miles, 94 miles, 70 MSL, Bethel, Alaska; 47 miles, 173 miles, 30 MSL, Nome, Alaska; 35 miles, 90 miles, 55 MSL, Kotzebue, Alaska.

AMENDMENTS 4/3/69 34 F. R. 1894 (Changed)

V-508 From Middleton Island, Alaska, 56 miles, 58 miles, 85 MSL, Kenai, Alaska.

V-510 From McGrath, Alaska, INT McGrath 123° and Big Lake, Alaska, 294° radials; Big Lake.

§71.127 Hawaiian VOR Federal Airways.

V-1 HAWAII From INT Upolu Point, Hawaii, 093° and Hilo, Hawaii 334° radials, INT Upolu Point 093° and Hilo 013° radials; Hilo.

V-2 HAWAII From South Kauai, Hawaii, Lihue, Hawaii, INT Lihue 130° and Honolulu, Hawaii, 269° radials; Honolulu; Lanai, Hawaii, including a south alternate; INT Lanai 107° and Upolu Point, Hawaii, 305° radials; Upolu Point; INT Upolu Point 093° and Hilo, Hawaii, 334° radials; Hilo; INT Hilo 091° and the 022° bearing from Pahoa, Hawaii, RBN. The airspace within R-3104 is excluded.

AMENDMENTS 4/3/69 34 F. R. 1891 (Changed)

V-3 Hawaii From INT Kamuela, Hawaii, 245° and Upolu Point, Hawaii, 211° radials, Kamuela; 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, Koko Head; 15 miles, 25 MSL INT Koko Head 065° and Upolu Point, Hawaii, 002° radials.

V-5 Hawaii From Kona, Hawaii, INT Kona 338° and Maui, Hawaii, 179° radials, including a west alternate via INT Kona 323° and Maui 179° radials.

V-6 HAWAII From INT Molokai, Hawaii, 067° and Maui, Hawaii 331° radials, Maui; INT Maui 080° and Hilo, Hawaii, 334° radials; Hilo.

V-7 HAWAII From Kona, Hawaii, INT Kona 323° and Lanai, Hawaii, 140° radials; Lanai; Molokai, Hawaii.

AMENDMENTS 9/18/69 34 F. R. 12027 (Rewritten)

V-8 HAWAII From INT Honolulu, Hawaii, 179° and Molokai, Hawaii, 262° radials, Molokai; 30 miles, 25 MSL INT Molokai 067° and Upolu Point, Hawaii, 010° radials.

AMENDMENTS 4/3/69 34 F. R. 1891 (Changed)

V-9 HAWAII From INT Lanai, Hawaii, 224° and Honolulu, Hawaii 179° radials, Honolulu. The airspace above FL-300 within W-321 (Area C) is excluded.

V-10 HAWAII From Hilo, Hawaii, to INT Hilo 057° radial and the Honolulu FIR/Oceanic CTA.

V-11 HAWAII From INT Kona, Hawaii, 323° and Upolu Point, Hawaii 211° radials; Upolu Point; INT Upolu Point 349° and Maui, Hawaii, 080° radials; Maui; INT Maui 331° and Molokai, Hawaii, 091° radials; Molokai; INT Molokai 262° and Honolulu, Hawaii, 179° radials.

AMENDMENTS 4/3/69 34 F. R. 1891 (Changed)

V-12 HAWAII From INT Lihue, Hawaii, 195° and Honolulu, Hawaii, 269° radials, 38 miles, 35 MSL, Honolulu; Koko Head, Hawaii, 14 miles, 25 MSL INT Koko Head 050° and Maui, Hawaii, 012° radials.

V-13 HAWAII From Lihue, Hawaii, INT Lihue 145° and Honolulu, Hawaii, 269° radials; INT South Kauai, Hawaii, 133° and Koko Head, Hawaii 254° radials; 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.; South Kauai; INT South Kauai 133° and Koko Head, Hawaii, 254° radials; 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.; South Kauai; Honolulu, Hawaii; Koko Head, Hawaii; Molokai, Hawaii, Maui, Hawaii; INT Maui 095° and Hilo, Hawaii, 334° radials; Hilo.

AMENDMENTS 4/3/69 34 F. R. 1891 (Changed)

V-16 HAWAII From Honolulu, Hawaii, INT Honolulu 179° and Lanai, Hawaii, 285° radial; Lanai; Upolu Point, Hawaii; INT Upolu Point 108° and Hilo, Hawaii, 013° radials; Hilo.

AMENDMENTS 4/3/69 34 F. R. 1891 (Changed)

V-17 HAWAII From INT Lanai, Hawaii, 118° and Maui, Hawaii, 201° radials; Maui.

V-18 HAWAII From Upolu Point, Hawaii, to INT Upolu Point 076° radial and the Honolulu FIR/Oceanic CTA.

V-19 HAWAII From Hilo, Hawaii, to the INT Hilo 013° radial and the Honolulu FIR/Oceanic CTA.

V-20 HAWAII From Honolulu, Hawaii, INT Honolulu 134° and Kona, Hawaii, 308° radials; Kona.

AMENDMENTS 9/18/69 34 F. R. 12027 (Added)

V-21 HAWAII From INT of Hilo, Hawaii, 013° and Lanai, Hawaii, 107° radials, Lanai; INT Lanai 285° and Honolulu, Hawaii, 179° radials.

AMENDMENTS 4/3/69 34 F. R. 1891 (Added)

V-22 HAWAII From Maui, Hawaii, INT Maui 095° and Hilo, Hawaii, 321° radials; Hilo.

AMENDMENTS 4/3/69 34 F. R. 1891 (Added); Corr: 34 F. R. 8966

V-23 HAWAII From Upolu Point, Hawaii; INT Upolu Point 277° and Honolulu, Hawaii, 134° radials.

AMENDMENTS 9/18/69 34 F. R. 12027 (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.
 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. 4/3/69 34 F. R. 2602 (Added)
 R-2534A Point Arguello, Calif. 5/1/69 34 F. R. 5157 (Added)
 R-2534B Point Arguello, Calif. 5/1/69 34 F. R. 5157 (Added)
 R-2601B Fort Carson, Colo. 4/17/69 34 F. R. 7008 (Changed)
 R-2602 Fort Carson, Colo.
 R-2603 Camp Hale, Colo. 8/21/69 34 F. R. 9707 (Added)
 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.
 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-5104A Melrose, N. Mex.
 R-5104B Melrose, N. Mex. 6/26/69 34 F. R. 7007 (Added)
 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-5107E White Sands Proving Grounds, N. Mex. 6/26/69 34 F. R. 7501 (Added)
 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.
 R-5116B White Sands Proving Grounds, N. Mex.
 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.
 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.

Jet Route No. 63 From Kennedy, N. Y., to Tuna INT.

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.

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.

Jet Route No. 150, from Hampton, N. Y., via Hyannis, Mass., to Striper INT.

Jet Route No. 153 From Sea Isle, N. J., to Shad INT.

Jet Route No. 174, from Hampton, N. Y., via Hyannis, Mass., to Herring INT.

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.

§ 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.

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 in the 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.

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.

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.

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 1154

That airspace extending upward from 5,000' MSL bounded on the east by VOR Federal airway No. 199; on the south by a line extending from latitude 38°03'25" N., longitude 123°11'45" W.; to latitude 38°00'00" N., longitude 123°23'00" W.; to latitude 37°50'00" N., longitude 124°24'30" W.; to latitude 37°40'00" N., longitude 125°23'30" W.; on the west by the Oakland Oceanic Control Area; and on the north by a line extending from latitude 38°50'00" N., longitude 126°11'05" W.; to latitude 38°52'00" N., longitude 125°52'30" W.; to latitude 39°00'00" N., longitude 123°56'30" W.; to latitude 39°02'55" N., longitude 123°22'00" W.

AMENDMENTS 10/16/69 34 F. R. 13589 (Added)

PENDING AMENDMENT**Control 1155**

That airspace extending upward from 5,000 feet MSL within 5 miles each side of the San Luis Obispo, Calif., VORTAC 242° radial, including the additional airspace within lines diverging at angles of 5° from the centerline at the VORTAC, extending from the U. S. coastline to the Oakland Oceanic CTA/FIR boundary.

AMENDMENTS 2/5/70 34 F. R. 19464 (Added)

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.

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.

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.

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 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. The portion within R-2204 is excluded.

AMENDMENTS 5/1/69 34 F. R. 5060 (Changed)

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, Federal airways and the Kodiak, Alaska, transition area.

AMENDMENTS 4/3/69 34 F. R. 1894 (Changed)

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.

Control 1310

That airspace within 4 nautical miles each side of a direct line extending from the Anchorage, Alaska, VORTAC 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 VORTAC 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 RBN to the Sandspit, British Columbia, Canada, RR; including that airspace between lines diverging at 5° angles from the centerline, extending southeast from the Middleton Island RBN and northwest from the Sandspit RR, and which terminate at the intersecting points midway between Middleton Island and Sandspit, excluding the portion within Canada, and the airspace below 2,000 feet MSL outside the United States.

AMENDMENTS 5/1/69 34 F. R. 5060 (Changed); 8/21/69 34 F. R. 9984 (Changed)

Control 1316

That airspace within 5 miles each side of the Los Angeles, Calif., VOR 251° radial extending from the VOR to the Oakland Oceanic Control Area boundary and between lines diverging at an angle of 5° from the 251° radial extending from the Los Angeles VOR to the Oakland Oceanic Control Area boundary, excluding the airspace below 5,000 feet MSL within W-289.

Control 1386

That airspace within 5 miles either side of the Orlando, Fla., VOR 071° radial, extending from the VOR to Control 1150 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.

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 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.

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.

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.

AMENDMENTS 7/24/69 34 F. R. 11182 (Changed)

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 34 F. R. 2047 (Eff. date to be announced); Eff: 4/11/69 34 F. R. 6376 (Added)

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°22'25" N., longitude 152°08'00" W.).

AMENDMENTS 34 F. R. 2047 (Eff. date to be announced); Eff: 4/11/69 34 F. R. 6376 (Added)

Bozeman, Mont.

From Bozeman, Mont., VOR, 10,700 MSL Livingston, Mont., VORTAC.

AMENDMENTS 11/13/69 34 F. R. 14462 (Added)

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.

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.

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 2/7/69 34 F. R. 2047 (Eff. date to be announced). Eff: 4/11/69 34 F. R. 6376 (Added)

Fort Yukon, Alaska

From the Fort Yukon, Alaska, VOR 12 AGL to Flaxman Island, Alaska, RBN.

AMENDMENTS 7/24/69 34 F. R. 8234 (Added)

Gage, Okla.

From Gage, Okla., VORTAC 12 AGL to Woodring, Okla., VOR.

Kirksville, Mo.

From Kirksville, Mo., VORTAC 12 AGL to Moline, Ill., VORTAC, and from Kirksville VORTAC 45 MSL to St. Louis, Mo., VORTAC.

Macon, Mo.

From Macon, Mo., VOR 12 AGL to Columbia, Mo., VOR.

Menominee, Mich.

From the Menominee, Mich., VORTAC, 12 AGL Marquette, Mich., VORTAC.

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.

Ottumwa, Iowa

From the Ottumwa, Iowa, VORTAC 12 AGL 26 miles, 50 MSL to Kansas City, Mo., VORTAC.

Point Barrow/Barter Island, Alaska

From the Point Barrow, Alaska, RBN, 12 AGL Lonely, Alaska, RBN; 12 AGL Oliktok, Alaska, RBN; 12 AGL Flaxman Island, Alaska, RBN; 12 AGL Barter Island, Alaska, RBN.

AMENDMENTS 6/26/69 34 F. R. 7070 (Added); 7/24/69 34 F. R. 11182 (Changed)

Provo, Utah

From the Provo, Utah, VORTAC, 1,200 feet AGL to the Price, Utah, RBN.

AMENDMENTS 5/1/69 34 F. R. 5009 (Added)

Quincy, Ill.

That airspace extending from Quincy, Ill., VORTAC 12 AGL INT Quincy 247° and Macon, Mo., 172° radials.

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 34 F. R. 2047 (Eff. date to be announced); Eff: 4/11/69 34 F. R. 6376 (Added)

St. Louis, Mo.

From St. Louis, Mo., VORTAC 60 MSL to Moline, Ill., VORTAC.

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.

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.

Umiat/Point Barrow, Alaska

From the Umiat, Alaska, RBN (latitude 69°22'25" N., longitude 152°08'00" W.) 21 nautical miles 12 AGL, 112 nautical miles 25 MSL, 12 AGL Point Barrow, Alaska, RBN.

AMENDMENTS 34 F. R. 2047 (Eff. date to be announced); Eff: 4/11/69 34 F. R. 6376 (Added)

AMENDMENTS 7/24/69 34 F. R. 11182 (Changed)

Umiat/Prudhoe Bay, Alaska

From the Umiat, Alaska, RBN (latitude 69°22'25" N., longitude 152°08'00" W.) 12 AGL Prudhoe Bay, Alaska, RBN (latitude 70°14'55" N., longitude 148°23'28" W.).

AMENDMENTS 34 F. R. 2047 (Eff. date to be announced); Eff: 4/11/69 34 F. R. 6376 (Added)

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., bounded 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; 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 10/21/69 34 F. R. 15468 (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 north-east 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.

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.

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.

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.

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.

Albany, Ga. (Albany-Dougherty County Airport)

Within a 5-mile radius of Albany-Dougherty County 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 southeast of the VORTAC.

AMENDMENTS 8/8/69 34 F. R. 13364 (Rewritten)

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.

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.

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.

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.

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 Air Terminal (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/Air Terminal Runway 21, extending from the 5-mile radius zone to 4.5 miles SW of the lift-off end of the runway.

AMENDMENTS 3/13/69 34 F. R. 5546 (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.

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.

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. 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 12/11/69 34 F. R. 17385 (Changed)

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.

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.

Within a 5-mile radius of Outagamie County Airport (latitude 44°15'35" N., longitude 88°31'15" W.); and within 2 miles each side of the 135°, 206°, 285°, and 016° bearings from Outagamie County Airport, extending from the 5-mile radius zone to 8 miles southeast, southwest, west, and 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 5/1/69 34 F. R. 4940 (Rewritten)

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 (latitude 34°18'00" N., longitude 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. 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 10/16/69 34 F. R. 16861 (Changed)

Asheville, N. C.

Within a 5-mile radius of Asheville Airport (latitude 35°26'05" N., longitude 82°32'20" W.); within 2 miles each side of Runway 16/34 extended centerlines, extending from the 5-mile radius zone to the Broad River and Biltmore RBN's.

AMENDMENTS 7/24/69 34 F. R. 8274 (Rewritten)

Astoria, Oreg.

Within a 5-mile radius of Clatsop County Airport, Astoria, Oreg. (latitude 46° 09' 25" N., longitude 123° 52' 40" W.), and within 2 miles each side of the Astoria VOR 268° radial, extending from the 5-mile radius zone to 8 miles W of the VOR.

Athens, Ga.

Within a 5-mile radius of Athens Municipal Airport (latitude 33°56'54" N., longitude 83°19'37" W.); within 2 miles each side of the Athens VORTAC 076° 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 4/3/69 34 F. R. 5008 (Changed)

Atlanta, Ga. (Fulton County Airport)

Within a 5-mile radius of Fulton County Airport (latitude 33°46'47" N., longitude 84°31'20" W.); within 2 miles each side of the Fulton County VOR 276° radial, extending from the 5-mile radius zone to 7 miles west of the VOR.

AMENDMENTS 5/15/69 34 F. R. 7124 (Rewritten)

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.).

Atlanta, Ga. (Dobbins AFB/NAS Atlanta)

Within a 5-mile radius of Dobbins AFB/NAS Atlanta (latitude 33°55'00" N., longitude 84°31'00" W.); within 2 miles each side of the 105° bearing from Lost Mountain, Ga., RBN, extending from the 5-mile radius zone to the RBN; within 2 miles each side of the NAS Atlanta TACAN 301° radial, extending from the 5-mile radius zone to 7 miles northwest of the TACAN, excluding the portion within the Fulton County Airport control zone. This control zone is effective from 0700 to 2300 hours, local time, daily.

AMENDMENTS 5/15/69 34 F. R. 7124 (Rewritten)

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.).

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.

Baker, Oreg.

Within a 3-mile radius of Baker Municipal 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.

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.

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.

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.

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.

Big Delta, Alaska

Within a 5-mile radius of the Allen 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.
AMENDMENTS 5/1/69 34 F. R. 5060 (Changed)

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.

PENDING AMENDMENT**Biloxi, Miss.**

Within a 5-mile radius of Keesler AFB (latitude 30°24'39.2" N., longitude 88°55'25.9" W.); within 1.5 miles each side of Keesler TACAN 045° radial, extending from the 5-mile radius zone to 6.5 miles northeast of the TACAN; within 1.5 miles each side of Keesler TACAN 205° 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 2/5/70 34 F. R. 19245 (Rewritten)

Binghamton, N.Y.

Within a 5-mile radius of the center of Broome County Airport, Binghamton, N.Y., 42°12'35" N., 75°58'48" 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.

Bloomington, Ill.

Within a 5-mile radius of Bloomington Normal Airport (latitude 40°28'55" N., longitude 88°55'40" W.); and within 2½ miles each side of the Bloomington VOR 043°, 103°, and 319° radials, extending from the 5-mile radius zone to 6½ 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 10/16/69 34 F. R. 13526 (Rewritten)

Bloomington, Ind.

Within a 5-mile radius of Monroe County Airport (latitude 38°08'35" N., longitude 86°37'00" W.); within 3 miles each side of the Bloomington VORTAC 181° radial, extending from the 5-mile radius zone to 10½ miles south of the VORTAC; within 3 miles each side of the Bloomington VORTAC 062° radial, extending from the 5-mile radius zone to 11 miles northeast of the VORTAC; within 3 miles each side of the Bloomington VORTAC 341° radial; extending from the 5-mile radius zone to 10½ miles north of the VORTAC; and within 3 miles each side of the Bloomington VORTAC 236° radial, extending from the 5-mile radius zone to 9½ miles southwest 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.

AMENDMENTS 11/13/69 34 F. R. 14427 (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.

Within a 5-mile radius of Blytheville AFB (latitude 35°57'50" N., longitude 89°56'40" W.), within 3 miles each side of the Blytheville VOR 357° radial extending from the 5-mile radius zone to 8.5 miles north of the VOR, and within 1.5 miles each side of the Blytheville TACAN 185° radial extending from the 5-mile radius zone to 5.5 miles south of the TACAN.

AMENDMENTS 10/16/69 34 F. R. 13590 (Rewritten)

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.).

AMENDMENTS 8/28/69 34 F. R. 13734 (Changed)

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 7-mile radius of Gallatin Field (latitude 45°46'50" N., longitude 111°09'20" W.).

AMENDMENTS 10/16/69 34 F. R. 13793 (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.

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.

Bridgenort, 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.

Brunswick, Ga. (Malcolm-McKinnon Airport)

Within a 5-mile radius of Malcolm-McKinnon Airport (latitude 31°09'05" N., longitude 81°23'20" W.); within 1.5 miles each side of the Brunswick VOR 023° radial, extending from the 5-mile radius zone to the VOR, excluding the portion within a 1.5-mile radius of Brunswick Municipal Airport (latitude 31°11'10" N., longitude 81°28'50" W.) and the portion within the Brunswick (NAS Glynco) control zone.

AMENDMENTS 11/13/69 34 F. R. 14315 (Rewritten)

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 5 miles northeast of the TACAN; within 3 miles each side of the Glynco TACAN 250° radial, extending from the 5-mile radius zone to 6.5 miles west of the TACAN, excluding the portion that is within a 1.5-mile radius of Brunswick Municipal Airport (latitude 31°11'10" N., longitude 81°28'50" W.) south of a line 3.5 miles south of and parallel to NAS Glynco Runway 7 centerline extended.

AMENDMENTS 11/13/69 34 F. R. 14315 (Rewritten)

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 International 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 6/6/69 34 F. R. 9031 (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 from 0800 to 1630 hours, local time, Monday through Friday.

AMENDMENTS 10/4/69 34 F. R. 15467 (Changed)

Camp Douglas, Wis.

Within a 5-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 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.

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.

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 Rittenhouse 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 6/21/69 34 F. R. 9706 (Changed)

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 Chanute Martin Johnson Airport (latitude 37°40'05" N., longitude 95°29'10" W.).

AMENDMENTS 11/13/69 34 F. R. 14427 (Rewritten)

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.

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.

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 REN.

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 O'Hare International Airport (latitude 41°59'10" N., longitude 87°54'30" W.); within 2 miles each side of the O'Hare International Airport runway 14R and 14L ILS localizer courses, extending from the 5-mile radius zone to 7 miles northwest of the airport; and within 2 miles each side of the O'Hare International Airport runway 32R and 32L ILS localizer courses, extending from the 5-mile radius zone to 7 miles southeast of the airport.

AMENDMENTS 5/1/69 34 F. R. 4943 (Rewritten)

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 Ranchoero 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.

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.

Within 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°18'45" N., longitude 103°24'32" W., extending from the 6-mile radius zone to latitude 34°18'45" N., longitude 103°24'32" 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 5/15/69 34 F. R. 8158 (Changed)

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 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 4/3/69 34 F. R. 2108 (Changed)

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.

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.

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.

AMENDMENTS 5/29/69 34 F. R. 3655 (Changed)

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 213° bearing from the Lawson REN, extending from the 5-mile radius zone to 8 miles southwest of the REN; within 2 miles each side of the Lawson VOR 339° radial, extending from the 5-mile radius zone to 1 mile south of the Columbus LOM, excluding the portion within R-3002A.

AMENDMENTS 6/26/69 34 F. R. 7221 (Rewritten)

Columbus, Ga. (Columbus Metropolitan Airport)

Within a 5-mile radius of Columbus Metropolitan Airport (latitude 32°30'55" N, longitude 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 8/25/69 34 F. R. 14069 (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 Columbus AFB localizer northwest course, extending from the 5-mile radius zone to 2 miles southeast of the LOM.

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°59'45" N., 82°53'20" W., of Port Columbus International 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 Columbus 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 Lockbourne AFB 5-mile radius area to 8 miles southwest of the TACAN; within 2 miles each side of the Lockbourne AFB northeast localizer course extending from the Lockbourne AFB 5-mile radius area to the Lockbourne OM including that airspace within a 1-mile radius of the center, 39°53'10" N., 82°57'55" W., of South Columbus Airport, Columbus, Ohio and a 1/2-mile radius of the center, 39°54'20" N., 82°51'20" W., of Esselburne Airport.

AMENDMENTS 7/24/69 34 F. R. 9030 (Changed); 8/28/69 34 F. R. 13734 (Changed)

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.

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.

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.

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 1.5 miles northwest of the VORTAC.

AMENDMENTS 8/28/69 34 F. R. 14281 (Changed)

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 advance 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 circle 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.).

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 Davenport Municipal Airport (latitude 41°36'40" N., longitude 90°35'20" W.); within 3 miles each side of the 224° bearing from the Davenport RBN, extending from the 5-mile radius zone to 8½ miles southwest of the RBN; and within 2 miles each side of the Cordova VOR 220° radial, extending from the 5-mile radius zone to 1 mile 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.

AMENDMENTS 5/1/69 34 F. R. 1890 (Rewritten); 12/11/69 34 F. R. 17103 (Rewritten)

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.

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.

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.

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.

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.

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.

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.

AMENDMENTS 5/29/69 34 F. R. 9119 (Rewritten)

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., 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.

AMENDMENTS 5/27/69 34 F. R. 8195 (Changed)

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. 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. 2108 (Changed)

Dyersburg, Tenn.

Within a 5-mile radius of the Dyersburg Municipal Airport (latitude 36°00'00" N., longitude 89°24'20" W.); within 1.5 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.

AMENDMENTS 10/16/69 34 F. R. 13301 (Changed)

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.

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°31'50" W.); within 2 miles each side of the Eglin AFB TACAN 120° radial, extending from the 5-mile radius zone to 12 miles southeast of the TACAN; within 2 miles each side of the Eglin AFB ILS localizer southeast course, extending from the 5-mile radius zone to 12 miles southeast of the LMM; within 2 miles each side of the Eglin AFB TACAN 190° radial, extending from the 5-mile radius zone to 4 miles south of the TACAN; within a 3-mile radius of Destin-Fort Walton Beach Airport (latitude 30°23'55" N., longitude 86°28'20" W.); within 2 miles each side of the extended centerline of the Destin-Fort Walton Beach Airport Runway 14/32, extending from the 3-mile radius zone to 4 miles southeast of the airport.

AMENDMENTS 9/18/69 34 F. R. 12567 (Rewritten)

Eglin AF Aux No. 3 (Duke Field), Fla.

Within a 5-mile radius of Eglin AF Aux No. 3 (Duke Field); (latitude 30°39'00" N., longitude 86°31'21" W.). The portion within a 5-mile radius of Bob-Sikes Airport (latitude 30°46'45" N., longitude 86°31'10" W.) is excluded. This control zone is effective from 0700 to 1600 hours local time, Monday through Friday.

AMENDMENTS 9/18/69 34 F. R. 12567 (Added)

Eglin AF Aux No. 9 (Hurlburt Field), Fla.

Within a 5-mile radius of Eglin AF Aux No. 9 (Hurlburt Field), (latitude 30°25'40" N., longitude 86°41'20" W.); within 2 miles each side of the 287° bearing from the Destin (Eglin AFB) RBN extending from the 5-mile radius zone to 1 mile west of the RBN; and within 2 miles each side of the Eglin AFB TACAN 255° radial extending from the 5-mile radius zone to the Eglin AFB 5-mile radius zone. The portion which coincides with the Eglin AFB control zone is excluded.

AMENDMENTS 9/18/69 34 F. R. 12567 (Added)

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°15'35" 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. This control zone is effective from 0700 to 2200 hours, local time, daily.

AMENDMENTS 3/6/69 34 F. R. 248 (Rewritten); 6/15/69 34 F. R. 8274 (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.

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 3.5 miles west and 3 miles east of the El Toro VOR 175° radial extending from the 5-mile radius zone to 12 miles south 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 southwest of the VOR, excluding the portion within the Orange County, Calif., and Santa Ana, Calif., control zones.

AMENDMENTS 10/16/69 34 F. R. 15341 (Rewritten)

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.

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.

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.

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.

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 (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.

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.

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.

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 VORTAC 045° radial extending from the Findlay Airport 5-mile radius to the VORTAC; within 2 miles each side of the 178° bearing from the Findlay RBN, extending from the Findlay Airport 5-mile radius to 8 miles south of the RBN; within 2 miles each side of the 248° bearing from the Findlay RBN, extending from the Findlay Airport 5-mile radius to 8 miles west of the RBN; within a 5-mile radius of the center 40°53'15" N., 83°52'00" W. of Bluffton Flying Service Airport, Bluffton, Ohio; and within 2 miles each side of the Findlay VORTAC 051° radial and 231° radial extending from the Bluffton Flying Service Airport 5-mile radius to the Findlay Airport 5-mile radius.

AMENDMENTS 9/18/69 34 F. R. 12215 (Changed)

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 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 Devens, Mass.

Within a 4-mile radius of the center, 42°34'15" N., 71°36'20" W., of Devens AAF, Fort Devens, Mass.; within a 1-mile radius of the center 42°38'30" N., 71°39'15" W., of Groton Airport, Groton, Mass.; within 2 miles each side of the 315° bearing from the Devens, RBN (42°34'05" N., 71°36'19" W.), extending from the 4-mile radius zone to 8 miles northwest of the RBN excluding that portion within a 1-mile radius of the center 42°31'30" N., 71°39'55" W., of Shirley Airport, Shirley, Mass.

AMENDMENTS 5/1/69 34 F. R. 5430 (Added); 5/27/69 34 F. R. 8195 (Changed)

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.

PENDING AMENDMENT**Fort Dodge, Iowa**

Within a 5-mile radius of Fort Dodge Municipal Airport (latitude 42°33'05" N., longitude 94°11'10" 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 1/8/70 34 F. R. 18850 (Rewritten)

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.

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.

Fort Myers, Fla.

Within a 5-mile radius of Page Field (latitude 26°35'10" N., longitude 81°51'50" W.); within 2 miles each side of the 039° bearing from the Fort Myers RBN, extending from the 5-mile radius zone to the RBN; within 2 miles each side of the Fort Myers VORTAC 213° radial, extending from the 5-mile radius zone to 8 miles southwest of the VORTAC.

AMENDMENTS 5/1/69 34 F. R. 5099 (Rewritten)

Fort Ord, Calif.

Within a 5-mile radius of the Fritzsche AAF (latitude 36°40'55" N., longitude 121°45'40" W.), excluding the portion SW of a chord drawn between the points of INT of 5-mile radius circles centered on the Monterey Peninsula Airport and Fritzsche AAF, and the portion E of a chord drawn between the points of INT of 5-mile radius circles centered on the Salinas Municipal Airport and Fritzsche AAF. This control zone is effective from 0600 to 2400 hours, local time, daily.

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.

Fort Smith, Ark.

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 238° radial extending from the 5-mile radius zone to the VORTAC, within 2 miles each side of the Fort Smith ILS localizer east course extending from the 5-mile radius zone to the OM, and within 2 miles each side of the Fort Smith ILS localizer west course extending from the 5-mile radius zone to the Peno Bottoms RBN (latitude 35°19'21" N., longitude 94°28'28" W.).
AMENDMENTS 5/1/69 34 F. R. 5008 (Rewritten)

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.

Fort Wayne, Ind.

Within a 5-mile radius of Beer 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, as published by Notice to Airmen.

AMENDMENTS 9/18/69 34 F. R. 14885 (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.

Fresno, Calif. (Fresno Air Terminal).

Within a 5-mile radius of Fresno Air Terminal (latitude 36° 46' 25" N., longitude 119° 42' 35" W.), within 2 miles each side of the Fresno VORTAC 143° radial, extending from the 5-mile radius zone to 15 miles SE of the VORTAC, and within 2 miles each side of the Fresno VORTAC 150° radial, extending from the 5-mile radius zone to the VORTAC.

Fullerton, Calif.

Within a 3-mile radius of Fullerton Municipal Airport (latitude 33°52'20" N., longitude 117°58'45" W.), excluding the portion within the Long Beach, Calif., control zone. This control zone 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 8/21/69 34 F. R. 9030 (Changed)

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.

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.); and within 2½ miles each side of the 342° bearing from Glasgow International Airport, extending from the 5-mile radius zone to 5½ miles north of the airport.

AMENDMENTS 11/13/69 34 F. R. 14427 (Rewritten)

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°05'30" N., longitude 87°49'20" W.); within 2 miles each side of the Northbrook, Ill., VOR 131° and 163° radials, extending from the Glenview, Ill., and the Chicago, Ill. (O'Hare International Airport), 5-mile radius zones to 1 mile south and southeast of the VOR; within 2 miles each side of the Northbrook VOR 071° radial, extending from 1 mile east to 6 miles east of the VOR; within 2 miles each side of the Northbrook VOR 070° radial, extending from 6 to 11 miles east of the VOR; within 2 miles each side of the 062° bearing from the Haley AAF, Fort Sheridan, Ill., RBN, extending from the RBN to 7 miles northeast of the RBN; within 2 miles each side of the 002° bearing from NAS Glenview RBN, extending from the 5-mile radius zone to 12 miles north of the RBN; and within 2 miles each side of the NAS Glenview TACAN 005° radial, extending from the 5-mile radius zone to 8 miles north of the TACAN, excluding the area that overlies the Chicago, Ill. (O'Hare International Airport) control zone.

AMENDMENTS 5/1/69 34 F. R. 4943 (Rewritten); Corr: 34 F. R. 6475

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.

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.

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 8 miles NW of the localizer.

AMENDMENTS 11/13/69 34 F. R. 14315 (Changed)

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.

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.

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.

PENDING AMENDMENT

The Greenville, Miss., control zone is amended as follows: "within 2 miles each side of the Greenville VOR 358° radial" is deleted and "within 3 miles each side of the Greenville VOR 358° radial" is substituted therefor.

AMENDMENTS 1/8/70 34 F. R. 17510 (Changed)

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, Miss.

Within a 5-mile radius of the Greenwood Leflore Airport (latitude 33°29'30" N., longitude 90°04'50" W.); within 2.5 miles each side of the Greenwood VORTAC 081° radial, extending from the 5-mile radius zone to 1.5 miles east of the VORTAC.

AMENDMENTS 5/29/69 34 F. R. 5431 (Added); 9/18/69 34 F. R. 12027 (Rewritten)

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.

PENDING AMENDMENT**Greenwood Village, Colo.**

Within a 5-mile radius of Arapahoe County Airport (latitude 39°34'28" N., longitude 104°51'02" W.), excluding that airspace within the Denver, Colo., control zone. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective dates and times will thereafter be continuously published in the Airman's Information Manual.

AMENDMENTS 1/8/70 34 F. R. 13794 (Added)

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.

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.

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.

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.

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.

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 3 miles each side of the Havre VOR 080° radial, extending from the 5-mile radius zone to 7 miles east of the VOR; and within 3 miles each side of the Havre VOR 287° radial, extending from the 5-mile radius zone to 7 miles west of the VOR.

AMENDMENTS 11/13/69 34 F. R. 14761 (Rewritten)

Hays, Kansas

Within a 5-mile radius of Hays Municipal Airport (latitude 38°50'45" N., longitude 99°16'30" W.); and within 2 miles each side of the Hays, Kansas, VOR 162° radial, extending from the 5-mile radius zone to 8 miles south 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 5/29/69 34 F. R. 1893 (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 (latitude 46°36'24" N., longitude 111°59'19" W.).

Hibbing, Minn.

Within a 5-mile radius of Chisholm-Hibbing Airport (latitude 47°23'10" N., longitude 92°50'15" W.); within 1½ miles each side of the Hibbing VOR 313° radial, extending from the 5-mile radius zone to the VOR; within 2½ miles each side of the Hibbing VOR 313° radial, extending from the 5-mile radius zone northwest to 19 miles northwest of the VOR; and within 2½ miles each side of the 210° bearing from Chisholm-Hibbing Airport extending from the 5-mile radius zone to 6½ miles southwest of the airport.

AMENDMENTS 10/16/69 34 F. R. 13525 (Rewritten)

Hickory, N. C.

Within a 5-mile radius of Hickory Municipal Airport (latitude 35°44'30" N., longitude 81°23'20" W.); within 2 miles each side of the 043° bearing from the Hickory NDB (latitude 35°44'00" N., longitude 81°23'30" W.), extending from the 5-mile radius zone to 8 miles northeast of the NDB; within 2 miles each side of the Hickory VOR 222° radial, extending from the 5-mile radius zone to the VOR.

AMENDMENTS 3/27/69 34 F. R. 5430 (Rewritten)

PENDING AMENDMENT**Hickory, N. C.**

Within a 5-mile radius of Hickory Municipal Airport (latitude 34°44'30" N., longitude 81°23'20" W.); within 2.5 miles each side of the 042° bearing from Hickory RBN (latitude 35°44'00" N., longitude 81°23'30" W.), extending from the 5-mile radius zone to 8.5 miles northeast of the RBN; within 2 miles each side of Hickory VOR 222° radial, extending from the 5-mile radius zone to the VOR.

AMENDMENTS 2/5/70 34 F. R. 18751 (Rewritten)

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 Airman's Information Manual.

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.

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.

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.

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.

Houston, Tex. (Ellington AFB)

Within a 5-mile radius of Ellington AFB (latitude 29°36'25" N., longitude 95°09'20" W.), within a 3-mile radius of Clear Lake City Stolport (latitude 29°33'27" N., longitude 95°08'21" W.), within 2 miles each side of the Ellington VOR 209° radial extending from the 5-mile radius zone to 7 miles southwest of the VOR, within 2 miles each side of the Ellington TACAN 213° radial extending from the 5-mile radius zone to 7 miles southwest 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 southeast of the VORTAC, and within 2 miles each side of the Houston VORTAC 126° radial extending from the William P. Hobby Airport 5-mile radius zone to 13.5 miles southeast of the VORTAC, excluding the portions within the Houston, Tex. (William P. Hobby), control zone.

AMENDMENTS 5/29/69 34 F. R. 6173 (Rewritten)

Houston, Tex. (Intercontinental Airport)

That airspace within a 5-mile radius of Houston Intercontinental Airport (latitude 29°58'51" N., longitude 95°20'30" W.), within 2 miles each side of the Humble VORTAC 337° radial extending from the 5-mile radius zone to 8 miles N of the VORTAC, within 2 miles each side of the Houston Intercontinental ILS localizer W course extending from the 5-mile radius zone to the OM, and within 2 miles each side of the Houston Intercontinental ILS localizer E course extending from the 5-mile radius zone to 7.5 miles E of the airport.

AMENDMENTS 5/29/69 34 F. R. 6280 (Added); Corr: 34 F. R. 7572

Houston, Tex. (William P. Hobby)

That airspace within a 5-mile radius of William P. Hobby Airport (latitude 29°38'40" N., longitude 95°16'30" W.); within 2 miles each side of the the Houston William P. Hobby ILS localizer SW course extending from the 5-mile radius zone to the OM, within 2 miles each side of the Houston William P. Hobby ILS localizer NE course extending from the 5-mile radius zone to the Pasadena RBN, within 2 miles each side of the Houston VORTAC 306° radial extending from the 5-mile radius zone to 6 miles NW of the VORTAC, within 2 miles each side of the Houston VORTAC 025° radial extending from the 5-mile radius zone to 6 miles NE of the VORTAC, within 2 miles each side of the Houston VORTAC 239° radial extending from the 5-mile radius zone to 6 miles SW of the VORTAC, within 2 miles each side of the Houston VORTAC 142° radial extending from the 5-mile radius zone to 11.5 miles SE of the VORTAC, and within 2 miles each side of a 223° bearing from the Houston DF station (latitude 29°38'48" N., longitude 95°16'42" W.) extending from the 5-mile radius zone to 8 miles SW of the DF station, excluding the portion E of a line from the intersecting point of 5-mile radius circles centered on William P. Hobby Airport and Ellington AFB (latitude 29°36'25" N., longitude 95°09'20" W.) NE of William P. Hobby Airport, through the intersecting point of such 5-mile radius circles SE of William P. Hobby Airport, to latitude 29°32'00" N., longitude 95°15'00" W.

AMENDMENTS 5/29/69 34 F. R. 6280 (Changed)

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 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 Capshaw RBN; within 2 miles each side of the Huntsville VOR 217° radial, extending from the 5-mile radius zone to 0.5 mile southwest of the VOR; within a 5-mile radius of Redstone AAF (latitude 34°40'29" N., longitude 86°40'54" W.); within 2 miles each side of the 352° bearing from Whitesburg RBN extending from the 5-mile radius zone to the RBN; within 2 miles each side of the 356° bearing from Redstone RBN, extending from the 5-mile radius zone to 2 miles north of the RBN; within 2.5 miles each side of Runway 35 extended centerline, extending from the threshold to 5.5 miles south; within 2.5 miles each side of Runway 17 extended centerline, extending from the threshold to 6 miles north.

AMENDMENTS 12/11/69 34 F. R. 16862 (Rewritten)

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.

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.

PENDING AMENDMENT**Hyannis, Mass.**

Within a 5-mile radius of the center, 41°40'10" N., 79°16'45" W., of Barnstable Municipal Airport, Hyannis, Mass. 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.

AMENDMENTS 1/8/70 34 F. R. 18815 (Rewritten)

Idaho Falls, Idaho

Within a 5-mile radius of Fanning Field, Idaho Falls, Idaho (latitude 43°31'05" N., longitude 112°04'05" W.) within 3.5 miles each side of the Idaho Falls VOR 223° radial extending from the 5-mile radius zone to 11 miles southwest of the VOR; within 3.5 miles each side of the Idaho Falls VOR 030° radial, extending from the 5-mile radius zone to 11 miles northeast of the VOR and within 3 miles each side of the 036° bearing from the Idaho Falls RBN, extending from the 5-mile radius zone to 9 miles northeast of the RBN.

AMENDMENTS 10/16/69 34 F. R. 13152 (Rewritten); F. R. Corr: 34 F. R. 13657

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.

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 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 2.5 miles each side of the McKellar VOR 208° radial, extending from the 5-mile radius zone to 6.5 miles southwest of the VOR.

AMENDMENTS 7/18/69 34 F. R. 12379 (Changed)

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.

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 REN (latitude 30°13'15" N., longitude 81°52'12" W.), extending from the 5-mile radius zone to the REN; 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.

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 REN (latitude 30°13'15" N., longitude 81°52'12" W.), extending from the 5-mile radius zone to 12 miles south of the REN; 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.

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.

Jonesboro, Ark.

Within a 5-mile radius of Jonesboro Municipal Airport (latitude 35°49'50" N., longitude 90°38'55" W.) and within 3 miles each side of the Jonesboro VOR 048° radial extending from the 5-mile radius zone to 8 miles 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 9/18/69 34 F. R. 12381 (Added)

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.

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 Glacier Park International Airport, Kalispell, Mont. (latitude 48°18'49" N., longitude 114°15'16" W.).

AMENDMENTS 2/19/69 34 F. R. 4940 (Changed)

Kamuela, Hawaii

Within a 5-mile radius of the Kamuela Airport (latitude 20°00'17" N., longitude 155°40'16" W.), and within an area 2 miles on the northwest side and 3 miles on the southeast side of the Kamuela VOR 063° radial, extending from the 5-mile radius zone to 9 miles northeast of the Kamuela VOR. This control zone is effective during times established in advance by a Notice to Airmen. The effective times will thereafter be continuously published in the Pacific Chart Supplement.

AMENDMENTS 10/16/69 34 F. R. 12882 (Added)

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.

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.

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°36'55" W.), effective from 0600 to 0030 hours, local time, daily.

AMENDMENTS 10/16/69 34 F. R. 13412 (Changed)

Kirksville, Mo.

Within a 5-mile radius of Clarence Cannon Memorial Airport (latitude 40°05'45" N., longitude 92°32'50" W.).

Klamath Falls, Oreg.

Within a 5-mile radius of Kingsley Field (latitude 42°09'29" N., longitude 121°43'57" W.), within 4 miles east and 2 miles west of the Klamath Falls VORTAC 171° radial extending from the 5-mile radius zone to 8.5 miles south of the VORTAC, and within 2 miles each side of the Klamath Falls VORTAC 332° radial, extending from the 5-mile radius zone to 11 miles northwest of the VORTAC.

AMENDMENTS 12/11/69 34 F. R. 17103 (Rewritten)

Knoxville, Tenn.

Within a 5-mile radius of the McGhee-Tyson Airport, Knoxville, Tenn. (latitude 35°48'40" N., longitude 83°59'35" W.), within 2 miles each side of the Knoxville ILS localizer SW course, extending from the 5-mile radius zone to 6 miles SW of the airport, within 2 miles each side of the Knoxville VORTAC 220° radial, extending from the 5-mile radius zone to the VORTAC, and within 2 miles each side of the 045° bearing from the Singleton RBN, extending from the 5-mile radius zone to 6 miles NE of the RBN.

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.

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.

AMENDMENTS 4/3/69 34 F. R. 2247 (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.). This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective dates and times will thereafter be continuously published in the Airman's Information Manual.

AMENDMENTS 5/29/69 34 F. R. 6173 (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.

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.

Latrobe, Pa.

Within a 5-mile radius of the center (40°16'35" N., 79°24'20" W.) of Westmoreland-Latrobe Airport, Latrobe, Pa.; within 2 miles each side of the airport localizer (40°16'04" N., 79°25'02" W.) northeast course, extending from the 5-mile radius zone to 8 miles northeast of the Latrobe RBN (40°22'32" N., 79°16'19" W.); and within 2 miles each side of a line bearing 264° from a point 40°16'35" N., 79°24'20" W., extending from this point to 6 miles west. This control zone shall be effective from 0700 to 2300 hours, local time, daily.

AMENDMENTS 5/1/69 34 F. R. 5224 (Added)

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.

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. 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 8/21/69 34 F. R. 9030 (Changed)

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.

Louisville, Ky. (Bowman Field)

Within a 5-mile radius of the center, 38°13'40" N., 85°39'45" W. of Bowman Field, Louisville, Ky., excluding the portion west of a line 2 miles east and parallel to the Standiford Field, Ky., localizer north course and excluding the portion south of a line 2 miles north and parallel to the Standiford Field, Ky., localizer east course.

AMENDMENTS 5/1/69 34 F. R. 5328 (Added)

Louisville, Ky. (Standiford Field)

Within a 5-mile radius of the center 38°10'33" N., 85°44'12" W. of Standiford Field, Louisville, Ky.; within 2 miles each side of the Standiford Field localizer north course, extending from the Louisville, Ky. (Standiford Field), 5-mile radius zone to the intersection of the Standiford Field localizer north course and the Louisville, Ky., VORTAC 328° radial; within 2 miles each side of the Standiford Field localizer south course, extending from the Louisville, Ky. (Standiford Field), 5-mile radius zone to the OM; within 2 miles each side of the Louisville, Ky., VORTAC 301° radial, extending from the Louisville, Ky. (Standiford Field), 5-mile radius zone to the Louisville, Ky., VORTAC; within 2 miles each side of the Louisville, Ky., VORTAC 331° radial, extending from the Louisville, Ky. (Bowman Field), control zone and the Louisville, Ky. (Standiford Field), 5-mile radius zone to the Louisville, Ky., VORTAC and within 2 miles each side of the Standiford Field localizer west course, extending from the Louisville, Ky. (Standiford Field), 5-mile radius zone to the intersection of the Standiford Field localizer west course and the Nabb, Indiana VOR 206° radial, excluding the portion within the Louisville, Ky. (Bowman Field), control zone.

AMENDMENTS 5/1/69 34 F. R. 5328 (Added)

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.

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.

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 2300 hours, local time, daily.

AMENDMENTS 4/3/69 34 F. R. 5430 (Changed)

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.

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.

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.

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.

Manistee, Mich.

Within a 5-mile radius of Manistee Blacker Airport (latitude 44°16'25" N., longitude 86°15'00" W.); within 2 miles each side of the Manistee VOR 274° radial, extending from the 5-mile radius zone to 13 miles west of the VOR; and within 2 miles each side of the Manistee VOR 099° radial, extending from the 5-mile radius zone to 8 miles east 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 5/1/69 34 F. R. 4943 (Added); Corr: 34 F. R. 6475

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 south-east 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.) and within 2 miles each side of the Mansfield Lahm Municipal Airport localizer northwest course extending from the 5-mile radius zone to 4.5 miles northwest of the localizer.

AMENDMENTS 5/1/69 34 F. R. 5223 (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.

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

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.

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.

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.

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.

Memphis, Tenn. (International Airport)

Within a 5-mile radius of the Memphis International 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.).

AMENDMENTS 5/19/69 34 F. R. 8701 (Changed)

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.

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.

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 be continuously published in the Airman's Information Manual.

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.

Midland, Tex.

Within a 5-mile radius of Midland-Odessa Regional 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.

Milton, Fla. (NAS Whiting Field (North))

Within a 5-mile radius of NAS Whiting Field (North) (latitude 30°43'15" N., longitude 87°01'45" W.); within 2 miles each side of the Navy Whiting TACAN 309° radial, extending from the 5-mile radius zone to 6.5 miles northwest of the TACAN.

AMENDMENTS 5/29/69 34 F. R. 6075 (Rewritten)

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. 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 4/28/69 34 F. R. 7221 (Changed); 9/30/69 34 F. R. 13152 (Changed)

PENDING AMENDMENT

The Minchumina, Alaska, control zone is revoked. 1/8/70 34 F. R. 17330 (Revoked).

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.

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)

Within a 5-mile radius of Flying Cloud Airport (latitude 44°49'30" N., longitude 93°27'45" W.); 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; and within 2 miles each side of the Flying Cloud VOR 179° radial, extending from the 5-mile radius zone to 7 miles south 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 5/1/69 34 F. R. 4940 (Rewritten)

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.).

Mitchell, S. Dak.

Within a 5-mile radius of Mitchell Municipal Airport (latitude 43°46'25" N., longitude 98°02'30" W.); within 3 miles each side of the Mitchell VOR 149° radial, extending from the 5-mile radius zone to 7½ miles southeast of the VOR; and within 3 miles each side of the Mitchell VOR 300° radial, extending from the 5-mile radius zone to 7½ miles 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 7/24/69 34 F. R. 8701 Rewritten)

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.

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.

Moline, Ill.

Within a 5-mile radius of Quad City Airport (latitude 41°26'50" N., longitude 90°30'40" W.); and within 2 miles each side of the Quad City ILS localizer west course, extending from the 5-mile radius zone to the OM.

AMENDMENTS 12/11/69 34 F. R. 17103 (Rewritten)

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.

Montpelier, Vt.

Within a 5-mile radius of the center, 44°12'15" N., 72°33'45" W., of Barre-Montpelier State Airport, Barre-Montpelier, Vt.; within 2 miles each side of the Montpelier VOR 160° radial extending from the 5-mile radius zone to 8 miles south of the VOR within 2 miles each side of the centerline of Runway 23 extended from the 5-mile radius zone to 8 miles southwest of the end of Runway 23.

AMENDMENTS 6/21/69 34 F. R. 9706 (Changed)

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 4 miles each side of the Montrose, Colo., VOR 313° radial extending from the 5-mile radius zone to 14 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 10/16/69 34 F. R. 13153 (Changed)

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.

PENDING AMENDMENT**Mosinee, Wis.**

Within a 5-mile radius of Central Wisconsin Airport (latitude 44°46'35" N., longitude 89°40'00" W.); within 1½ miles each side of the Wausau, Wis., VOR 219° radial, extending from the 5-mile radius zone to the VOR; within 3½ miles each side of the 242° bearing from Central Wisconsin Airport extending from the 5-mile radius zone to 10½ miles west of the airport; and within 3½ miles each side of the 087° bearing from Central Wisconsin Airport, extending from the 5-mile radius zone to 10½ miles east of the airport, excluding the portion which overlies the Wausau, Wis., 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 1/8/70 34 F. R. 18852 (Added)

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.

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 3-mile radius of Palo Alto, Calif. Airport (latitude 37°27'40" N., longitude 122°06'50" W.) within 2.5 miles southwest and 2 miles northeast of the Moffett TACAN 157° radial, extending from the 5-mile radius zone to 8 miles southeast of the TACAN and within 2 miles each side of the San Jose VOR 319° radial, extending from the VOR to 8 miles northwest of the VOR, excluding the portion southeast 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., and the portion within the Palo Alto control zone when it is effective.

AMENDMENTS 6/15/69 34 F. R. 9031 (Rewritten)

Mt. Clemens, Mich.

Within a 5-mile radius of Selfridge AFB, Mt. Clemens, Mich.) (latitude 42° 36' 50" N., longitude 82° 50' 05" W.), within 2 miles each side of the Selfridge AFB ILS localizer N and S courses, extending from the 5-mile radius zone to 8 miles N and 8 miles S of Selfridge AFB, and within 2 miles each side of the Selfridge AFB TACAN 353° radial, extending from the 5-mile radius zone to 8 miles N of the TACAN.

Mount Vernon, Ill.

Within a 5-mile radius of Mount Vernon-Outland Airport (latitude 38°19'20" N., longitude 88°51'35" W.); within 2 miles each side of the Mount Vernon VOR 046° radial, extending from the 5-mile radius zone to 8 miles northeast of the VOR; and within 2 miles each side of the Mount Vernon VOR 227° radial extending from the 5-mile radius zone to 17 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.

AMENDMENTS 5/29/69 34 F. R. 6771 (Added)

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.

PENDING AMENDMENT**Muncie, Ind.**

Within a 5-mile radius of Delaware County-Johnson Field (latitude 40°14'25" N., longitude 85°23'45" W.); within 2½ miles each side of the Muncie VOR 125° radial, extending from the 5-mile radius zone to 6½ miles southeast of the VOR; within 2½ miles each side of the Muncie VOR 017° radial, extending from the 5-mile radius zone to 6½ miles north of the VOR; and within 3½ miles each side of the Muncie VOR 320° radial, extending from the 5-mile radius zone to 10 miles northwest of the VOR, from 0700 to 2300 hours local time daily.

AMENDMENTS 1/8/70 34 F. R. 17510 (Rewritten)

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.

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., longitude 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°02'38" 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.

AMENDMENTS 4/3/69 34 F. R. 1010 (Changed)

PENDING AMENDMENT**New Bern, N. C.**

Within a 5-mile radius of Simmons-Nott Airport (latitude 35°04'20" N., longitude 77°02'35" W.); within 2.5 miles each side of New Bern VOR 221° radial, extending from the 5-mile radius zone to 8.5 miles southwest of the VOR.

AMENDMENTS 2/5/70 34 F. R. 19026 (Rewritten)

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 2300 hours, local time, daily or during the specific dates and times established by a Notice to Airmen which thereafter will be continuously published in the Airman's Information Manual.

AMENDMENTS 7/10/69 34 F. R. 11415 (Changed); 10/1/69 34 F. R. 15468 (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.

Norfolk, Va. (Norfolk Regional)

Within a 5-mile radius of the center, 36°53'45" N., 76°12'15" W., of Norfolk Regional 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.

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 Regional), control zone.

AMENDMENTS 6/6/69 34 F. R. 9031 (Changed)

North, S. C.

Within a 5-mile radius of North AFAF (latitude 33°36'30" N., longitude 81°05'00" W.) and within 2 miles each side of the North AFAF TACAN 234° radial extending from the 5-mile radius zone to 8 miles SW of the TACAN. This control zone 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.

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.

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 Tullahoma, 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.

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. 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 6/18/69 34 F. R. 9548 (Changed)

PENDING AMENDMENT**Olympia, Wash.**

Within a 5-mile radius of Olympia Municipal Airport (latitude 46°58'15" N., longitude 122°54'00" W.); within 4 miles each side of the Olympia VORTAC 195° radial, extending from the 5-mile radius zone to 10.5 miles south of the VORTAC, and within 2 miles each side of the Olympia VORTAC 010° radial, extending from the 5-mile radius zone to 5.5 miles north of the VORTAC. 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 1/3/70 34 F. R. 18850 (Rewritten)

Omaha, Nebr. (Eppley Field)

Within a 5-mile radius of Eppley Field (latitude 41°18'00" N., longitude 95°53'35" W.); and within 2 miles each side of the Eppley Field ILS localizer NW course extending from the 5-mile radius zone to 8 miles NW of the OM; and within 2 miles each side of the Eppley Field ILS localizer SE course extending from the 5-mile radius zone to 7 miles SE of the airport; and within 2 miles each side of the Omaha VORTAC 318° radial extending from the 5-mile radius zone to a point 7 miles SE of the airport.

Omaha, Nebr. (Offutt AFB)

Within a 5-mile radius of Offutt AFB (latitude 41°07'20" 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.

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.

PENDING AMENDMENT

In the Orlando, Fla. (McCoy AFB) control zone "LOM" is deleted and "OM" is substituted therefor, wherever it appears.

AMENDMENTS 1/29/70 34 F. R. 18159 (Changed)

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 Steve Wittman Field (latitude 43°59'20" N., longitude 88°33'15" W.); and within 2½ miles each side of the Oshkosh VOR 182° radial, extending from the 5-mile radius zone to 7 miles south 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 12/11/69 34 F. R. 17164 (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.

PENDING AMENDMENT

The Oxnard, Calif. (Oxnard AFB) control zone is revoked. 1/8/70 34 F. R. 19340 (Revoked).

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 during the specific dates and times established in advance by a Notice to Airmen. The effective dates and times will thereafter be continuously published in the Airman's Information Manual.

AMENDMENTS 5/29/69 34 F. R. 6173 (Changed)

PENDING AMENDMENT**Oxnard, Calif. (Ventura County Airport)**

Within a 5-mile radius of Ventura County Airport (latitude 34°12'02" N., longitude 119°12'10" W.). 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 Airmen's Information Manual

AMENDMENTS 1/8/70 34 F. R. 19340 (Rewritten)

Paducah, Ky.

Within a 4-mile radius of the center 37°03'40" N., 88°46'20" W. of Barkley Field, Paducah, Ky.: and within 2 miles each side of the Paducah VOR 225° and 045° radials extending from the 4-mile radius zone to 3 miles SW of the VOR.

Palacios, Tex.

That airspace within a 5-mile radius of Palacios Municipal Airport (latitude 28°43'35" N., longitude 96°15'15" W.) 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.).

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 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 7/24/69 34 F. R. 12085 (Changed); 11/13/69 34 F. R. 14315 (Changed)

Palo Alto, Calif.

Within a 3-mile radius of Palo Alto Airport (latitude 37°27'39" N., longitude 122°06'50" W.) excluding the portion southeast of a line extending from latitude 37°25'14" N., longitude 122°08'30" W. to latitude 37°26'30" N., longitude 122°05'43" W. to latitude 37°29'10" N., longitude 122°04'08" 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 6/15/69 34 F. R. 9031 (Added)

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 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.

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.

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.

Pensacola, Fla. (Municipal Airport)

Within a 5-mile radius of Pensacola Municipal Airport (latitude 30°28'25" N., longitude 87°11'10" W.); within 2 miles each side of the 167° bearing from Pickens RBN, extending from the 5-mile radius zone to 8 miles south of the RBN; within 2 miles each side of the 331° bearing from the Brent LOM, extending from the 5-mile radius zone to 8 miles northwest of the LOM; and within the portion of a 4-mile radius of NAS Ellyson Field (latitude 30°31'30" N., longitude 87°11'45" W.); extending clockwise from a line 2 miles northeast of and parallel to the 331° bearing of the Brent LOM to the 5-mile radius zone.

AMENDMENTS 5/29/69 34 F. R. 6075 (Rewritten)

Pensacola, Fla. (NAS Saufley Field)

Within a 5-mile radius of NAS Saufley Field (latitude 30°28'15" N., longitude 87°20'30" W.); within 2 miles each side of the 214° bearing from Navy Saufley RBN, extending from the 5-mile radius zone to 8 miles southwest of the RBN; and within 2 miles each side of the Saufley VOR 234° radial, extending from the 5-mile radius zone to 8 miles southwest of the VOR, excluding the portions within the Pensacola (Municipal Airport) and NAS Pensacola (Forrest Sherman Field) 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 will thereafter be continuously published in the Airman's Information Manual.

AMENDMENTS 5/29/69 34 F. R. 6075 (Rewritten); 10/1/69 34 F. R. 14885 (Changed)

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 219° bearing from NAS Pensacola LF RBN, extending from the 5-mile radius zone to 8 miles southwest of the RBN; within 2 miles each side of the 174° bearing from NAS Pensacola UHF RBN, extending from the 5-mile radius zone to 8 miles south of the RBN; within 2 miles each side of NAS Pensacola TACAN 235° radial, extending from the 5-mile radius zone to 6.5 miles southwest of the TACAN.

AMENDMENTS 5/29/69 34 F. R. 6075 (Rewritten)

Peoria, Ill.

Within a 5-mile radius of the Greater Peoria Airport (latitude 40° 39' 45" N., longitude 89° 41' 35" W.); within 2 miles each side of the Peoria VORTAC 099° radial, extending from the 5-mile radius zone to the VORTAC; within 2 miles each side of the Greater Peoria Airport ILS localizer SE course, extending from the 5-mile radius zone to the OM; and within 2 miles each side of the ILS localizer NW course extending from the 5-mile radius zone to 11 miles NW of the airport.

Peru, Ind.

Within a 5-mile radius of Bunker Hill AFB, Peru, Ind., (latitude 40°39'38" N., longitude 86°08'31" W.); within 2 miles each side of the Bunker Hill AFB VOR 042° and 231° radials extending from the 5-mile radius zone to 8 miles NE and SW of the VOR; within 2 miles each side of the Bunker Hill AFB TACAN 053° and 220° radials extending from the 5-mile radius zone to 8 miles NE and SW of the TACAN; within a 5-mile radius of Kokomo, Ind., Municipal Airport (latitude 40°31'43" N., longitude 86°03'33" W.); within 2 miles each side of the Kokomo 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 Philadelphia 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.

Pocatello, Idaho

Within a 5-mile radius of Pocatello Municipal Airport (latitude 42°54'35" N., longitude 112°35'25" W.), and within 3 miles each side of the Pocatello VORTAC 252° radial, extending from the 5-mile radius zone to 8.5 miles west of the VORTAC.

AMENDMENTS 10/16/69 34 F. R. 13152 (Rewritten)

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.

AMENDMENTS 7/24/69 34 F. R. 11182 (Changed)

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.

PENDING AMENDMENT**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 3.5 miles each side of the Ponce VOR 111° radial, extending from the 5-mile radius zone to 8½ miles east 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.

AMENDMENTS 2/5/70 34 F. R. 19500 (Rewritten)

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 039° 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 International Jetport (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, Scarborough, Maine (latitude 43°35'21" N., longitude 70°22'03" W.).

AMENDMENTS 8/5/69 34 F. R. 12662 (Changed)

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, Portsmouth, 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 Spragueville 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.

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.

Prudhoe Bay, Alaska

Within a 5-mile radius of Prudhoe Bay Airport (latitude 70°14'55" N., longitude 148°23'28" W.).

AMENDMENTS 34 F. R. 2047 (Eff. date to be announced); Eff: 4/11/69 34 F. R. 6376 (Added)

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 047° 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.

AMENDMENTS 5/29/69 34 F. R. 6078 (Changed)

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. This control zone is effective from 0700 to 2200 hours, local time, Wednesday and Thursday; from 0700 to 1800 hours, local time, Friday through Tuesday.

AMENDMENTS 10/25/69 34 F. R. 17330 (Changed)

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.

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 REN, and within a 4-mile radius of Newport State Airport,

Newport, R. I. (latitude 41°31'50" N., longitude 71°17'00" W.), excluding that portion within the Providence, R. I., control zone.

AMENDMENTS 5/1/69 34 F. R. 5430 (Changed)

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.

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 (latitude 44°08'45" N., longitude 103°06'15" W.); and within 2½ miles each side of the Ellsworth AFB TACAN 322° radial, extending from the 5-mile radius zone to 7 miles northwest of the TACAN, excluding the portion which overlies the Rapid City, S. Dak. (Municipal Airport) control zone.

AMENDMENTS 10/16/69 34 F. R. 13363 (Rewritten)

Rapid City, S. Dak. (Municipal Airport)

Within a 5-mile radius of Rapid City Municipal Airport (latitude 44°02'30" N., longitude 103°03'20" W.); within 3 miles each side of the Rapid City VOR 155° and 335° radials, extending from the 5-mile radius zone to 8 miles southeast of the VOR; and within 3 miles each side of the Ellsworth AFB TACAN 129° radial, extending from the Rapid City, S. Dak. (Ellsworth AFB), 5-mile radius zone to 8 miles southeast of the TACAN, excluding the portion north of a line between the INTs of the 5-mile radius zone and the Rapid City, S. Dak. (Ellsworth AFB), 5-mile radius zone.

AMENDMENTS 10/16/69 34 F. R. 13363 (Rewritten)

Rawlins, Wyo.

Within a 5-mile radius of Rawlins Municipal Airport (latitude 41°48'15" N., longitude 107°12'05" W.) and within 2 miles each side of the 269° bearing from the Sinclair RBN extending from the 5-mile radius zone to the radiobeacon.

AMENDMENTS 10/16/69 34 F. R. 13153 (Changed)

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.

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.

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 airspace 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 latitude 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.

Rhineland, Wis.

Within a 5-mile radius of Oneida County Airport, Rhineland, Wis. (latitude 45°37'50" N., longitude 89°27'40" W.); within 2 miles each side of the Rhineland 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 Rhineland 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.

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.

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. 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. 2108 (Changed)

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.

Rochester, Minn.

Within a 5-mile radius of Rochester Municipal Airport (latitude 43°54'25" N., longitude 92°29'45" W.); within 2 miles each side of the Rochester ILS localizer southeast course, extending from the 5-mile radius zone to the OM; and within 2 miles each side of the Rochester VOR 029° radial, extending from 1 mile northeast of the VOR to 15 miles northeast of the VOR.

AMENDMENTS 9/18/69 34 F. R. 12565 (Rewritten)

Rochester, N. Y.

Within a 5-mile radius of the center, 43°07'10" N., 77°40'15" W., of the Rochester Monroe County Airport, Rochester, N. Y.; within 2 miles each side of the Rochester VOR 168° radial, extending from the 5-mile radius zone to 7 miles southeast of the VOR; within 2 miles each side of the Rochester VOR 280° radial, extending from the 5-mile radius zone to 8 miles west of the VOR; within 2 miles each side of the Rochester VOR 026° radial extending from the 5-mile radius zone to 7 miles northeast of the VOR; within 2 miles each side of the Rochester VOR 214° radial extending from the 5-mile radius zone to 7 miles southwest of the VOR and within 2 miles each side of the Rochester ILS localizer east course extending from the 5-mile radius zone to the OM.

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.).

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.

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.

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.

Russell, Kans.

Within a 5-mile radius of Russell Municipal Airport (latitude 38°52'20" N., longitude 98°48'45" W.).

AMENDMENTS 5/29/69 34 F. R. 4941 (Rewritten)

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 Lambert-St. Louis Municipal Airport (latitude 38°44'50" N., longitude 90°21'55" W.); within 2 miles each side of the Lambert-St. Louis Municipal Airport Runway 24 ILS localizer southwest course, extending from the 5-mile radius zone to 10½ miles southwest of the OM; within 2 miles each side of the St. Louis VORTAC 142° radial; extending from the 5-mile radius zone to 7 miles northwest of the northwest end of the Lambert-St. Louis Municipal Airport Runway 12R; within 2 miles each side of the Lambert-St. Louis Municipal Airport Runway 12R ILS localizer northwest course, extending from the 5-mile radius zone to the Runway 12R OM; and within 2 miles each side of the Lambert-St. Louis Municipal Airport Runway 12R ILS localizer southeast course, extending from the 5-mile radius zone to 6 miles southeast of the Runway 12R localizer.

AMENDMENTS 5/29/69 34 F. R. 6473 (Rewritten)

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.

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 Salt Lake City VORTAC 347° radial extending from the 5-mile radius zone to 1 mile north of the VORTAC.

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.

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.

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 Carlos, Calif.

Within a 3-mile radius of the San Carlos Airport (latitude 37°30'40" N., longitude 122°14'50" W.). This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective dates and times will thereafter be continuously published in the Airman's Information Manual.

AMENDMENTS 9/18/69 34 F. R. 11589 (Added)

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 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 7/24/69 34 F. R. 7960 (Changed)

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.

San Diego, Calif. (San Diego County-Gillespie Field)

Within a 3-mile radius of San Diego County-Gillespie Field (latitude 32°49'26" N., longitude 116°58'18" W.). 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 7/24/69 34 F. R. 7960 (Rewritten)

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.

AMENDMENTS 11/13/69 34 F. R. 17164 (Changed)

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.

Santa Ana, Calif. (Orange County Airport)

Within a 5-mile radius of Orange County Airport (latitude 33°40'32" N., longitude 117°52'00" 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 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 3/6/69 34 F. R. 1369 (Changed); 6/26/69 34 F. R. 7007 (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.

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 Public Airport (latitude 34°53'55" N., longitude 120°27'20" W.). This control zone is effective from 0600 to 2200 hours, local time daily.

AMENDMENTS 12/11/69 34 F. R. 15749 (Rewritten)

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 shall be effective during the specific dates and times established in advance by a Notice to Airmen. The effective dates and time will thereafter be continuously published in the Airman's Information Manual.

AMENDMENTS 7/24/69 34 F. R. 8907 (Changed)

Santa Rosa, Calif.

Within a 5-mile radius of Sonoma County Airport (latitude 38°30'30" N., longitude 122°48'45" W.), and within a 1-mile radius of Santa Rosa Coddington Airport (latitude 38°28'30" N., longitude 122°44'25" W.), effective from 0700 to 2300 hours, local time, daily.

AMENDMENTS 12/11/69 34 F. R. 18379 (Changed)

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 302° 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.

AMENDMENTS 7/3/69 34 F. R. 7849 (Changed)

Sault Ste. Marie, Mich. (Kincheloe AFB)

Within a 5-mile radius of Kincheloe AFB (latitude 46°15'00" N., longitude 84°28'00" W.); within 2 miles each side of the Kincheloe 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.

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.

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 REN; 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.

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 REN, extending from the REN to 12 miles east of the REN, and within 2 miles each side of the 284° bearing from the Shemya REN, extending from the REN to 8 miles west of the REN. The portion within R-2204 is excluded.

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 Elm Grove 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.

AMENDMENTS 4/3/69 34 F. R. 5986 (Changed)

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 313° 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.

AMENDMENTS 5/29/69 34 F. R. 5928 (Changed)

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.

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 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.

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 Fairmont 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 12/11/69 34 F. R. 18851 (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.

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.

Stockton, Calif.

Within a 5-mile radius of Stockton Municipal Airport (latitude 37°53'39" N., longitude 121°14'14" 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.

AMENDMENTS 6/26/69 34 F. R. 7121 (Changed)

Sunter, 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.

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 Airport, 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 7.5 miles S of the VOR.

AMENDMENTS 7/11/69 34 F. R. 11465 (Changed)

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.

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.

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.

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.

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 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 7/24/69 34 F. R. 8907 (Changed)

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.

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.

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, excluding 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.

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 3 miles each side of the Tuscaloosa VORTAC 061° and 241° radials, extending from the 5-mile radius zone to 8.5 miles northeast of the VORTAC.

AMENDMENTS 8/28/69 34 F. R. 14280 (Rewritten)

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.

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.

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.). 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 in the Airman's Information Manual.

AMENDMENTS 5/1/69 34 F. R. 6078 (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.

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. 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 6/26/69 34 F. R. 9705 (Changed)

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.

Wausau, Wis.

Within a 5-mile radius of Wausau, Wis., Municipal Airport (latitude 44°55'45" N., longitude 89°37'34" W.), and within 2 miles each side of the Wausau, Wis., VOR 341° radial extending from the 5-mile radius zone to the VOR.

Wenatchee, Wash.

Within a 5-mile radius of Pangborn Field, Wenatchee, Wash. (latitude 47°24'00" N., longitude 120°12'30" W.), and within 2 miles each side of the Wenatchee VOR 124° radial, extending from the 5-mile radius zone to 10.5 miles SE of the VOR, excluding the airspace within a 1-mile radius of Fancher Field, Wash. (latitude 47°26'55" N., longitude 120°16'40" W.).

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.

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 west and 4 miles east of the McConnell AFB TACAN 008° radial, extending from the 5-mile radius zone to 7 miles north of the TACAN; and within 2 miles each side of the McConnell AFB TACAN 199° radial, extending from the 5-mile radius zone to 6 miles south 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.

AMENDMENTS 12/1/69 34 F. R. 19073 (Rewritten)

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 1½ miles each side of the Williston VOR 137° radial, extending from the 5-mile radius zone to 1½ miles southeast of the VOR; and within 3 miles each side of the 127° bearing from Sloulin International Airport, extending from the 5-mile radius zone to 9 miles southeast of the airport.

AMENDMENTS 11/13/69 34 F. R. 14068 (Rewritten)

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 New Hanover County Airport (latitude 39°16'15" N., longitude 77°54'05" W.).

AMENDMENTS 9/18/69 34 F. R. 14886 (Rewritten)

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.

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.

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.

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 Chan Gurney Municipal Airport (latitude 42°54'45" N., longitude 97°23'15" W.); within 2 miles each side of the Yankton VOR 321° radial, extending from the 5-mile radius zone to 8 miles northwest of the VOR; and within 2 miles each side of the Yankton VOR 135° radial, extending from the 5-mile radius zone to 8 miles southeast 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 4/3/69 34 F. R. 1891 (Rewritten)

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.

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.

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.

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 3 miles each side of the 048° bearing from Aiken RBN (latitude 33°39'06" N., longitude 81°40'38" W.), extending from the 8-mile radius area to 8.5 miles northeast of the RBN is substituted therefor.

AMENDMENTS 10/27/69 34 F. R. 18005 (Changed)

Ainsworth, Nebr.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Ainsworth Municipal Airport (latitude 42°34'40" N., longitude 99°59'15" W.); and within 3 miles each side of the 344° bearing from Ainsworth Municipal Airport, extending from the 7-mile radius area to 8 miles north of the airport; and that airspace extending upward from 1,200 feet above the surface within 4½ miles east and 9½ miles west of the 164° and 344° bearings from Ainsworth Municipal Airport, extending from 4 miles south to 18½ miles north of the airport.

AMENDMENTS 9/18/69 34 F. R. 12566 (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 radius 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 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, Willoughbv. 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.

Alabama

That airspace extending upward from 1,200 feet above the surface within the boundary of the State of Alabama, including that airspace within 3 nautical miles from and parallel to the shoreline of Alabama, excluding the portions within R-2101, R-2103, R-2908, and R-3002A.

AMENDMENTS 6/26/69 34 F. R. 7123 (Added)

Alabaster, Ala.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Shelby County Airport (latitude 33°10'40" N., longitude 86°47'00" W.).

AMENDMENTS 6/26/69 34 F. R. 7121 (Added)

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°51'04" 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., VORTAC 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.

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-Dougherty County 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.

AMENDMENTS 5/29/69 34 F. R. 6038 (Changed); 8/8/69 34 F. R. 13364 (Changed)

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.

Albert Lea, Minn.

That airspace extending upward from 700 feet above the surface within a 5½-mile radius of Albert Lea Municipal Airport (latitude 43°40'50" N., longitude 93°22'05" W.); and within 3 miles each side of the 343° bearing from Albert Lea Municipal Airport, extending from the 5½-mile radius area to 8 miles north of the airport; and that airspace extending upward from 1,200 feet above the surface within 4½ miles east and 9½ miles west of the 163° and 343° bearings from Albert Lea Municipal Airport, extending from 6 miles south to 18½ miles north of the airport, excluding the portion which overlies the Hope, Minn., transition area.

AMENDMENTS 10/16/69 34 F. R. 13364 (Rewritten)

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.

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 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; 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.

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 3 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 11 miles south of the RBN.

AMENDMENTS 4/3/69 34 F. R. 1892 (Changed); 7/11/69 34 F. R. 12161 (Changed)

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.

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.

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.

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.

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.

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 2200 hours, local time, daily.

Alma, Mich.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of Gratiot Community Airport (latitude 43°19'25" N., longitude 84°41'40" W.); and within 2 miles each side of the 278° bearing from Gratiot Community Airport, extending from the 6-mile radius area to 8 miles west of the airport.

AMENDMENTS 4/3/69 34 F. R. 1893 (Rewritten)

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 29-mile radius circle centered on the Alpena RBN, extending from a line 5 miles west of and parallel to the 360° bearing from the RBN clockwise to a line 5 miles east of and parallel to the 021° bearing from the RBN, 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.

Amarillo, Tex.

That airspace extending upward from 700 feet above the surface within a 20-mile radius of the Amarillo Air Terminal (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 3/13/69 34 F. R. 5546 (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 7-mile radius of Anderson Municipal Airport (latitude 40°06'35" N., longitude 85°36'55" W.); and within 3 miles each side of the 298° bearing from Anderson Municipal Airport, extending from the 7-mile radius area to 12½ miles northwest of the airport.

AMENDMENTS 12/11/69 34 F. R. 17166 (Rewritten); Corr: 34 F. R. 19339

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 within 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.); excluding the portion which overlies the Detroit, Mich., 700-foot floor transition area.

AMENDMENTS 4/22/69 34 F. R. 7371 (Rewritten)

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.

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 3 miles North, Northeast and Northwest of the RBN.

Appleton, Wis.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of Outagamie County Airport (latitude 44°15'35" N., longitude 88°31'15" W.); and within 2 miles each side of the 016°, 135°, 206°, and 285° bearings from Outagamie County Airport, extending from the 6-mile radius area to 8 miles north, southeast, southwest, and west of the airport.

AMENDMENTS 5/1/69 34 F. R. 4940 (Rewritten)

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 7 miles east and west of the 160° and 340° bearings from the Biltmore RBN, extending from 7 miles north of Biltmore RBN to 12 miles south of Broad River RBN; within 8 miles east and 5 miles west of the Asheville ILS localizer south course, extending from Broad River RBN to 12 miles south of the RBN; within 2 miles each side of the 339° bearing from Biltmore RBN, extending from the RBN to 8 miles north of the RBN; within 2 miles each side of the Asheville VORTAC 230° radial, extending from the VORTAC to the Broad River RBN.

AMENDMENTS 5/29/69 34 F. R. 5648 (Changed); 7/24/69 34 F. R. 8274 (Rewritten)

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 the Columbia Regional Airport (latitude 38°48'55" N., longitude 92°13'05" W.); 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; within 2 miles each side of the 031° bearing from Columbia Regional Airport, extending from the 6-mile radius area to 10 miles northeast of the airport; and within 2 miles each side of the 193° bearing from Columbia Regional Airport, extending from the 6-mile radius area to 12 miles south of the airport, excluding the portions which overlie the Columbia, Mo., and Jefferson City, Mo., 700-foot floor transition areas.

AMENDMENTS 5/1/69 34 F. R. 4941 (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.

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.).

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.

AMENDMENTS 6/26/69 34 F. R. 7123 (Changed)**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.); within 2.5 miles each side of Columbus, Ga., VOR 270° radial, extending from the 5-mile radius area to 17.5 miles west of the VOR.

AMENDMENTS 8/21/69 34 F. R. 11085 (Rewritten)

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°, 035°, and 215° bearings of the New Gloucester, Maine, RBN, 43°59'13" N., 70°19'29" W., extending from the 5-mile radius area to 8 miles southwest of the RBN; and within 2 miles each side of the 049° bearing of the New Gloucester RBN extending from the RBN to 12 miles NE of the RBN.

AMENDMENTS 5/29/69 34 F. R. 6473 (Changed)

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.

AMENDMENTS 5/1/69 34 F. R. 3796 (Changed); 5/29/69 34 F. R. 6038 (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.

Aurora, Oreg.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Aurora State Airport (latitude 45°15'00" N., longitude 122°46'10" W.) and within 2.5 miles each side of the 123° radial of the Newberg VORTAC, extending from the 5-mile radius area to the VORTAC; that airspace extending upward from 1,200 feet above the surface within 9.5 miles southwest and 4.5 miles northeast of the 303° radial of the Newberg VORTAC, extending from the VORTAC to 18.5 miles northwest of the VORTAC.

AMENDMENTS 10/16/69 34 F. R. 13412 (Added)

PENDING AMENDMENT

The Aurora, Oreg. transition area is amended by deleting reference to the Newberg VORTAC "123°" and "303°" radials and substituting "126°" and "306°" therefor.

AMENDMENTS 1/8/70 34 F. R. 18158 (Changed)

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.

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.

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.). That airspace extending upward from 1,200 feet above the surface within 8 miles northeast and 6 miles southwest of the Baker VORTAC 138° and 317° radials, extending from 14 miles southeast to 16 miles northwest of the VORTAC and within 10 miles west and 5 miles east of the Baker VORTAC 345° radial, extending from the VORTAC to the south edge of V-298.

AMENDMENTS 6/26/69 34 F. R. 6683 (Rewritten)

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 to 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.

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.

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 Bartlesville 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.

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.

Batavia, N. Y.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, latitude 43°01'55" N., longitude 78°10'20" W., of Genesee County Airport and within 2 miles each side of the Genesee, N. Y., VORTAC 302° radial extending from the 5-mile radius area to 20 miles northwest of the Genesee, N. Y., VORTAC.

AMENDMENTS 5/29/69 34 F. R. 5985 (Changed); 7/9/69 34 F. R. 11355 (Rewritten)

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.

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.

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.

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.

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.

Bellaire, Mich.

That airspace extending upward from 700 feet above the surface within an 11-mile radius of Antrim County Airport (latitude 44°59'15" N., longitude 85°12'00" W.); and within 3 miles each side of the 198° bearing from Antrim County Airport, extending from the 11-mile radius area to 14 miles south of the airport, excluding the portion which overlies the Traverse City, Mich., transition area; and that airspace extending upward from 1,200 feet above the surface within 9½ miles west and 4½ miles east of the 198° bearing from Antrim County Airport, extending from the airport to 25 miles south of the airport.

AMENDMENTS 9/18/69 34 F. R. 12565 (Rewritten)

PENDING AMENDMENT**Bellaire, Mich.**

That airspace extending upward from 700 feet above the surface within an 11-mile radius of Antrim County Airport (latitude 44°59'15" N., longitude 85°12'00" W.); and within 3½ miles each side of the 198° bearing from Antrim County Airport, extending from the 11-mile radius area to 17 miles south of the airport, excluding the portion which overlies the Traverse City, Mich., transition area; and that airspace extending upward from 1,200 feet above the surface within 4½ miles east and 9½ miles west of the 198° bearing from Antrim County Airport, extending from the airport to 25 miles south of the airport.

AMENDMENTS 1/8/70 34 F. R. 18851 (Rewritten)

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 States/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.

Bennington, Vt.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center 42°53'30" N., 73°14'50" W. of Bennington State Airport, Bennington, Vt., and within 2 miles each side of the Cambridge, N. Y., VOR 145° radial, extending from the 5-mile radius area to the VOR. This transition area is effective from sunrise to sunset, daily.

AMENDMENTS 5/29/69 34 F. R. 5716 (Added)

Benton, Ark.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Saline County Airport (latitude 34°33'30" N., longitude 92°36'30" W.) excluding that portion within the Little Rock, Ark., transition area.

AMENDMENTS 7/24/69 34 F. R. 9032 (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.

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 Sandy, Tex.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Ambassador Field (latitude 32°35'00" N., longitude 95°03'45" W.), and within 2 miles each side of the Gregg County VORTAC 303° radial extending from the 5-mile radius area to 15 miles northwest of the VORTAC.

AMENDMENTS 7/24/69 34 F. R. 8037 (Added)

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 counter-clockwise 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., thence east along latitude 31°28'40" N. to the southwest boundary of V-68S, thence southeast and east along the southwest and south boundaries of V-68S to longitude 101°05'00" W., thence south along longitude 101°05'00" W. to the north boundary of V-222, thence west and northwest along the north and northeast boundaries of V-222 to latitude 31°09'00" N., thence east along latitude 31°09'00" N. to longitude 103°16'00" W., thence north along longitude 103°16'00" W. to latitude 31°26'25" N., thence east to latitude 31°26'20" N., longitude 103°01'00" W., north to latitude 31°33'40" N., longitude 102°59'10" W., east to latitude 31°33'00" N., longitude 102°53'00" W., northeast to latitude 31°40'00" N., longitude 102°39'30" W., southeast to latitude 31°30'00" N., longitude 102°20'00" W., thence east to point of beginning, excluding that airspace within the Fort Stockton, Tex., transition area.

AMENDMENTS 5/1/69 34 F. R. 5009 (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.

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.

AMENDMENTS 5/29/69 34 F. R. 6076 (Changed); 6/26/69 34 F. R. 7123 (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 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 VOR 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 a 17-mile radius of Bismarck VOR, extending from the Bismarck VOR 204° radial clockwise to the Bismarck VOR 082° radial; and within a 33-mile radius of the Bismarck VOR, extending from the Bismarck VOR 082° radial clockwise to the Bismarck VOR 204° radial.

AMENDMENTS 9/18/69 34 F. R. 12565 (Rewritten)

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.

PENDING AMENDMENT

Delete in the description of the Blacksburg, Va., transition area, "within 2 miles each side of the Pulaski VORTAC 064° radial extending from the 6-mile radius area to the VORTAC" and insert the following in lieu thereof, "within 4 miles northwest and 3 miles southeast of the Pulaski VORTAC 064° radial, extending from the 6-mile radius area to 3 miles northeast of the Pulaski VORTAC".

AMENDMENTS 1/8/70 34 F. R. 18816 (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.

Blanding, Utah

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Blanding, Utah, airport (latitude 37°34'50" N., longitude 109°28'55" W.) and within 3.5 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 6-mile radius area to 11.5 miles south of the RBN; that airspace extending upward from 1,200 feet above the surface within 9.5 miles east and 5 miles west of the 188° and 008° bearings from the Blanding RBN extending from 18.5 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); 8/21/69 34 F. R. 9916 (Rewritten)

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 6½-mile radius of Bloomington Normal Airport; and within 3 miles each side of the Bloomington VOR 043°, 103°, and 319° radials, extending from the 6½-mile radius area to 8 miles northeast, east and northwest of the VOR.

AMENDMENTS 10/16/69 34 F. R. 13526 (Rewritten)

Bloomington, Ind.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Monroe County Airport (latitude 39°08'25" N., longitude 86°37'00" W.); within 5 miles each side of the Bloomington VORTAC 062° radial, extending from the 7-mile radius area to 14 miles northeast of the VORTAC; within 5 miles each side of the Bloomington VORTAC 181° radial, extending from the 7-mile radius area to 12 miles south of the VORTAC; within 5 miles each side of the Bloomington VORTAC 341° radial, extending from the 7-mile radius area to 12 miles north of the VORTAC; and within 3 miles each side of the Bloomington VORTAC 236° radial, extending from the 7-mile radius area to 10½ miles southwest of the VORTAC.

AMENDMENTS 11/13/69 34 F. R. 14427 (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.

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 an 8.5-mile radius of Blytheville AFB (latitude 35°57'50" N., longitude 89°56'40" W.), excluding the portion within the Manila, Ark., transition area, within a 5-mile radius of Blytheville Municipal Airport (latitude 35°56'15" N., longitude 89°49'45" W.), within 4 miles east and 5 miles west of a 360° bearing from the Hicks REN (latitude 35°57'52" N., longitude 89°49'35" W.), extending from the REN to 12 miles north, and within 2 miles each side of the extended centerline of Blytheville AFB Runways 17 and 35 extending from the 8.5-mile radius area to 12 miles north and south of the airport; 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.

AMENDMENTS 10/16/69 34 F. R. 13590 (Changed)

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 on the south by the north edge of V-330; 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.

AMENDMENTS 6/26/69 34 F. R. 7069 (Changed); Corr: 34 F. R. 9419

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.

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 359° radial extending from the 5-mile radius area to 31 miles north of the VORTAC.

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 an 11-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 4½ miles northeast and 10½ miles southwest of the Bozeman VOR 308° radial, extending from the VOR to 18½ miles northwest of the VOR.

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 REN 135° bearing, extending from the 7-mile radius area to 8 miles SE of the REN; 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.

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-mile 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 REN (latitude 41°30'58" N., longitude 112°04'38" W.) extending from the 5-mile radius area to latitude 41°27'00" N.

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.

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 an 8.5-mile radius of NAS Glynco (latitude 31°15'30" N., longitude 81°28'50" W.); within 4.5 miles each side of Glynco TACAN 055° radial, extending from the 8.5-mile radius area to 7 miles northeast of the TACAN; within 4.5 miles each side of Glynco TACAN 250° radial, extending from the 8.5-mile radius area to 8.5 miles west of the TACAN; within 3 miles each side of the 268° bearing from Glynco RBN, extending from the 8.5-mile radius area to 8.5 miles west of the RBN; within an 8.5-mile radius of Malcolm-McKinnon Airport (latitude 31°09'05" N., longitude 81°23'20" W.); within a 5-mile radius of Jekyll Island Airport (latitude 31°04'25" N., longitude 81°25'40" W.); within 3 miles each side of Brunswick VOR 203° radial, extending from the Malcolm-McKinnon Airport 8.5-mile and Jekyll Island Airport 5-mile radius areas to 8.5 miles south of the VOR, excluding the portion outside the continental limits of the United States.

AMENDMENTS 5/29/69 34 F. R. 6038 (Changed); 11/13/69 34 F. R. 14315 (Rewritten)

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.

Bryan, Ohio

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center (41°28'05" N., 84°30'25" W.) of Williams County Airport, Bryan, Ohio; within 2 miles each side of the Runway 25 centerline extended from the 7-mile radius area to 7 miles west of the end of the runway and within 2 miles each side of a 068° bearing from the Bryan, Ohio, RBN (41°28'47" N., 84°27'58" W.) extending from the RBN to 8 miles east of the RBN, excluding the portion which coincides with the Defiance, Ohio, transition area.

AMENDMENTS 7/24/69 34 F. R. 9032 (Added)

Bryce Canyon, Utah

That airspace extending upward from 11,500 feet MSL within 7 miles NW and 10 miles SE of the Bryce Canyon VORTAC 240° and 060° radials, extending from 20 miles SW to 9 miles NE of the VORTAC.

Buffalo, N. Y.

That airspace extending upward from 700 feet above the surface within 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 north-west 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.

PENDING AMENDMENT**Buffalo, Wyo.**

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Buffalo, Wyo., Airport (latitude 44°22'48" N., longitude 106°43'02" W.) and within 4.5 miles each side of the Crazy Woman, Wyo., VORTAC 332° radial, extending from the 6-mile radius area to 12 miles northwest of the VORTAC; that airspace extending upward from 1,200 feet above the surface within 9.5 miles northeast and 5.5 miles southwest of the Crazy Woman VORTAC 332° radial, extending from 4 miles to 30 miles northwest of the VORTAC.

AMENDMENTS 2/5/70 34 F. R. 18752 (Added)

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° 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.

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 circle centered on the Burlington Municipal Airport to longitude 91°00'00" W., thence to the point of beginning.

Burlington, N. C.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Burlington Municipal Airport (latitude 36°02'45" N., longitude 79°28'40" W.); within 3 miles each side of the Greensboro VORTAC 090° radial, extending from the 6.5-mile radius area to 17 miles east of the VORTAC.

AMENDMENTS 11/13/69 34 F. R. 14641 (Added)

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 International 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 6/6/69 34 F. R. 9031 (Changed)

Burnet, Tex.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Burnet Municipal-Kate Craddock Field (latitude 30°44'34" N., longitude 98°14'24" W.), and within 3.5 miles each side of the 191° bearing from the Burnet RBN (latitude 30°44'35" N., longitude 98°14'38" W.) extending from the 5-mile radius area to 10 miles south of the RBN.

AMENDMENTS 10/16/69 34 F. R. 12944 (added)

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.

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 and within 2 miles each side of the Salisbury, Md. VORTAC 295° radial, extending from the 5-mile radius area to 25 miles northwest of the VORTAC.

AMENDMENTS 8/21/69 34 F. R. 9749 (Changed)

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.

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 3 miles each side of the 040° bearing from Camden RBN (latitude 34°17'02" N., longitude 80°33'42.5" W.), extending from the 7-mile radius area to 8.5 miles northeast of the RBN.

AMENDMENTS 11/3/69 34 F. R. 18158 (Rewritten)

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 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.

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".

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.

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.

Cedar Springs, Ga.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Great Northern Airport (latitude 31°10'30" N., longitude 85°05'40" W.); within 2 miles each side of the Dothan VORTAC 110° radial, extending from the 5-mile radius area to 15 miles east of the VORTAC.

AMENDMENTS 10/13/69 34 F. R. 14640 (Added)

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.).

Centerville, Tenn.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Centerville Municipal Airport (latitude 35°50'15" N., longitude 87°26'45" W.); within 2 miles each side of the Graham, Tenn., VOR 177° radial, extending from the 5-mile radius area to 8 miles south of the VOR.

AMENDMENTS 7/24/69 34 F. R. 8702 (Added); Corr: 34 F. R. 9705

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 and longitude 88°30'00" W.; extending south along longitude 88°30'00" W., to latitude 38°07'00" N.; thence west along latitude 38°07'00" 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 5/29/69 34 F. R. 8771 (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.

Chanute, Kans.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Chanute Martin Johnson Airport (latitude 37°40'05" N., longitude 95°29'10" W.); and that airspace extending upward from 1,200 feet above the surface within 4½ miles northwest and 9½ miles southeast of the Chanute, Kans. VOR 064° and 244° radials, extending from 6 miles northeast to 18½ miles southwest of the VOR.

AMENDMENTS 11/13/69 34 F. R. 14427 (Rewritten)

Charles City, Iowa

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Charles City Municipal Airport (latitude 43°04'15" N., longitude 92°36'15" W.); and within 3 miles each side of the 311° bearing from Charles City 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 4½ miles northeast and 9½ miles southwest of the 131° and 311° bearings from Charles City Municipal Airport, extending from 6 miles southeast to 18½ miles northwest of the airport excluding the portion which overlies the Waterloo, Iowa, transition area.

AMENDMENTS 12/11/69 34 F. R. 15786 (Rewritten)

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.

AMENDMENTS 5/29/69 34 F. R. 5647 (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.

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 north-east 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 8 miles northwest and 5 miles southeast of the Charlotte ILS localizer southwest course, extending from the LOM to 12 miles southwest of the LOM; within 2 miles each side of the Charlotte 223° radial, extending from the 8-mile radius area to 14 miles southwest of the VORTAC.

AMENDMENTS 5/29/69 34 F. R. 5648 (Changed); 6/26/69 34 F. R. 6682 (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.

PENDING AMENDMENT**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.); within 3.5 miles each side of the St. Thomas VOR 359° radial, extending from the 8-mile radius area to 11 miles north of the VOR; and that airspace extending upward from 1,200 feet above the surface within a 15-mile radius of the Harry S. Truman Airport.

AMENDMENTS 2/5/70 34 F. R. 19500 (Rewritten)

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 at latitude 38°08'21" N., longitude 78°27'00" W., extending from the 6-mile radius area to 8 miles northeast of that point.

AMENDMENTS 5/29/69 34 F. R. 5647 (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 017° bearing, extending from the RBN to 12 miles N.

AMENDMENTS 3/14/69 34 F. R. 5546 (Changed); 6/26/69 34 F. R. 7122 (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.

Cherokee, Wyo.

That airspace extending upward from 1,200 feet above the surface within 9 miles south and 6 miles north of the Cherokee VORTAC 261° and 081° radials extending to 8 miles east and 19 miles west of the VORTAC.

AMENDMENTS 10/16/69 34 F. R. 13411 (Rewritten)

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 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, and that airspace within 2 miles each side of the Chico VOR 165° radial extending from the 5-mile radius area to 12 miles south of the VOR, excluding the portion within a 1-mile radius of the Ranchero Airport (latitude 39°43'10" N., longitude 121°52'10" W.

AMENDMENTS 6/26/69 34 F. R. 6683 (Changed)

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.

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.

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.

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.

Claremont, N. H.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center, 43°22'15" N., 72°22'05" W., of Claremont Municipal Airport, Claremont, N. H.; and within 5 miles south and 3 miles north of the 097° bearing from the Claremont, N. H., RBN (43°21'50" N., 72°17'57" W.); extending from the RBN to 10 miles east of the RBN, excluding the portions within the Lebanon, N. H., and Springfield, Vt., transition areas.

AMENDMENTS 5/1/69 34 F. R. 5224 (Added)

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.

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.

PENDING AMENDMENT**Clarksdale, Miss.**

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Fletcher Field (latitude 34°17'45" N., longitude 90°30'50" W.); within 3 miles each side of the 010° and 163° bearings from the Clarksdale RBN (latitude 34°17'33" N., longitude 90°30'57" W.), extending from the 6.5-mile radius area to 8.5 miles north and south of the RBN.

AMENDMENTS 2/5/70 34 F. R. 18159 (Added)

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 7-mile radius of Clinton Municipal Airport (latitude 41°49'55" N., longitude 90°19'45" W.); within 2 miles each side of the Cordova VORTAC 043° radial, extending from the 7-mile radius area to the VORTAC; and within 8 miles southwest and 5 miles northeast of the 324° bearing from Clinton Municipal Airport, extending from the airport to 12 miles northwest of the airport.

AMENDMENTS 5/1/69 34 F. R. 1891 (Rewritten)

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 Cloquet 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 2/19/69 34 F. R. 4942 (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.

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.

Cochran, Ga.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Cochran Municipal Airport (latitude 32°23'49" N., longitude 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.

AMENDMENTS 5/1/69 34 F. R. 3796 (Added)

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.

Coffeyville, Kans.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Coffeyville Municipal Airport (latitude 37°05'45" N., longitude 95°34'25" W.); and within 3 miles each side of the 163° bearing from Coffeyville Municipal Airport, extending from the 7-mile radius area to 8 miles south of the airport and that airspace extending upward from 1,200 feet above the surface within 4½ miles west and 9½ miles east of the 163° bearing from Coffeyville Municipal Airport extending from the airport to 18½ miles south of the airport; and the area northeast of Coffeyville 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.

AMENDMENTS 9/18/69 34 F. R. 12160 (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.

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.

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.

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.

AMENDMENTS 5/29/69 34 F. R. 5647 (Changed)

Columbus, Ga.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of Columbus Metropolitan Airport (latitude 32°30'55" N., longitude 84°56'25" W.); within a 9-mile radius of Lawson AAF (latitude 32°20'20" N., longitude 84°59'35" W.); within 8 miles southwest and 5 miles northeast of the Lawson ILS localizer southeast course, extending from the 9-mile radius area to 12 miles southeast of the Louvale RBN; within 8 miles southwest and 5 miles northeast of the Columbus VORTAC 149° and 329° radials, extending from the 8-mile and 9-mile radius areas to 12 miles northwest of the VORTAC, excluding the portion within R-3002A.

AMENDMENTS 6/26/69 34 F. R. 7123 (Changed); 6/26/69 34 F. R. 7221 (Rewritten)

AMENDMENTS 8/25/69 34 F. R. 14069 (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.

AMENDMENTS 6/26/69 34 F. R. 7122 (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°59'45" N., 82°53'20" W., of Port Columbus International 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 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 a 6-mile radius of the center 40°01'25" N., 82°27'40" W., of Licking County Airport, Newark, Ohio; within 2 miles each side of the Licking County Airport Runway 8 centerline extended from the Licking County Airport 6-mile radius area to 7 miles E of the end of the runway; within 2 miles each side of the Appleton, Ohio, VORTAC 320° radial and 140° radial extending from the Licking County Airport 6-mile radius area to 8 miles NW of the Appleton VORTAC; that airspace within a line from 39°45'00" N., 82°42'00" W. to 39°49'35" N., 82°37'30" W., to 40°00'00" N., 82°32'30" W., to 40°10'00" N., 82°32'30" W. to 40°10'10" W., 82°53'20" W.

That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at: 40°27'28" N., 82°07'37" W. to 39°52'25" N., 82°13'00" W. to 39°40'00" N., 82°00'00" W. to 39°40'00" N., 81°47'00" W. to 39°00'00" N., 81°43'40" W. to 39°00'00" N., 83°00'00" W. to 38°45'00" N., 83°30'00" W. to 38°30'00" N., 83°18'15" W. to 38°30'00" N., 83°59'00" W. to 39°19'00" N., 84°00'00" W. to 39°05'00" N., 83°30'00" W., to 40°00'00" N., 83°15'00" W. to 40°30'00" N., 83°50'00" W. to 40°30'00" N., 83°10'00" W. to point of beginning.

AMENDMENTS 5/3/69 34 F. R. 7274 (Changed); 7/24/69 34 F. R. 9030 (Changed); 8/28/69 34 F. R. 13734 (Changed)

Colusa, Calif.

That airspace extending upward from 700 feet above the surface within 2 miles E and 3.5 miles W of the Williams, Calif. VORTAC 015 radial, extending from the VORTAC to 11 miles N of the VORTAC; that airspace extending upward from 1,200 feet above the surface bounded on the E by the W edge of V-23, on the S by the N edge of V-200 and on the W by the W edge of V-195.

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.).

Connecticut

That airspace extending upward from 1,200 feet above the surface within the territorial boundaries of the State of Connecticut.

AMENDMENTS 10/16/69 34 F. R. 12944 (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.

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.

AMENDMENTS 5/29/69 34 F. R. 6038 (Changed)

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.

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.

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 3 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 4½ miles west and 9½ miles east of the 171° and 351° bearings from Creston Municipal Airport, extending from 6 miles north to 18½ 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-6S.

AMENDMENTS 10/16/69 34 F. R. 13526 (Rewritten); Corr: 34 F. R. 17104

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.).

Crookston, Minn.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Crookston Municipal Airport-Kirkwood Field (latitude 47°50'30" N., longitude 96°37'15" W.); and within 3 miles each side of the 304° bearing from Crookston Municipal Airport-Kirkwood Field, 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 each side of the 124° bearing from Crookston Municipal Airport-Kirkwood Field, extending from the airport to 12 miles southeast of the airport; and within 8 miles southwest of the 124° and 304° bearings from Crookston Municipal Airport-Kirkwood Field, extending from 2 miles northwest to 6 miles southeast of the airport, excluding the portion which overlies the Grand Forks, N. Dak., 1,200-foot floor transition area.

AMENDMENTS 9/18/69 34 F. R. 12085 (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.

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°37'00" N., longitude 91°34'00" W., to point of beginning, excluding the portion within the State of Mississippi.

AMENDMENTS 11/13/69 34 F. R. 14641 (Changed)

Crossville, Tenn.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Crossville Memorial Airport (latitude 35°57'05" N., longitude 85°05'05" W.); within 2 miles each side of the Crossville VORTAC 334° radial, extending from the 6.5-mile radius area to the VORTAC; within 3 miles each side of the 063° bearing from the Crossville RBN (latitude 35°58'06" N., longitude 84°59'40" W.), extending from the 6.5-mile radius area to 8.5 miles northeast of the RBN.

AMENDMENTS 8/28/69 34 F. R. 14281 (Rewritten)

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 1,200 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.

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.

AMENDMENTS 5/29/69 34 F. R. 5647 (Changed)

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.

AMENDMENTS 5/29/69 34 F. R. 6076 (Changed)

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.

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.).

Decorah, Iowa

That airspace extending upward from 700 feet above the surface within a 5½-mile radius of Decorah Municipal Airport (latitude 43°16'35" N., longitude 91°44'50" W.); and within 3 miles each side of the 122° bearing from Decorah Municipal Airport, extending from the 5½-mile radius area to 8 miles southeast of the airport; and that airspace extending upward from 1,200 feet above the surface within 9½ miles northeast and 4½ miles southwest of the 122° and 302° bearings from Decorah Municipal Airport, extending from 18½ miles southeast to 6 miles northwest of the airport; and within 5 miles each side of the 302° bearing from Decorah Municipal Airport, extending from the airport to 12 miles northwest of the airport.

AMENDMENTS 9/18/69 34 F. R. 12161 (Added)

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 airspace 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., 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 106° 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 31-mile radius circle centered on Stapleton Airport extending clockwise between the 160° and 194° bearings from Stapleton Airport, and within an arc of a 24-mile radius circle centered on Stapleton Airport extending clockwise between the 194° 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.

AMENDMENTS 10/16/69 34 F. R. 13590 (Changed)

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.

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.

Detroit Lakes, Minn.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of Detroit Lakes Municipal Airport (latitude 46°49'35" N., longitude 95°53'05" W.); and within 2 miles each side of the 310° bearing from Detroit Lakes Municipal Airport, extending from the 6-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 310° bearing from Detroit Lakes Municipal Airport, extending from the airport to 12 miles northwest of the airport excluding the portion that overlies the Fargo, N. Dak., transition area.

AMENDMENTS 5/29/69 34 F. R. 6474 (Added)

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.

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 083° 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.

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.

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 south-east 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, 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-100, on the west by V-19E and on the southwest by V-19E and V-247.

AMENDMENTS 5/29/69 34 F. R. 6079 (Changed)

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 Delaware 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.

Doylestown, Pa.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center (40°20'20" N., 75°07'20" W.), of Central Bucks County Airport, Doylestown, Pa.; within 2 miles each side of the runway 5 centerline extended from the Doylestown, Pa., 5-mile radius area to 5 miles northeast of the end of the runway and within 2 miles each side of the Solberg, N. J., VORTAC 229° radial extending from the Doylestown, Pa., 5-mile radius area to 10 miles southwest of the VORTAC, excluding the portions which coincide with the North Philadelphia, Pa., and Readington, N. J., transition areas. This transition area is effective from sunrise to sunset, daily.

AMENDMENTS 7/24/69 34 F. R. 9032 (Added)

Dublin, Ga.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Dublin Municipal Airport (latitude 32°33'55" N., longitude 82°59'10" W.); within 2 miles each side of the Dublin VORTAC 069° radial, extending from the 5-mile radius area to the VORTAC.

AMENDMENTS 5/1/69 34 F. R. 3796 (Changed); 5/29/69 34 F. R. 6038 (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.

AMENDMENTS 5/29/69 34 F. R. 5647 (Changed)

Dubois, Idaho

That airspace extending upward from 1,200 feet above the surface within 11 miles east and 7 miles west of the Dubois VOR 170° and 350° radials, extending from 10 miles north to 20 miles south of the VOR.

AMENDMENTS 6/26/69 34 F. R. 7371 (Rewritten)

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 centered 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 6.5-mile radius of Dyersburg Municipal Airport (latitude 36°00'00" N., longitude 89°24'20" W.); within 3 miles each side of the Dyersburg VORTAC 078° radial, extending from the 6.5-mile radius area to 8.5 miles east of the VORTAC.

AMENDMENTS 6/26/69 34 F. R. 7122 (Changed); 10/16/69 34 F. R. 13301 (Rewritten)

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.

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.).

AMENDMENTS 5/1/69 34 F. R. 3796 (Changed); 5/29/69 34 F. R. 6038 (Changed)

Easton, Md.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center (38°48'25" N., 76°04'15" W.) of Easton Municipal Airport, Easton, Md., and within 2 miles each side of the 038° bearing from the Easton RBN (38°48'25" N., 76°04'05" W.), extending from the 6-mile radius area to 8 miles northeast of the RBN.

AMENDMENTS 4/3/69 34 F. R. 2109 (Added)

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.

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 194° radial extending from the 6-mile radius area to the VORTAC, excluding the portion that coincides with the Johnstown, Pa., transition area.

AMENDMENTS 5/29/69 34 F. R. 6474 (Changed)

Edenton, N. C.

That airspace 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.

AMENDMENTS 5/29/69 34 F. R. 5648 (Changed)

Edwards AFB, Calif.

That airspace extending upward from 700 feet above the surface within a 15-mile radius of Edwards AFB (latitude 34°54'20" N., longitude 117°52'55" W.), within 2 miles SE and 8 miles NW of the Edwards AFB TACAN 058° radial extending from the 15-mile radius area to 13.5 miles NE of the TACAN.

Eglin AFB, Fla.

That airspace extending upward from 700 feet above the surface within a 9-mile radius of Eglin AFB (latitude 30°29'10" N., longitude 86°31'50" W.), within a 9-mile radius of Eglin AF Aux No. 9 (Hurlburt Field) (latitude 30°25'40" N., longitude 86°41'20" W.) within an 8-mile radius of Eglin AF Aux No. 3 (Duke Field) (latitude 30°39'00" N., longitude 86°31'21" W.) within a 5-mile radius of Destin-Fort Walton Beach Airport (latitude 30°23'55" N., longitude 86°28'20" W.), excluding the airspace within R-2909, W-151, a 1.5-mile radius of the Fort Walton Beach Airport (latitude 30°24'20" N., longitude 86°49'45" W.) and a 9-mile radius of Bob Sikes Airport (latitude 30°46'45" N., longitude 86°31'10" W.).

AMENDMENTS 5/29/69 34 F. R. 6076 (Changed); 9/18/69 34 F. R. 12567 (Rewritten)

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.

Elizabeth City, N. C.

That airspace extending upward from 700 feet above the surface within an 8-mile radius 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; within 8 miles east and 5 miles west of Elizabeth City VOR 195° radial, extending from the 8-mile radius area to 12 miles south of the VOR, excluding the portion within R-5301B.

AMENDMENTS 3/6/69 34 F. R. 248 (Rewritten); 5/1/69 34 F. R. 4943 (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.

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.

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.

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.

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.

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.

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.

Errol, N. H.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center (44°47'25" N., 71°09'30" W.) of Errol Airport, Errol, N. H., and within 2 miles each side of the Berlin, N. H., VOR (44°38'05" N., 71°11'12" W.) 006° radial extending from the 5-mile radius area to the VOR, excluding the portion that coincides with the Berlin, N. H., 700-foot transition area. This transition area is effective from sunrise to sunset, daily.

AMENDMENTS 8/21/69 34 F. R. 9853 (Added)

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.

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.

AMENDMENTS 6/26/69 34 F. R. 7123 (Changed)

PENDING AMENDMENT**Eufaula, Ala.**

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Weedon Field (latitude 31°57'05" N., longitude 85°07'45" W.); within 3 miles each side of Eufaula VOR 014° radial, extending from the 6.5-mile radius area to 8.5 miles north of the VOR.

AMENDMENTS 2/5/70 34 F. R. 19245 (Rewritten)

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.

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 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.

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, Mo.

That airspace extending upward from 700 feet above the surface within a 9-mile radius of Farmington Municipal Airport (latitude 37°45'45" N., longitude 90°26'30" W.); and within 1½ miles each side of the Farmington VORTAC 300° radial, extending from the 9-mile radius area to the VORTAC; and that airspace extending upward from 1,200 feet above the surface within 4½ miles southwest and 9½ miles northeast of the Farmington VORTAC 120° and 300° radials, extending from 5½ miles northwest to 18½ miles southeast of the VORTAC, excluding the portion which overlies the Perryville, Mo., transition area.

AMENDMENTS 11/13/69 34 F. R. 14428 (Added)

Farmington, N. Mex.

That airspace extending upward from 700 feet above the surface within an 11-mile radius of Farmington Municipal Airport (latitude 36°44'35" N., longitude 108°13'46" W.), within 2 miles each side of the Farmington VORTAC 094° radial extending from the 11-mile radius area to 8 miles E of the VORTAC, and within 2 miles each side of the Farmington VORTAC 086° radial extending from the 11-mile radius area to 12 miles E of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within a 30-mile radius of the Farmington VORTAC excluding the portion within the Durango, Colo., transition area.

Fayetteville, Ark.

That airspace extending upward from 700 feet above the surface within a 8-mile radius of the Fayetteville Municipal Airport-Drake Field (latitude 36°00'15" N., longitude 94°10'05" W.); within 8 miles SW and 5 miles NE of the Drake, Ark., VOR 328° radial extending from the VOR to 12 miles NW; within 5 miles each side of the Drake VOR 186° radial extending from the 8-mile radius area to 19 miles S of the VOR; within 6 miles W and 8 miles E of the Fayetteville, Ark., VORTAC 005° and 185° radials extending from 5 miles N to 12 miles S of the VORTAC; within a 5-mile radius of Rogers Municipal Airport, Rogers, Ark. (latitude 36°22'10" N., longitude 94°06'25" W.); and within 2 miles each side of the Rogers RBN 003° bearing extending from the 5-mile radius area to 8 miles N of the RBN; and that airspace extending upward from 1,200 feet above the surface within the area bounded by a line beginning at latitude 35°43'00" N., longitude 94°20'00" W., to latitude 36°12'00" N., longitude 94°28'00" W., to latitude 36°38'00" N., longitude 94°14'00" W., to latitude 36°37'30" N., longitude 93°57'00" W., to latitude 36°30'00" N., longitude 93°57'00" W., to latitude 36°22'00" N., longitude 93°38'00" W., to latitude 36°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.

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 IOM; 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 248° bearing from the Findlay RBN extending from the Findlay Airport 6-mile radius area to 8 miles west of the RBN; within 2 miles each side of the 178° bearing from the Findlay RBN, extending from the Findlay Airport 6-mile radius area to 8 miles south of the RBN; within a 5-mile radius of the center 40°53'15" N., 83°52'00" W., of Bluffton Flying Service Airport, Bluffton, Ohio; within 2 miles each side of the Findlay VORTAC 051° radial and 231° radial, extending from the Bluffton Flying Service Airport 5-mile radius area to 8 miles northeast of the VORTAC, and within 2 miles each side of the Findlay VORTAC 225° radial, extending from the VORTAC to the Bluffton Flying Service Airport 5-mile radius area; and that airspace extending upward from 1200 feet above the surface bounded by a line extending from latitude 40° 51' 00" N., longitude 84° 00' 00" W.; to latitude 41° 18' 00" N., longitude 84° 07' 00" W.; to latitude 41° 11' 00" N., longitude 83° 19' 00" W.; to latitude 40° 50' 00" N., longitude 83° 30' 00" W.; to the point of beginning.
AMENDMENTS 9/18/69 34 F. R. 12215 (Changed)

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.).

AMENDMENTS 5/29/69 34 F. R. 5647 (Changed); 6/26/69 34 F. R. 7222 (Rewritten)

Florida

That airspace extending upward from 1,200 feet above the surface within the boundary of the State of Florida including the airspace within 3 nautical miles of and parallel to the shoreline of Florida; that airspace east of Jacksonville, Fla., bounded by a line 3 nautical miles from and parallel to the shoreline and a line extending from latitude 30°43'05" N., longitude 81°21'00" W., thence to latitude 30°44'00" N., longitude 81°18'10" W., thence clockwise along the arc of a 25-mile radius circle centered on the Jacksonville VORTAC, to and east 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., to latitude 29°56'00" N., longitude 81°14'50" W.; that airspace east of Melbourne, Fla., bounded by a line 3 nautical miles from and parallel to the shoreline, and the arc of a 25-mile radius circle centered on Patrick AFB, Cocoa, Fla. (latitude 28°14'05" N., longitude 80°36'35" W.); that airspace east of Palm Beach, Fla., bounded by a line 3 nautical miles from and parallel to the shoreline and the arc of a 30-mile radius circle centered on the Palm Beach VORTAC; that airspace east and south of Miami, Fla., bounded by a line 3 nautical miles from and parallel to the shoreline and the arc of a 50-mile radius circle centered on the Miami International Airport (latitude 25°47'35" N, longitude 80°17'10" W.); that airspace surrounding Key West, Fla., beginning at latitude 25°04'05" N., longitude 81°58'15" W., thence clockwise along the arc of a 35-mile radius circle centered on 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 point of beginning; that airspace northeast of Key West bounded on the west by B-19, on the south and east by V-35 and on the north by the arc of a 50-mile radius circle centered on the Miami International Airport; that airspace southwest of Fort Myers, Fla., bounded by a line 3 nautical miles from the shoreline and the arc of a 20-mile radius circle centered on the Fort Myers VORTAC; that airspace north, west, and south of Tampa, Fla., bounded by a line 3 nautical miles from and parallel to the shoreline and a line extending from latitude 26°30'00" N., and a point 3 nautical miles from the shoreline, thence west along latitude 26°30'00" N., to the east boundary of W-168, thence north and west along the boundary of W-168, to longitude 83°42'00" W., thence to the north boundary of Control 1226 at longitude 83°47'50" W., thence east along the north boundary of Control 1226, to and clockwise along the arc of a 42-mile radius circle centered on MacDill AFB (latitude 27°51'05" N., longitude 82°31'15" W.) to a point 3 nautical miles from the shoreline; that airspace south of Panama City, Fla., bounded by a line 3 nautical miles from the shoreline and a line extending from latitude 29°43'10" N., longitude 85°27'00" W., to latitude 30°04'00" N., longitude 85°56'00" W., to latitude 30°11'10" N., longitude 85°56'00" W.; that airspace south of Eglin AFB bounded by a line 3 nautical miles from the shoreline and a line extending from latitude 30°15'00" N., longitude 86°06'15" W., to latitude 30°10'30" N., longitude 86°07'30" W., to latitude 30°07'30" N., longitude 86°13'00" W., to latitude 30°07'30" N., longitude 86°24'00" W., to latitude 30°14'46" N., longitude 86°28'40" W., to latitude 30°06'00" N., longitude 86°29'50" W., to latitude 30°00'00" N., longitude 86°34'00" W., to latitude 30°00'00" N., longitude 86°44'00" W., to latitude 30°05'00" N., longitude 86°47'58" W., to latitude 30°09'20" N., longitude 86°47'58" W., to latitude 30°20'30" N., longitude 86°41'00" W.; that airspace south of Pensacola, Fla., bounded by a line 3 nautical miles from and parallel to the shoreline and a line extending from latitude 30°18'20" N., longitude 87°06'00" W., to latitude 29°54'00" N., longitude 87°15'17" W., thence clockwise along the arc of a 30-mile radius circle centered on NAS Pensacola LF REN, to latitude 30°02'50" N., longitude 87°42'20" W., to latitude 30°04'00" N., longitude 87°41'20" W., thence clockwise along the arc of a 30-mile radius circle centered on NAS Pensacola TACAN, to latitude 30°09'45" N., longitude 87°45'45" W., to latitude 30°11'20" N., longitude 87°44'15" W., thence along a line 3 nautical miles from and parallel to the shoreline to latitude 30°13'15" N., longitude 87°32'55" W.; that airspace southwest of Miami extending upward from 1,700 feet MSL bounded on the northeast by a line 3 nautical miles from and parallel to the shoreline, on the southeast by V-51, on the south by the arc of a 35-mile radius circle centered on the Key West VORTAC and on the west by V-225E; that airspace extending upward from 2,000 feet MSL; east of Jacksonville beginning at latitude 30°44'00" N., longitude 81°18'10" W., to latitude 30°45'15" N., longitude 80°58'50" W., to latitude 30°17'30" N., longitude 81°01'30" W., thence west along latitude 30°17'30" N., to and counterclockwise along the arc of a 25-mile radius circle centered on the Jacksonville VORTAC to point of beginning; that airspace south of Marathon, Fla., bounded on the north by V-35, on the east by longitude 80°25'00" W., on the south by latitude 24°20'00" N., and on the west by Control 1233; that airspace southwest of Fort Myers, Fla., bounded on the south by Control 1230, on the east by V-225, on the northeast by the arc of a 20-mile radius circle centered on the Fort Myers VORTAC, on the north by latitude 26°30'00" N., and on the west by W-168 and a line extending from latitude 26°10'00" N., longitude 82°17'00" W., to the north boundary of Control 1230 at longitude 82°15'00" W.; that airspace northwest of Tampa bounded on the east by V-35W, on the southwest and northwest by V-97E; that airspace west of Tampa extending upward from 4,700 feet MSL bounded on the northeast by V-97 and V-97W, on the southeast by the arc of a 42-mile radius circle centered on MacDill AFB, on the south by Control 1226, on the northwest by the Cross City VOR 212° radial from the southwest boundary of V-97 to the St. Petersburg VORTAC 280° radial, then west along this radial to Control 1226, excluding: That portion within W-151 east of the INT of the north boundary of Control 1226, and the St. Petersburg VORTAC 280° radial; that portion within R-2909; that portion southeast of a line extending from latitude 29°43'35" N., longitude 84°39'00" W., to latitude 29°47'00" N., longitude 84°40'00" W., to latitude 29°52'30" N., longitude 84°34'40" W., thence to the west boundary of V-7W at latitude 29°52'30" N.

AMENDMENTS 5/29/69 34 F. R. 6076 (Added); Corr: 34 F. R. 8235; 9/18/69 34 F. R. 12567 (Changed)

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.

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.

PENDING AMENDMENT**Fort Collins, Colo.**

That airspace extending upward from 700 feet above the surface within 9.5 miles east and 5 miles west of the 173° and 353° bearings from the Fort Collins-Loveland RBN (latitude 40°26'49" N., longitude 105°00'22" W.) extending from 6.5 miles north to 18.5 miles south of the RBN.

AMENDMENTS 1/8/70 34 F. R. 18379 (Added)

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.

PENDING AMENDMENT**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 14-mile radius of Fort Dodge VOR, extending from the Fort Dodge VOR 261° radial clockwise to the Fort Dodge VOR 055° radial; within a 25-mile radius of Fort Dodge VOR, extending from the Fort Dodge VOR 055° radial clockwise to the Fort Dodge VOR 261° radial; within 4½ miles southwest and 9½ miles northeast of the Fort Dodge VOR 127° radial, extending from the 25-mile radius area to 32 miles southeast of the VOR; and within 4½ miles northeast and 9½ miles southwest of the Fort Dodge VOR 307° radial, extending from the 14-mile radius area to 18½ miles northwest of the VOR; and that airspace extending upward from 3,500 feet MSL south and east 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 1/8/70 34 F. R. 18850 (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.

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.

Fort Myers, Fla.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of Page Field (latitude 26°35'10" N., longitude 81°51'50" W.); within 2 miles each side of the Fort Myers VORTAC 213° radial, extending from the 8-mile radius area to 9 miles southwest of the VORTAC; within 2 miles each side of the 219° bearing from Fort Myers RBN, extending from the 8-mile radius area to 8 miles southwest of the RBN.

AMENDMENTS 5/1/69 34 F. R. 5099 (Changed); 5/29/69 34 F. R. 6076 (Changed)

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.

AMENDMENTS 5/29/69 34 F. R. 6640 (Changed); 6/26/69 34 F. R. 7123 (Changed)

Fort Scott, Kans.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Fort Scott Municipal Airport (latitude 37°47'45" N., longitude 94°46'10" W.); and within 2 miles each side of the 348° bearing from Fort Scott Municipal Airport, extending from the 5-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 east and 8 miles west of the 348° bearing from Fort Scott Municipal Airport, extending from the airport to 12 miles north of the airport.

AMENDMENTS 7/24/69 34 F. R. 7961 (Added)

Fort Smith, Ark.

That airspace extending upward from 700 feet above the surface within a 12.5-mile radius of the Fort Smith Municipal Airport (latitude 35°20'10" N., longitude 94°22'05" W.), within an 11.5-mile radius of the Fort Smith VORTAC extending clockwise from the 078° to the 155° radials of the VORTAC, within 6 miles northwest and 5 miles southeast of the Fort Smith VORTAC 053° radial extending from the 12.5 and 11.5-mile radius areas to 12 miles northeast of the VORTAC, within 2 miles each side of the Fort Smith VORTAC 239° radial extending from the 12.5-mile radius area to 20 miles southwest of the VORTAC, and within 2 miles each side of the Fort Smith ILS localizer west-course extending from the 12.5-mile radius area to 8 miles west of the Peno Bottoms RBN (latitude 35°19'21" N., longitude 94°28'28" W.); 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 5/1/69 34 F. R. 5008 (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.).

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 136° 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 SW 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.

Freeport, Ill.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of Albertus Airport (latitude 42°14'50" N., longitude 89°34'45" W.); and within 2 miles each side of the 065° bearing from Albertus Airport, extending from the 6-mile radius area to 8 miles northeast of the airport.

AMENDMENTS 6/26/69 34 F. R. 7372 (Added)

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.

Gadsden, Ala.

That airspace extending upward from 700 feet above the surface within an 11.5-mile radius of Gadsden Municipal Airport (latitude 33°58'25" N., longitude 86°05'14" W.).

AMENDMENTS 6/26/69 34 F. R. 7123 (Changed); 10/16/69 34 F. R. 13364 (Rewritten)

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.).

AMENDMENTS 5/29/69 34 F. R. 6076 (Changed)

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°16'29.99" 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.

Gallatin, Tex.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of Gallatin Municipal Airport (latitude 36°22'45" N., longitude 86°24'30" W.), excluding the portion that coincides with the Nashville, Tenn., transition area.

AMENDMENTS 6/26/69 34 F. R. 7007 (Added)

Gallup, N. Mex.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of Senator Clarke Field (latitude 35°30'35" N., longitude 108°47'00" W.); within 2 miles each side of the Gallup VOR 232° radial, extending from the 8-mile radius area to 8 miles SW of the VOR; and that airspace extending upward from 1,200 feet above the surface within an area bounded by a line beginning at latitude 35°47'30" N., longitude 108°34'00" W.; to latitude 35°25'00" N., longitude 108°38'30" W.; to latitude 35°15'00" N., longitude 109°00'00" W.; to latitude 35°25'00" N., longitude 109°07'00" W.; to latitude 35°52'00" N., longitude 108°47'00" W.; to point of beginning.

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.

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.

PENDING AMENDMENT**Georgetown, Tex.**

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Georgetown Municipal Airport (latitude 30°40'47" N., longitude 97°40'52" W.).

AMENDMENTS 2/5/70 34 F. R. 19545 (Added)

Georgia

That airspace extending upward from 1,200 feet above the surface within the boundary of the State of Georgia including the offshore airspace within 3 nautical miles from the parallel to the shoreline of Georgia and including the additional airspace outside the United States southeast of Savannah bounded by a line beginning at latitude 32°03'25" N., longitude 80°46'30" W.; to latitude 32°00'00" N., longitude 80°33'00" W.; to latitude 31°30'00" N., longitude 80°51'05" W.; to latitude 31°30'00" N., longitude 80°47'30" W.; to latitude 31°11'30" N., longitude 81°01'10" W.; to latitude 30°44'00" N., longitude 81°18'10" W.; to latitude 30°43'05" N., longitude 81°21'00" W.; thence north via a line 3 nautical miles from and parallel to the shoreline to the point of beginning, and including the airspace extending upward from 2,000 feet MSL southeast of Brunswick bounded by a line beginning at latitude 31°11'30" N., longitude 81°01'10" W.; to latitude 30°45'15" N., longitude 80°58'50" W.; to latitude 30°44'00" N., longitude 81°18'10" W.; thence northeast to point of beginning, excluding the portion within R-3001, R-3002A, and R-6004.

AMENDMENTS 5/29/69 34 F. R. 6038 (Added)

Glasgow, Mont.

That airspace extending upward from 700 feet above the surface within a 9-mile radius of Glasgow International Airport (latitude 48°12'50" N., longitude 106°37'10" W.); and within 1½ miles each side of the Glasgow VOR 195° radial, extending from the 9-mile radius area to the VOR; and that airspace extending upward from 1,200 feet above the surface within 4½ miles east and 9½ miles west of the Glasgow VOR 195° and 015° radials, extending from 6 miles south to 18½ miles north of the VOR; within 4½ miles south and 9½ miles north of the 112° bearing from Glasgow International Airport, extending from the airport to 18½ miles east of the airport; within 4½ miles east and 9½ miles west of the 342° bearing from Glasgow International Airport, extending from the airport to 18½ miles north of the airport; and within 5 miles each side of the 162° bearing from Glasgow International Airport, extending from the airport to 12 miles south of the airport.

AMENDMENTS 11/13/69 34 F. R. 14427 (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.).

PENDING AMENDMENT**Glendive, Mont.**

That airspace extending upward from 700 feet above the surface within a 12-mile radius of Dawson Community Airport (latitude 47°08'20" N., longitude 104°48'25" W.); and within 4½ miles northeast and 9½ miles southwest of the 325° bearing from Dawson Community Airport, extending from the 12-mile radius area to 18½ miles northwest of the airport.

AMENDMENTS 1/8/70 34 F. R. 17511 (Rewritten)

Glens Falls, N. Y.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center, 43°20'32" N., 73°36'35" W. of Warren County Airport, Glens Falls, N. Y. and within 2 miles each side of the Glens Falls VOR 172° radial extending from the 7-mile radius area to 15 miles south of the VOR; within 2 miles each side of the centerline of Runway 30 extended from the 7-mile radius area to 14 miles west of the end of the runway; and within 2 miles each side of the centerline of Runway 1 extended from the 7-mile radius area to 13.5 miles north of the end of the runway.

Gloucester, Mass.

That airspace east of Gloucester extending upward from 11,000 feet MSL bounded by Control 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.

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.

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.

AMENDMENTS 4/3/69 34 F. R. 1586 (Changed); 5/29/69 34 F. R. 5648 (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.

Graham, Tex.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Graham Municipal Airport (latitude 33°06'20" N., longitude 98°33'10" W.), and within 2 miles each side of the 014° bearing from the Graham REN (latitude 33°07'48" N., longitude 98°32'59" W.) extending from the 5-mile radius area to 8 miles north of the REN.

AMENDMENTS 6/26/69 34 F. R. 7275 (Added)

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; and that airspace within 5 miles each side of a direct line between the Grand Canyon, Ariz., VOR and Boulder City, Nev., VORTAC extending from the Grand Canyon VOR to 21 miles west of the VOR.

AMENDMENTS 7/24/69 34 F. R. 8702 (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.

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 REN; 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 700 feet above the surface within 8 miles northwest and 5 miles southeast of the Grand Junction VORTAC 247° and 067° radials extending from 13 miles southwest to 14 miles northeast of the VORTAC and within 2 miles south and 10 miles north of the Grand Junction VORTAC 110° radial extending from the VORTAC to 22 miles southeast; 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 11/13/69 34 F. R. 14315 (Changed)

Grand Marais, Minn.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of Devils Track Airport (latitude 47°49'35" N., longitude 90°22'45" W.); and within 2 miles each side of the 103° bearing from Devils Track Airport, extending from the 6-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 south and 5 miles north of the 103° bearing from Devils Track Airport, extending from the airport to 12 miles east of the airport; and within 5 miles each side of the 273° bearing from Devils Track Airport, extending from the airport to 12 miles west of the airport.

AMENDMENTS 6/26/69 34 F. R. 7372 (Added)

Grand Rapids, Mich.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Kent County airport, Grand Rapids, Mich. (latitude 42°53'00" N., longitude 85°31'35" W.), within 2 miles each side of the Grand Rapids ILS W course, extending from the 7-mile radius to 16 miles W of the Kent County Airport; and that airspace extending upward from 1,200 feet above the surface bounded on the N by a line 6 miles N of and parallel to the centerline of V-216 E of the Muskegon, Mich., VORTAC, and on the W, S and E by the arc of an 18-mile radius circle centered on the Muskegon County Airport (latitude 43°10'16" N., longitude 86°14'09" W.), and a line beginning at latitude 42°54'35" N., longitude 86°13'00" W., extending to latitude 42°45'25" N., longitude 86°23'40" W.; to latitude 42°35'00" N., longitude 86°17'30" W.; to latitude 42°35'00" N., longitude 86°00'00" W.; to latitude 42°38'00" N., longitude 86°00'00" W.; to latitude 42°38'00" N., longitude 85°15'00" W.; to latitude 43°16'00" N., longitude 85°15'00" W.; to latitude 43°16'00" N., longitude 85°02'00" W.; to latitude 43°27'00" N., longitude 85°02'00" W.

Grand Rapids, Minn.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Grand Rapids Municipal Airport (latitude 47°12'45" N., longitude 93°30'35" W.), and within 2 miles each side of the Grand Rapids VOR 160° radial, extending from the VOR to 8 miles south of the VOR; and that airspace extending upward from 1,200 feet above the surface within 8 miles east and 5 miles west of the Grand Rapids VOR 160° radial, extending from the VOR to 12 miles south of the VOR.

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 IOM; 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.

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.

AMENDMENTS 4/3/69 34 F. R. 2109 (Changed)

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 3.5 miles each side of the Gill VOR 038° and 218° radials extending from the 6-mile radius area to 11 miles northeast of the VOR; that airspace extending upward from 1,200 feet above the surface within 10 miles northwest and 7 miles southeast of the Gill VOR 038° and 218° radials, extending from 20 miles northeast to 13 miles southwest of the VOR.

AMENDMENTS 11/13/69 34 F. R. 14281 (Rewritten)

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 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 035° 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.

AMENDMENTS 5/8/69 34 F. R. 6519 (Changed); 5/29/69 34 F. R. 5648 (Changed)

AMENDMENTS 6/26/69 34 F. R. 9260 (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 north to 4 miles south of the VOR, excluding the portion within the State of Mississippi.

AMENDMENTS 6/26/69 34 F. R. 7122 (Changed)

PENDING AMENDMENT**Greenville, Miss.**

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Greenville Municipal Airport (latitude 33°29'05" N., longitude 90°59'20" W.); within 3 miles each side of the Greenville VOR 358° radial, extending from the 8.5-mile radius area to 8.5 miles north of the VOR; and that airspace extending upward from 1,200 feet above the surface within 9.5 miles west and 4.5 miles east of the Greenville VOR 358° radial, extending from the VOR to 18.5 miles north, excluding the portion within the State of Mississippi.

AMENDMENTS 1/8/70 34 F. R. 17510 (Rewritten)

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.

PENDING AMENDMENT**Greenville, N. C.**

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Pitt-Greenville Airport (latitude 35°37'55" N., longitude 77°23'05" W.); within 3 miles each side of the 007° bearing from Greenville RBN (latitude 35°42'32" N., longitude 77°22'03" W.), extending from the 6.5-mile radius area to 8.5 miles north of the RBN.

AMENDMENTS 2/5/70 34 F. R. 19026 (Rewritten)

Greenville, S. C.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Greenville-Spartanburg Airport (latitude 34°53'48" N., longitude 82°13'04" W.); within 2 miles each side of the Greenville-Spartanburg localizer north course extending from 6.5 miles north of the airport to 20 miles north; within an 8-mile radius of the Greenville Downtown Airport (latitude 34°50'53" N., longitude 82°21'04" W.); within 5 miles west and 8 miles east of the Greenville Downtown Airport localizer south course extending from the OM to 12 miles south; within a 7-mile radius of the Donaldson Center Airport (latitude 34°45'30" N., longitude 82°22'35" W.).

AMENDMENTS 5/29/69 34 F. R. 5647 (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 Greenwood-Leflore Airport (latitude 33°29'30" N., longitude 90°04'50" W.); within 1.5 miles each side of the Greenwood VORTAC 081° radial, extending from the 10-mile radius area to the VORTAC.

AMENDMENTS 5/29/69 34 F. R. 5431 (Changed); 6/26/69 34 F. R. 7122 (Changed)

AMENDMENTS 9/18/69 34 F. R. 12027 (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.

AMENDMENTS 5/29/69 34 F. R. 5647 (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°42'00" W. to 41°18'00" N., 71°42'00" W. to 41°16'00" N., 71°49'00" W. to 41°13'00" N., 71°48'00" W. to point of beginning.

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 southwest 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.

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 west to point of beginning, excluding the portion within the State of Mississippi.

AMENDMENTS 6/26/69 34 F. R. 7122 (Changed)

PENDING AMENDMENT

The Gulfport 700-foot transition area is amended to read:

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Gulfport Municipal Airport (latitude 30°24'27.5" N., longitude 89°04'05" W.); within an 8.5-mile radius of Keesler AFB (latitude 30°24'39.2" N., longitude 88°55'25.9" W.); within 3 miles each side of the 036° bearing from Keesler RBN, extending from the 8.5-mile radius area to 8.5 miles northeast of the RBN; within 2 miles each side of Keesler TACAN 045° radial, extending from the 8.5-mile radius area to 13 miles northeast of the TACAN; within 2 miles each side of Keesler TACAN 205° radial, extending from the 8.5-mile radius area to 13 miles southwest of the TACAN;

AMENDMENTS 2/5/70 34 F. R. 19245 (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.

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., 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.

AMENDMENTS 4/3/69 34 F. R. 6474 (Changed); 5/8/69 34 F. R. 7960 (Changed)

AMENDMENTS 8/21/69 34 F. R. 9853 (Changed)

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.

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.

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.

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.

AMENDMENTS 10/16/69 34 F. R. 12944 (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.

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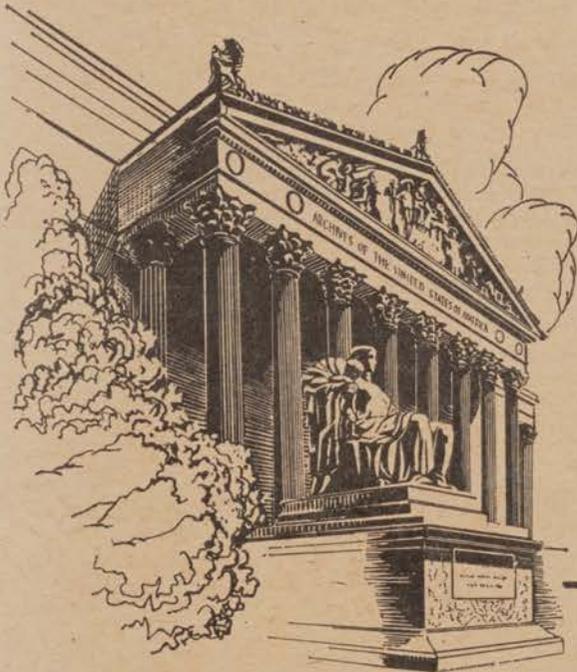
PART II

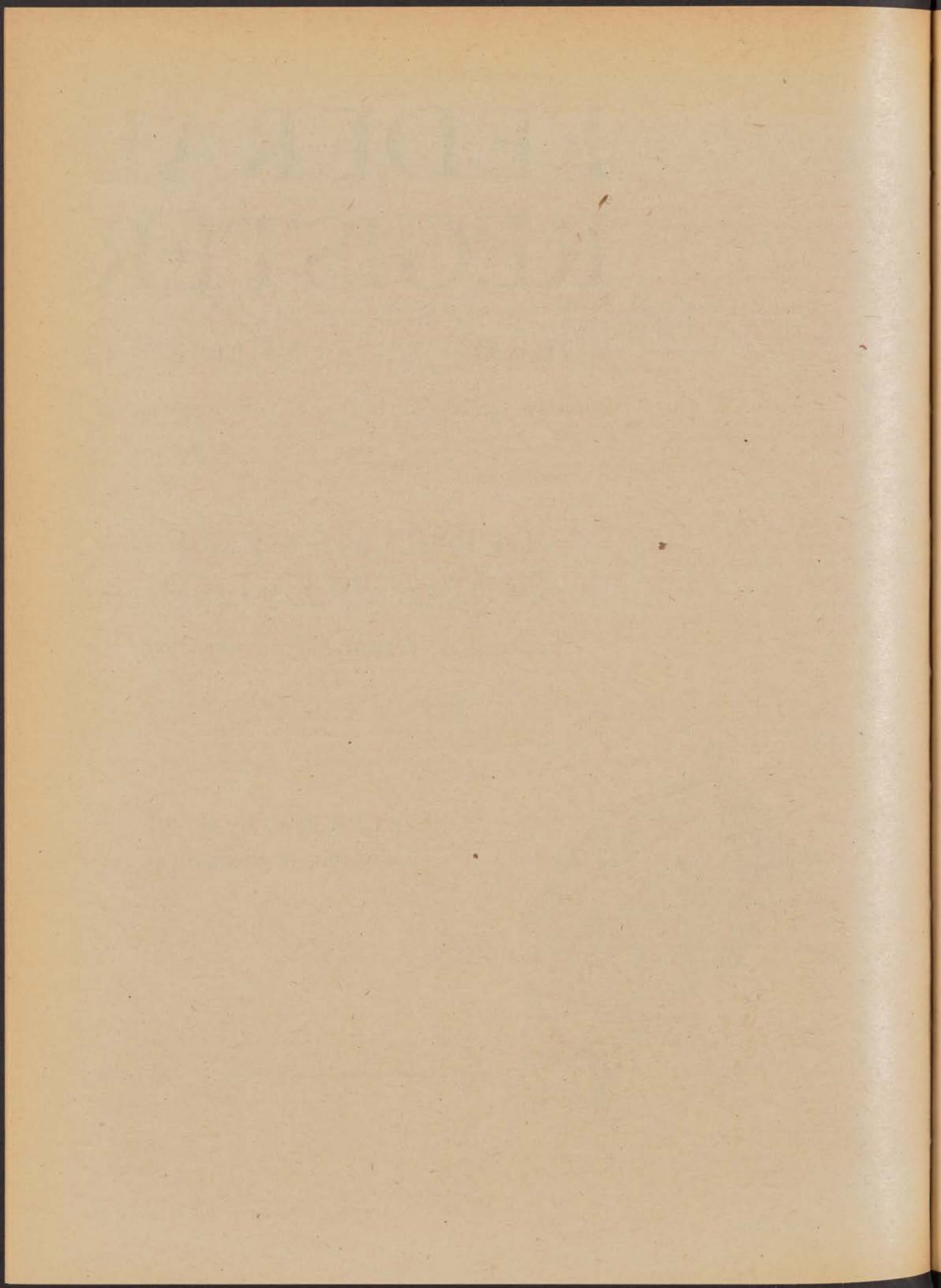
Section 2

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Parts 71, 73, 75
Compilation of Regulations





Hattiesburg, Miss.

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 1.5 miles each side of the Hattiesburg VORTAC 156° radial, extending from the 7-mile radius area to the VORTAC; within 3 miles each side of the 330° bearing from Hub City RBN (latitude 31°17'57" N., longitude 89°18'01" W.), extending from the 7-mile radius area to 8.5 miles northwest of the RBN.

AMENDMENTS 3/6/69 34 F. R. 1010 (Changed); 6/26/69 34 F. R. 7122 (Changed)

AMENDMENTS 7/15/69 34 F. R. 12215 (Rewritten); 11/13/69 34 F. R. 15749 (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.

Havre, Mont.

That airspace extending upward from 700 feet above the surface within a 14-mile radius of Havre VOR; within 4½ miles south and 9½ miles north of the Havre VOR 080° radial, extending from the 14-mile radius area to 18½ miles east of the VOR; and within 4½ miles north and 9½ miles south of the Havre VOR 287° radial, extending from the 14-mile radius area to 18½ miles west of the VOR.

AMENDMENTS 11/13/69 34 F. R. 14761 (Rewritten)

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, Kansas

That airspace extending upward from 700 feet above the surface within a 9-mile radius of Hays Municipal Airport (latitude 38°50'45" N., longitude 99°16'30" W.); and that airspace extending upward from 1,200 feet above the surface within 5 miles west and 8 miles east of the Hays, Kans., VOR 162° radial, extending from the VOR to 14 miles south of the VOR.

AMENDMENTS 5/29/69 34 F. R. 1893 (Rewritten)

Hayward and Cable, Wis.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Hayward, Wis., Municipal Airport (latitude 46°01'25" N., longitude 91°26'35" W.); and within a 5-mile radius of Cable Union Airport, Cable, Wis. (latitude 46°11'35" N., longitude 91°15'00" W.); and within 2 miles each side of the 025° bearing from Hayward Municipal Airport extending from the Hayward Municipal Airport 5-mile radius area to 15 miles NE of the airport; and within 2 miles each side of the 230° bearing from Cable Union airport, extending from the Cable Union Airport 5-mile radius area to 17 miles SW of the airport; and that airspace extending upward from 1,200 feet above the surface within 5 miles SE and 8 miles NW of the 025° bearing from Hayward Municipal Airport, extending from 7 miles to 19 miles NE of the airport; and within 5 miles NW and 8 miles SE of the 230° bearing from Cable Union Airport, extending from 4 miles to 21 miles SW of the airport; and 5 miles each side of the 029° bearing from Hayward Municipal Airport extending from 6 miles NE of the airport to V-217.

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.

AMENDMENTS 5/29/69 34 F. R. 6038 (Changed)

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-190, on the south by latitude 33°54'00" N. and on the northwest by the southeast edge of V-95.

Helena, Mont.

That airspace extending upward from 700 feet above the surface within 6 miles N and 8 miles S of the Helena VORTAC 089° and 269° radials extending from 18 miles E to 7 miles W of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within 8 miles S and 9 miles N of the Helena VORTAC 089° and 272° radials extending from 12 miles E to 45 miles W of the VORTAC, within the area bounded on the N by a line 5 miles N of and parallel to the Helena VORTAC 089° radial and on the SW by a line 5 miles SW of and parallel to the Helena VORTAC 119° radial extending from the VORTAC to the arc of an 18-mile radius circle centered on the VORTAC, and the area bounded on the NW by a line 6 miles NW of and parallel to the Great Falls, Mont., VORTAC 222° radial, on the NE by the arc of a 40-mile radius circle centered on Malmstrom AFB (latitude 47°30'35" N., longitude 111° 11'35" W.), on the SE by a line 5 miles SE of and parallel to the Helena VORTAC 023° radial and on the South by a line 9 miles N of and parallel to the Helena VORTAC 089° and 272° radials.

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 City-County 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 6/21/69 34 F. R. 9706 (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 an 8½-mile radius of Chisholm-Hibbing Airport (latitude 47°23'10" N., longitude 92°50'15" W.); within 2½ miles each side of the Hibbing VOR 313° radial, extending from 19 to 20½ miles northwest of the VOR; and within 3 miles each side of the 070° bearing from Chisholm-Hibbing Airport, extending from the 8½-mile radius area to 13½ miles east of the airport, excluding the portion which overlies the Eveleth, Minn., transition area; and that airspace extending upward from 1,200 feet above the surface within 4½ miles southwest and 9½ miles northeast of the Hibbing VOR 133° radial, extending from the VOR to 18½ miles southeast of the VOR; within 4½ miles northeast and 9½ miles southwest of the Hibbing VOR 313° radial, extending from 9 to 31½ miles northwest of the VOR; within 4½ miles south and 9½ miles north of the 070° bearing from Chisholm-Hibbing Airport, extending from the airport to 24 miles east of the airport; and within 4½ miles northwest and 9½ miles southeast of the 210° bearing from Chisholm-Hibbing Airport, extending from the airport to 18½ miles southwest of the airport, excluding the portion which overlies the Duluth, Minn., transition area.

AMENDMENTS 10/16/69 34 F. R. 13525 (Rewritten)

Hickory, N. C.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of Hickory Municipal Airport (latitude 35°44'30" N., longitude 81°23'20" W.); within 2 miles each side of the Hickory VOR 114° radial, extending from the VOR to 14 miles southeast.

AMENDMENTS 3/27/69 34 F. R. 5430 (Changed); 5/29/69 34 F. R. 5648 (Changed)

PENDING AMENDMENT**Hickory, N. C.**

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Hickory Municipal Airport (latitude 35°44'30" N., longitude 81°23'20" W.); within 9.5 miles southeast and 4.5 miles northwest of the 042° bearing from Hickory RBN (latitude 35°44'00" N., longitude 81°23'30" W.), extending from the RBN to 18.5 miles northeast; within 3 miles each side of Hickory VOR 058° and 222° radials, extending as a corridor from the 8.5-mile radius area to 8.5 miles northeast of the VOR.

AMENDMENTS 2/5/70 34 F. R. 18751 (Rewritten)

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 mile 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.

Hilltop Lakes, Tex.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Hilltop Lakes Airport (latitude 31°04'50" N., longitude 96°12'50" W.), and within 2 miles each side of the Leona VORTAC 258° radial extending from the 5-mile radius area to 9 miles west of the VORTAC.

AMENDMENTS 5/1/69 34 F. R. 5009 (Added)

Hilo, Hawaii

That airspace extending upward from 700 feet above the surface within a 7-mile radius of General Lyman Field, Hilo, Hawaii (latitude 19°43'20" N., longitude 155°03'20" W.), extending from a line 3 miles SW of and parallel to the Hilo VOR 334° radial clockwise to a line 3 miles SW of and parallel to the Hilo VOR 154° radial; and that airspace extending upward from 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 149° 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.

Hilton Head Island, S. C.

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Hilton Head Airport (latitude 32°13'20" N., longitude 80°41'55" W.), excluding the portion outside the continental limits of the United States.

AMENDMENTS 11/13/69 34 F. R. 14316 (Added)

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.); within a 6-mile radius of Tulip City Airport (latitude 42°44'45" N., longitude 86°06'30" W.); and within 2 miles each side of the Pullman, Mich., VORTAC 358° radial, extending from the 6-mile radius area to 12 miles north of the VORTAC.

AMENDMENTS 4/3/69 34 F. R. 1893 (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.

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.

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.

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-49, on the S by V-140, and by a line commencing at the N edge of V-140 at 87°55'15" W. to 36°28'00" N., 88°19'50" W. to 36°34'45" N., 88°03'00" W. to 36°44'45" N., 88°09'55" W. to 36°53'20" N., 88°07'05" W. to 37°12'50" N., 87°39'30" W. to the W edge of V-7 at latitude 37°17'50" N.

That airspace extending upward from 2,500 feet MSL within 5 miles each side of the Paducah, Ky., VOR 109° radial bounded on the E by the aforementioned 1,200-foot transition area and on the W by a line between 36°54'00" N., 88°42'15" W. and 37°01'30" N., 88°35'00" W.

Hoquiam, Wash.

That airspace extending upward from 700 feet above the surface 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.

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.

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.

Houston, Tex.

That airspace extending upward from 700 feet above the surface within an area bounded by a line beginning at latitude 30°35'00" N., longitude 95°28'00" W., thence to latitude 29°45'00" N., longitude 94°44'00" W., thence to the intersection of the arc of a 5-mile radius circle centered on Scholes Field, Galveston, Tex. (latitude 29°15'55" N., longitude 94°41'35" W.) and latitude 29°16'00" N. at a point east of Scholes Field, thence clockwise along the arc of the 5-mile radius circle to latitude 29°16'00" N. at a point west of Scholes Field, thence to latitude 29°30'00" N., longitude 95°54'00" W., to latitude 30°26'00" N., longitude 95°42'00" W., to point of beginning; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 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 5/29/69 34 F. R. 6280 (Changed); 11/13/69 34 F. R. 14728 (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 15.5-mile radius of Redstone AAF (latitude 34°40'29" N., longitude 86°40'54" W.); within 3 miles each side of Huntsville ILS localizer north course, extending from the Capshaw RBN to 8.5 miles north of the RBN; within 3 miles each side of Huntsville ILS localizer south course, extending from the localizer to 14.5 miles south; within an 8.5-mile radius of Pryor Field (latitude 34°39'09" N., longitude 86°56'45" W.); within 9.5 miles west and 4.5 miles east of the Decatur VOR 351° radial, extending from the VOR to 18.5 miles north.

AMENDMENTS 6/26/69 34 F. R. 7123 (Changed); 12/11/69 34 F. R. 16862 (Rewritten)

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.

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.

Idaho Falls, Idaho

That airspace extending upward from 700 feet above the surface within 10.5 miles northwest and 5 miles southeast of the Idaho Falls VOR 036° and 216° radials, extending from 21.5 miles northeast to 18.5 miles southwest of the VOR and within 6 miles northwest and 9 miles southeast of the 029° radial of the Pocatello VORTAC extending from 23 to 47 miles northeast of the VORTAC; that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at the intersection of longitude 112°30'00" W., and the south edge of V-298, thence via the south edge of V-298 and V-328 to longitude 111°38'00" W., thence south via this longitude to the INT of an arc of a 23-mile radius circle centered on the Idaho Falls VOR, thence clockwise via the 23-mile radius arc to longitude 112°10'00" W., thence direct to latitude 43°20'30" N., longitude 112°45'30" W., thence direct latitude 43°32'00" N., longitude 112°35'00" W., thence to latitude 43°50'20" N., longitude 112°30'00" W., thence direct to point of beginning.

AMENDMENTS 10/16/69 34 F. R. 13152 (Rewritten)

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 4½ miles west and 9½ miles east of the 193° bearing from Independence Municipal Airport, extending from the airport to 18½ miles south of the airport, excluding the portion which overlies the Bartlesville, Okla., transition area.

AMENDMENTS 9/18/69 34 F. R. 12160 (Rewritten); F. R. Corr: 34 F. R. 12503

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.

Indianola, Miss.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Indianola-Legion Field (latitude 33°29'05" N., longitude 90°40'45" W.).

AMENDMENTS 10/16/69 34 F. R. 13412 (Added)

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°59'05" W.); and within 3 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 4½ miles southwest and 9½ miles northeast of the 147° and 327° bearings from Jackson Municipal Airport, extending from 6 miles southeast to 18½ 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 11/13/69 34 F. R. 15292 (Rewritten)

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 control zone to 8 miles north of the OM.

AMENDMENTS 6/26/69 34 F. R. 7122 (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.).

AMENDMENTS 6/26/69 34 F. R. 7122 (Changed)

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.

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.).

AMENDMENTS 5/29/69 34 F. R. 6076 (Changed)

Jacksonville, Ill.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Jacksonville Municipal Airport (latitude 39°46'30" N., longitude 90°14'30" W.); and within 3 miles each side of the 309° bearing from Jacksonville Municipal Airport, extending from the 5-mile radius area to 8 miles northwest of the airport; and that airspace extending upward from 1200 feet above the surface within 4½ miles SW and 9½ miles NE of the 129° and 309° bearings from Jacksonville Municipal Airport, extending from 6 miles SE to 18½ miles NW of the airport, excluding the portion which overlies the Springfield, Illinois transition area.

AMENDMENTS 10/16/69 34 F. R. 13698 (Added) F. R. Corr: 34 F. R. 14027

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.

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.

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, VORTAC 061° radial extending from the Ashtabula-Jefferson Airport 5-mile radius area to 8 miles northeast of the VORTAC; within a 5-mile radius of the center 41°46'40" N., 80°41'50" W., of Ashtabula County Airport, Ashtabula, Ohio, and within 2 miles each side of the Jefferson, Ohio, VORTAC 243° radial, extending from the VORTAC to 8 miles southwest of the VORTAC.

AMENDMENTS 5/29/69 34 F. R. 5716 (Changed)

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.

PENDING AMENDMENT

Jennings, La.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Jennings Airport (latitude 30°14'30" N., longitude 92°40'00" W.), and within 2.5 miles each side of the Lake Charles VORTAC 075° radial extending from the 5-mile radius area to 20.5 miles east of the VORTAC.

AMENDMENTS 1/8/70 34 F. R. 18298 (Added)

Johnson City, Tex.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Johnson City, Tex., airport (latitude 30°15'20" N., longitude 98°37'15" W.); and within 2 miles each side of the 175° bearing from the Johnson City RBN extending from the 7-mile radius area to 8 miles S of the RBN.

Johnston Island, Johnston Atoll

That airspace extending upward from 1,200 feet above the surface within a 100-nmi radius of the Johnston Island RBN.

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.

Jonesboro, Ark.

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Jonesboro Municipal Airport (latitude 35°49'50" N., longitude 90°38'55" W.) and within 3.5 miles each side of the Jonesboro VOR 048° radial extending from the 8.5-mile radius area to 11.5 miles northeast of the VOR excluding the portion within the Paragould, Ark., transition area.

AMENDMENTS 9/18/69 34 F. R. 12381 (Rewritten)

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.

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.

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 Glacier Park International 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 168° and 346° radials extending from 14 miles S to 7 miles N of the VOR.

AMENDMENTS 2/19/69 34 F. R. 4940 (Changed)

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 an area 2 miles on the northwest side and 3 miles on the southeast side of the Kamuela VOR 063° radial, extending from the 5-mile radius area to 11.5 miles northeast of the Kamuela VOR; and that airspace extending upward from 1,200 feet above the surface bound on the north by V-16, on the west by V-11 and on the southeast by V-3 and the Kamuela control zone.

AMENDMENTS 10/16/69 34 F. R. 12882 (Rewritten)

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.

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.

Kerrville, Tex.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Kerrville Municipal (Louis Schreiner Field) Airport (latitude 29°58'41" N., longitude 99°05'11" W.), and within 3 miles each side of the 134° bearing from the Kerrville RBN (latitude 29°59'11" N., longitude 99°04'31" W.) extending from the 5-mile radius area to 8 miles southeast of the RBN.

AMENDMENTS 9/18/69 34 F. R. 12027 (Added)

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.

AMENDMENTS 5/29/69 34 F. R. 6076 (Changed)

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 a line 4 nautical miles south of and parallel to the King Salmon, RR, 130° bearing; 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, are excluded from the portion extending upward from 14,500 feet MSL.

AMENDMENTS 4/3/69 34 F. R. 1894 (Changed)

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 an 8.5 mile radius of Stallings Field (latitude 35°19'40" N., longitude 77°36'55" W.); within 3 miles each side of Kinston VORTAC 047° radial, extending from the 8.5-mile radius to 8.5 miles northeast of the VORTAC.

AMENDMENTS 10/16/69 34 F. R. 13412 (Rewritten); Corr: 34 F. R. 15596

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,

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 REN; 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.

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.

AMENDMENTS 6/26/69 34 F. R. 7122 (Changed)

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.

Kosciusko, Miss.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Kosciusko-Attala County Airport (latitude 33°05'20" N., longitude 89°32'25" W.); within 2 miles each side of the 142° and 310° bearings from the Kosciusko REN (latitude 33°05'29" N., longitude 89°32'25" W.), extending from the 5-mile radius area to 8 miles southeast and northwest of the REN.

AMENDMENTS 5/1/69 34 F. R. 3655 (Added); 6/26/69 34 F. R. 7122 (Changed)

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 REN extending from the 5-mile radius area to 8 miles SW of the REN.

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 171° 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 4/3/69 34 F. R. 2247 (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 VORTAC.

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.

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 10 miles southwest of the VORTAC.

AMENDMENTS 5/1/69 34 F. R. 5100 (Changed)

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.

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.

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.

Langhorne, Pa.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center 40°11'15" N., 74°54'00" W., of Buehl Field, Langhorne, Pa., excluding the portion which coincides with the North Philadelphia, Pa., transition area. This transition area shall be effective from sunrise to sunset, daily.

AMENDMENTS 9/18/69 34 F. R. 12215 (Added)

Lansing, Mich.

That airspace extending upward from 700 feet above the surface within an 8½-mile radius of Capital City Airport (latitude 42°46'40" N., longitude 84°35'20" W.); within 3 miles each side of the Lansing ILS localizer east course, extending from the 8½-mile radius area to 14 miles east of the OM; and within 3 miles each side of the Lansing ILS localizer west course, extending from the 8½-mile radius area to 14 miles west of the OM; and that airspace extending upward from 1,200 feet above the surface bounded on the north by latitude 43°16'00" N., on the east by longitude 84°05'00" W., on the south 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 west by longitude 85°15'00" W.; and within the area bounded on the north by V-216, on the east by longitude 84°25'00" W., on the south by latitude 43°16'00" N., and on the west by longitude 85°02'00" W.

AMENDMENTS 12/11/69 34 F. R. 16543 (Rewritten)

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.

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.

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°24'20" 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 5/1/69 34 F. R. 5224 (Changed)

Laurel, Miss.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Laurel Municipal Airport (latitude 31°40'10" N., longitude 89°10'20" W.); within 9.5 miles southwest and 4.5 miles northeast of the Laurel VOR 330° radial, extending from the 7-mile radius area to 18.5 miles northwest of the VOR.

AMENDMENTS 12/11/69 34 F. R. 15786 (Rewritten)

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.).

PENDING AMENDMENT**Laurinburg, N. C.**

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Laurinburg-Maxton Airport (latitude 34°47'25" N., longitude 79°21'55" W.); within 3 miles each side of Pinehurst VORTAC 157° radial, extending from the 8.5-mile radius area to 20 miles southeast of the VORTAC.

AMENDMENTS 2/5/70 34 F. R. 19245 (Rewritten)

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.

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.

Le Mars, Iowa

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Le Mars Municipal Airport (latitude 42°46'40" N., longitude 96°11'40" W.); and within 3 miles each side of the 345° bearing from Le Mars Municipal Airport, extending from the 7-mile radius area to 8 miles north of the airport; and that airspace extending upward from 1,200 feet above the surface within 4½ miles east and 9½ miles west of the 165° and 345° bearings from Le Mars Municipal Airport, extending from 4 miles south to 18½ miles north of the airport.

AMENDMENTS 9/18/69 34 F. R. 12566 (Added)

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, and on the N by V-230.

Lewisburg, W. Va.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center 37°51'35" N., 80°23'55" W. of Greenbrier Valley Airport, Lewisburg, W. Va.; within 2 miles each side of the Runway 22 centerline, extended from the 7-mile radius area to 8 miles southwest of the end of the runway; within 2 miles each side of the Runway 4 centerline, extended from the 7-mile radius area to 15.5 miles north-east of the end of the runway; within 2 miles each side of the White Sulphur Springs, W. Va., VOR 321° radial, extending from the 7-mile radius area to the VOR.

AMENDMENTS 8/21/69 34 F. R. 9853 (Added); 10/4/69 34 F. R. 15468 (Changed)

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; that airspace extending upward from 6,500 feet MSL within 12 miles northwest and 8 miles southeast of the Lewiston VOR 065° and 245° radials, extending from 23 miles northeast to 11 miles southwest of the VOR.

AMENDMENTS 4/3/69 34 F. R. 1892 (Changed)

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.

AMENDMENTS 6/26/69 34 F. R. 7122 (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, Lima, 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.

Lincoln, Ill.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Logan County Airport (latitude 40°09'40" N., longitude 89°20'05" W.); and within 2½ miles each side of the Capital, Ill., VORTAC 041° radial, extending from the 5-mile radius area to 17 miles northeast of the VORTAC.

AMENDMENTS 11/13/69 34 F. R. 15293 (Added)

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.

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.

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.

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.

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°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 117°45'00" W.; to latitude 33°45'00" N., longitude 118°15'00" W.; to latitude 33°30'00" N., longitude 118°15'00" W.; to latitude 33°30'00" N., longitude 117°45'00" 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 2 miles each side of the Standiford Field localizer west course, extending from the 12-mile radius area to 8 miles west of the intersection of the Standiford Field localizer west course and the Nabb, Indiana VOR 206° radial; within 5 miles south and 8 miles north of the Standiford Field localizer east course, extending from the 12-mile radius area to 12 miles east of the LOM; within a 6-mile radius of the center, 37°54'25" N., 85°58'15" W. of Godman AAF, Fort Knox, Ky., within 5 miles E and 8 miles W of the 167° radial of the Fort Knox VOR (37°54'27" N., 85°58'23" W.) extending from the VOR to 12 miles S of the VOR; within 2 miles each side of the 326° radial of the Fort Knox VOR extending from the 6-mile radius area to 8 miles NW of the VOR; within 2 miles each side of the 354° bearing from the Fort Knox RBN extending from the 6-mile radius area to 8 miles N of the RBN; within 2 miles each side of the Fort Knox VOR 005° radial extending from the 6-mile radius area to 8 miles N of the VOR.

That airspace extending upward from 1,200 feet above the surface beginning at 37°26'00" N., 86°30'00" W. to 38°57'00" N., 86°30'00" W. to 38°57'00" N., 86°06'00" W. to 39°10'00" N., 86°06'00" W. to 39°10'00" N., 85°39'00" W. to 39°12'00" N., 85°30'00" W. to 38°26'00" N., 85°15'00" W. to 38°24'00" N., 85°00'00" W. to 37°25'00" N., 85°00'00" W. to 37°05'00" N., 85°11'00" W. to 37°00'00" N., 85°34'00" W. to 37°32'00" N., 85°45'00" W.; to point of beginning.

AMENDMENTS 5/1/69 34 F. R. 5328 (Changed)

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., thence 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., thence northwest along the northeast boundary of V-68 to the arc of a 45-mile radius circle centered at latitude 33°17'59" N., longitude 104°31'48" W., thence counterclockwise along this arc to the south boundary of V-280S, thence east and northeast along the south and southeast boundaries of V-280S to the arc of a 52-mile radius circle centered at latitude 34°23'01" N., longitude 103°18'58" W., thence counterclockwise along this arc to the south boundary of V-530, thence east along the south boundary of V-530 to longitude 102°21'35" W., thence to point of beginning, excluding that airspace within the Childress, Tex., transition area.

AMENDMENTS 5/1/69 34 F. R. 2247 (Rewritten)

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.

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.

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.

**PENDING AMENDMENT
Lumberton, N. C.**

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Lumberton Municipal Airport (latitude 34°36'36" N., longitude 79°03'30" W.); within 3 miles each side of the 302° bearing from Lumberton RBN (latitude 34°36'48" N., longitude 79°03'36" W.), extending from the 8.5-mile radius area to 8.5 miles northwest of the RBN.

AMENDMENTS 2/5/70 34 F. R. 19245 (Rewritten)

Lynchburg, Va.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of the center 37°19'40" N., 79°12'05" W., of Lynchburg-Preston Glenn Airport, Lynchburg, Va.; within 2 miles each side of the airport ILS localizer SW course extending from the 8-mile radius area to the Evington RBN; within 2 miles each side of the Lynchburg VORTAC 201° radial extending from the 8-mile radius area to 8 miles SW of the VORTAC, within 2 miles each side of the Lynchburg VORTAC 076° radial extending from the 8-mile radius area to 11 miles E of the VORTAC.

AMENDMENTS 5/29/69 34 F. R. 5647 (Changed)

Macomb, Ill.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Macomb Municipal Airport (latitude 40°31'10" N., longitude 90°39'15" W.); and within 2 miles each side of the 085° bearing from Macomb Municipal 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 north and 8 miles south of the 085° bearing from Macomb Municipal Airport, extending from the airport to 12 miles east of the airport, excluding the portion which overlies the Burlington, Iowa, transition area.

AMENDMENTS 5/1/69 34 F. R. 4944 (Added)

Macon, Ga.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of Herbert Smart Airport (latitude 32°49'20" N., longitude 83°33'50" W.); within a 10-mile radius of Robbins AFB (latitude 32°38'30" N., longitude 83°35'30" W.); within a 10-mile radius of Lewis B. Wilson Airport (latitude 32°41'35" N., longitude 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.

AMENDMENTS 5/1/69 34 F. R. 3796 (Rewritten); 5/29/69 34 F. R. 6038 (Changed)

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.

Madison, Ind.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Madison Municipal Airport (latitude 38°45'40" N., longitude 85°27'50" W.); and within 3 miles each side of the 206° bearing from Madison Municipal Airport, extending from the 5-mile radius area to 8 miles southwest of the airport, excluding the portion which overlies Restricted Area R-3403.

AMENDMENTS 12/11/69 34 F. R. 15786 (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.

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.

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.

Manistee, Mich.

That airspace extending upward from 700 feet above the surface within a 9-mile radius of Manistee-Blacker Airport (latitude 44°16'25" N., longitude 86°15'00" W.); within 5 miles north and 8 miles south of the Manistee VOR 274° radial, extending from 9-mile radius area to 16 miles west of the VOR; and within 5 miles south and 8 miles north of the Manistee VOR 099° radial, extending from the 9-mile radius area to 12 miles east of the VOR.

AMENDMENTS 5/1/69 34 F. R. 4943 (Rewritten)

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.

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 061° radial, extending from the 8-mile radius area to the VOR.

Corr: 34 F. R. 6331

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 coincides 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 307° radial, extending from the VORTAC to 12 miles NW of the VORTAC; within 2 miles each side of the Mansfield Lahm Municipal Airport localizer northwest course, extending from the Mansfield Lahm Municipal Airport 8.5-mile radius area to 14 miles northwest of the localizer; within a 10-mile radius arc of the Mansfield VORTAC, extending clockwise from the Mansfield VORTAC 180° radial to the Mansfield VORTAC 197° radial; within 5 miles southwest and 8 miles northeast of the Mansfield VORTAC 130° radial, extending from 10 miles southeast of the VORTAC to 22 miles southeast 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 5/1/69 34 F. R. 5223 (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.

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.

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.

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 Municipal 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.

Marion, S. C.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of Marion County Airport (latitude 34°11'00" N., longitude 79°20'00" W.); within 2 miles each side of the Florence VORTAC 101° radial, extending from the 6-mile radius area to the Florence VORTAC excluding the portion that coincides with the Florence transition area.

AMENDMENTS 6/26/69 34 F. R. 7222 (Added); Corr: 34 F. R. 9707

Marks, Miss.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Riverside Industries Airport (latitude 34°13'50" N., longitude 90°17'25" W.); within 3 miles each side of the 197° bearing from Marks, Miss., RBN (latitude 34°13'50" N., longitude 90°17'28" W.), extending from the 6.5-mile radius area to 8.5 miles south of the RBN.

AMENDMENTS 10/16/69 34 F. R. 13365 (Added)

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.

Marshall, Minn.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Marshall Municipal Airport (latitude 44°26'50" N., longitude 95°49'10" W.); and within 2 miles each side of the 325° bearing from Marshall Municipal Airport, extending from the 7-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 325° bearing from Marshall Municipal Airport, extending from the airport to 12 miles northwest of the airport.

AMENDMENTS 5/29/69 34 F. R. 6475 (Added)

Marshalltown, Iowa

That airspace extending upward from 700 feet above the surface within a 6-mile radius of Marshalltown Municipal Airport (latitude 42°06'45" N., longitude 92°54'50" W.); and within 2 miles each side of the 321° bearing from Marshalltown Municipal Airport, extending from the 6-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 321° bearing from Marshalltown Municipal Airport, extending from the airport to 12 miles northwest of the airport, excluding the airspace within the Waterloo, Iowa, transition area.

AMENDMENTS 5/1/69 34 F. R. 4942 (Rewritten)

Marshfield, Mass.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Marshfield Airport (42°05'45" N., 70°40'25" W.), Marshfield, Mass.; and within 2 miles each side of the centerline of Runway 24 extended from the end of the runway to 5 miles southwest, excluding the portion that coincides with the Boston, Mass. 700-foot floor transition area and excluding the portion outside the United States.

AMENDMENTS 5/1/69 34 F. R. 5224 (Added)

Marshfield, Wis.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Marshfield Municipal Airport (latitude 40°38'10" N., longitude 90°11'15" W.); within 2 miles each side of the 216° bearing from Marshfield Municipal Airport, extending from the 5-mile radius area to 8 miles southwest of the airport; and within 2 miles each side of the 325° bearing from Marshfield Municipal Airport, extending from the 5-mile radius area to 8 miles northwest of the airport.

AMENDMENTS 8/21/69 34 F. R. 12086 (Rewritten)

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.

Martinsville, Va.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the center (36°37'50" N., 80°01'00" W.), of Blue Ridge Airport, Martinsville, Va.; within 2 miles each side of the Runway 30 centerline, extended from the 6.5-mile radius area to 14 miles northwest of the end of the runway; within 2 miles each side of the Runway 12 centerline, extended from the 6.5-mile radius area to 7.5 miles southeast of the end of the runway and within 3.5 miles each side of the 176° bearing from the Blue Ridge RBN (36°37'45" N., 80°01'00" W.), extending from the 6.5-mile radius area to 11.5 miles south of the RBN.

AMENDMENTS 12/11/69 34 F. R. 17165 (Added)

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 19 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.

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.

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.

McCall, Idaho

That airspace extending upward from 9,500 feet MSL within 6 miles west and 9 miles east of the McCall VORTAC 344° and 164° radials extending from 8 miles south to 19 miles north of the VORTAC.

AMENDMENTS 5/1/69 34 F. R. 2109 (Added)

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 west of the VORTAC, excluding the portion within the State of Mississippi.

AMENDMENTS 6/26/69 34 F. R. 7122 (Changed)

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.

McCordsville, Ind.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Indianapolis Brookside Airport (latitude 39°54'20" N., longitude 85°55'30" W.); and within 2 miles each side of the Shelbyville, Ind., VOR 342° radial, extending from the 5-mile radius area to 12 miles north of the VOR.

AMENDMENTS 5/1/69 34 F. R. 4944 (Added)

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.

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)

McPherson, Kans.

That airspace extending upward from 700 feet above the surface within a 5½-mile radius of McPherson Airport (latitude 38°21'25" N., longitude 97°41'30" W.); and within 2½ miles each side of the Hutchinson, Kans., VORTAC 027° radial, extending from the 5½-mile radius area to 19 miles northeast of the VORTAC.

AMENDMENTS 11/13/69 34 F. R. 14729 (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.

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.

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.).

AMENDMENTS 5/29/69 34 F. R. 6076 (Changed)

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.

Memphis, Tenn.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Memphis International 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 International 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, excluding the portion within the State of Tennessee.

AMENDMENTS 5/19/69 34 F. R. 8701 (Changed); 6/26/69 34 F. R. 7122 (Changed)

NAS Memphis, Tenn.

That airspace extending upward from 700 feet above the surface within a 12-mile radius of NAS Memphis (latitude 35°21'15" N., longitude 89°52'10" W.), and within 2 miles each side of the 083° bearing from the NAS Memphis RBN, extending from the 12-mile radius area to 14 miles E of NAS Memphis.

AMENDMENTS 10/9/69 34 F. R. 16862 (Changed)

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.

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.

AMENDMENTS 4/3/69 34 F. R. 1370 (Changed); 6/26/69 34 F. R. 7122 (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.).

PENDING AMENDMENT**Merrill, Wis.**

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Merrill Municipal Airport (latitude 45°12'00" N., longitude 89°42'25" W.); and within 3 miles each side of the 332° bearing from Merrill Municipal Airport, extending from the 7-mile radius area to 8 miles northwest of the airport; and that airspace extending upward from 1,200 feet above the surface within 4½ miles northeast and 9½ miles southwest of the 332° and 152° bearing from Merrill Municipal Airport, extending from 6 miles southeast to 18½ miles northwest of the airport, excluding the portion which overlies the Wausau, Wis., transition area.

AMENDMENTS 1/8/70 34 F. R. 18451 (Added)

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.

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.

AMENDMENTS 5/29/69 34 F. R. 6076 (Changed)

Michigan City, Ind.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of Michigan City Airport (latitude 41°42'10" N., longitude 86°49'15" W.); and within a 6½-mile radius of Michigan City Municipal Airport (latitude 41°40'10" N., longitude 86°53'20" W.).

AMENDMENTS 12/11/69 34 F. R. 17166 (Rewritten)

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.

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.

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 Midland Airpark (latitude 32°02'00" N., longitude 102°05'55" W.), within a 5-mile radius of Ector County Airport (latitude 31°55'00" N., longitude 102°23'00" W.), within 3.5 miles each side of the Midland VORTAC 011° radial extending from the 8-mile radius area to 11.5 miles north of the VORTAC excluding the portion within a 1.5-mile radius of Midland Airpark, and within 2 miles each side of the Midland ILS localizer southeast course extending from the 8-mile radius area to the INT of the Midland VORTAC 128° and the Big Spring VORTAC 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.

AMENDMENTS 10/16/69 34 F. R. 12943 (Changed)

Midway Island

That airspace extending upward from the 700 feet above the surface within a 10-nmi radius of NAS Midway Airport (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.

PENDING AMENDMENT**Milledgeville, Ga.**

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Baldwin County Airport (latitude 33°09'15" N., longitude 83°14'10" W.); within 3 miles each side of the 084° bearing from Milledgeville RBN (latitude 33°09'13" N., longitude 83°14'35" W.), extending from the 8.5-mile radius area to 8.5 miles east of the RBN.

AMENDMENTS 2/5/70 34 F. R. 18851 (Added)

Millersburg, Ohio

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center 40°32'15" N., 81°57'10" W. of Holmes County Airport, Millersburg, Ohio, and within 2 miles each side of the Tiverton, Ohio, VOR 059° radial extending from the 5-mile radius area to the VOR.

AMENDMENTS 7/24/69 34 F. R. 9032 (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.

Milton, Fla.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of NAS Whiting Field (North) (latitude 30°43'15" N., longitude 87°01'45" W.); within 2 miles each side of the 315° bearing from Navy Whiting RBN, extending from the 6-mile radius area to 8 miles northwest of the RBN; within 2 miles each side of Navy Whiting TACAN 309° radial, extending from the 6-mile radius area to 8 miles northwest of the TACAN, and within a 1.5-mile radius of Milton "T" (Private) Field (latitude 30°38'15" N., longitude 86°59'20" W.).

AMENDMENTS 5/29/69 34 F. R. 6075 (Added)

Milwaukee, Wis.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of General Mitchell Field (latitude 42°56'51" N., longitude 87°53'58" W.); within 8 miles east and 5 miles west of the Milwaukee ILS localizer south course, extending from the 8-mile radius area to 12 miles south of the OM; within a 5-mile radius of Horlick-Racine Airport (latitude 42°45'35" N., longitude 87°48'55" W.); within an 8-mile radius of Timmerman Airport (latitude 43°06'40" N., longitude 88°02'05" W.); within 5 miles northeast and 8 miles southwest of the Timmerman VOR 337° radial, extending from the 8-mile radius area to 12 miles northwest of the VOR; within 2 miles each side of the Timmerman VOR 214° radial, extending from the 8-mile radius area to 14 miles southwest of the VOR; and within a 7½-mile radius of Waukesha County Airport (latitude 43°02'20" N., longitude 88°14'05" W.); and that airspace extending upward from 1,200 feet above the surface bounded on the north by latitude 43°30'00" N., on the east by longitude 87°00'00" W., on the south by latitude 42°30'00" N., and on the west by longitude 88°30'00" W.

AMENDMENTS 12/11/69 34 F. R. 17165 (Rewritten)

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 Airport (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.

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.

Mississippi

That airspace extending upward from 1,200 feet above the surface within the boundary of the State of Mississippi, including that airspace 3 nautical miles from and parallel to the shoreline, beginning at the intersection of the Mississippi/Alabama State line, extending west along a line 3 nautical miles from and parallel to the shoreline, to and southwest along the southeast boundary of V-198, to and south along longitude 88°51'00" W. to latitude 30°07'20" N. (point of intersection of the Mississippi State line and longitude 88°51'00" W.).

AMENDMENTS 6/26/69 34 F. R. 7122 (Added)

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.

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°02'30" W.); and that airspace extending upward from 1,200 feet above the surface within 4½ miles southwest and 9½ miles northeast of the Mitchell VOR 149° radial, extending from the VOR to 18½ miles southeast of the VOR; and within 4½ miles northeast and 9½ miles southwest of the Mitchell VOR 300° radial, extending from the VOR to 18½ miles northwest of the VOR.

AMENDMENTS 7/24/69 34 F. R. 8701 (Rewritten)

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.

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 Field (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 Field 8-mile radius area; within 3 miles each side of the Brookley VORTAC 150° radial, extending from the Brookley Field 8-mile radius area to the Fairhope Municipal Airport 8-mile radius area.

AMENDMENTS 6/26/69 34 F. R. 7123 (Changed); 10/13/69 34 F. R. 17104 (Changed)

Modesto, Calif.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Modesto City-County Airport (latitude 37°37'35" N., longitude 120°57'15" W.), within 2 miles each side of the Modesto VOR 291° radial, extending from the 5-mile radius area to 8 miles W of the VOR, and within 2 miles each side of the Modesto VOR 119° radial, extending from the 5-mile radius area to 8 miles E of the VOR; and that airspace extending upward from 1,200 feet above the surface bounded on the E by longitude 120°30'00" W., on the SE by a line extending from latitude 37°38'45" N., longitude 120°30'00" W., to latitude 37°25'00" N., longitude 120°48'00" W., on the S by latitude 37°25'00" N., on the W by V-109, and on the N by a line extending from the E boundary of V-109 through latitude 37°38'00" N., longitude 121°00'35" W., to latitude 37°45'45" N., longitude 120°30'00" W.

Moline, Ill.

That airspace extending upward from 700 feet above the surface within a 9-mile radius of Quad City Airport (latitude 41°26'50" N., longitude 90°30'40" W.); within 4½ miles north and 9½ miles south of the Quad City ILS localizer west course, extending from 1 mile east to 18½ miles west of the OM; within a 6½-mile radius of Davenport Municipal Airport (latitude 41°36'40" N., longitude 90°35'20" W.); within 3 miles each side of the 224° bearing from the Davenport RBN, extending from the 6½-mile radius area to 8 miles southwest of the RBN; and within 2 miles each side of the Cordova VOR 220° radial, extending from the 6½-mile radius area to the VOR; and that airspace extending upward from 1,200 feet above the surface bounded on the north by latitude 41°55'00" N., on the east by longitude 89°50'00" W., on the south by latitude 41°10'00" N., and on the west by longitude 91°00'00" W.

AMENDMENTS 5/1/69 34 F. R. 1890 (Rewritten); 12/11/69 34 F. R. 17103 (Rewritten)

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.

Monongahela, Pa.

That airspace extending upward from 700-feet above the surface within a 6.5-mile radius of the center, 40°12'40" N., 79°49'50" W., of Rostraver Airport, Monongahela, Pa., and within 2 miles each side of the Allegheny, Pa., VORTAC 113° radial extending from the 6.5-mile radius area to the VORTAC, excluding the portion which coincides with the Pittsburgh, Pa., transition area.

AMENDMENTS 11/13/69 34 F. R. 14886 (Added)

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, Mich.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Custer Airport (latitude 41°56'10" N., 83°26'15" W.); and within 2 miles each side of the Carleton, Mich., VORTAC 171° radial, extending from the 5-mile radius area to the VORTAC excluding the portion which overlies the Detroit, Mich., 700-foot floor transition area.

AMENDMENTS 5/1/69 34 F. R. 4943 (Added)

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.

Monroe County, Miss.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Monroe County Airport (latitude 33°52'20" N., longitude 88°28'25" W.), excluding the portion that coincides with the Columbus, Miss., transition area.

AMENDMENTS 6/26/69 34 F. R. 6683 (Added)

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 3 miles each side of Monroeville VOR 039° and 201° radials, extending from the VOR to 8.5 miles northeast and south of the VOR.

AMENDMENTS 6/26/69 34 F. R. 7123 (Changed); 10/9/69 34 F. R. 16862 (Changed)

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°10'00" 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.

AMENDMENTS 6/26/69 34 F. R. 7371 (Changed)

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.

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.

Monticello, Ark.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Monticello Municipal Airport (latitude 33°38'10" N., longitude 91°45'10" W.), and within 2 miles each side of the Monticello VORTAC 337° radial extending from the 5-mile radius area to the VORTAC.

AMENDMENTS 11/13/69 34 F. R. 14641 (Added); 11/13/69 34 F. R. 17949 (Rewritten)

Monticello, N. Y.

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of the center, 41°42'00" N., 74°47'50" W. of Sullivan County International Airport, Monticello, N. Y.; within 2 miles each side of the Sullivan County International Airport runway 15 centerline extended from the 8.5-mile radius area to 9 miles southeast of the end of the runway; within 2 miles each side of the Sullivan County International Airport runway 33 centerline extended from the 8.5-mile radius area to 12.5 miles northwest of the end of the runway; and within 3.5 miles each side of the 130° bearing from the White Lake REN (latitude 41°41'51" N., longitude 74°47'48" W.) extending from the 8.5-mile radius area to 11.5 miles southeast of the REN.

AMENDMENTS 11/13/69 34 F. R. 15293 (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.

AMENDMENTS 6/26/69 34 F. R. 7123 (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 State Airport, Barre-Montpelier, Vt.

AMENDMENTS 6/21/69 34 F. R. 9706 (Changed)

Montrose, Colo.

That airspace extending upward from 700 feet above the surface within 5 miles northeast and 9.5 miles southwest of the Montrose VOR 313° and 133° radials extending from 7 miles southeast to 24.5 miles northwest of the VOR.

AMENDMENTS 10/16/69 34 F. R. 13153 (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.

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.

Morris, Minn.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of Morris Municipal Airport (latitude 45°34'05" N., longitude 95°58'10" W.); and within 2 miles each side of the 148° bearing from Morris 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 148° bearing from Morris Municipal Airport, extending from the airport to 12 miles southeast of the airport.

AMENDMENTS 4/3/69 34 F. R. 1894 (Added)

Morristown, Tenn.

That airspace extending upward from 700 feet above the surface within a 9.5-mile radius of Moore-Murrell Airport (latitude 36°10'50" N., longitude 83°22'20" W.); within 4.5 miles northwest and 9.5 miles southeast of the 239° bearing from Morristown RBN (latitude 36°11'10" N., longitude 83°22'00" W.), extending from the 9.5-mile radius area to 18.5 miles southwest of the RBN.

AMENDMENTS 10/16/69 34 F. R. 13527 (Rewritten)

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 5 miles each side of the Moses Lake VOR 144° radial extending from 26 miles southeast of the VOR to the northwest edge of V-112W, 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 6 miles southeast of and parallel to the Moses Lake VOR 066° radial, on the west by longitude 119°15'00" W., 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 a line 6 miles south of and parallel to the Moses Lake VOR 266° radial, on the west by an arc of a 39-mile radius circle centered on the Grant County Airport, and that airspace southwest of Moses Lake extending upward from 5,500 feet MSL within 7 miles northwest and 10 miles southeast of the Moses Lake VOR 238° radial extending from 10 to 50 miles southwest of the VOR, excluding that airspace overlying R-6715.

AMENDMENTS 4/3/69 34 F. R. 1893 (Changed); 6/26/69 34 F. R. 6683 (Changed)

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.

Mosinee, Wis.

The airspace extending upward from 700 feet above the surface within a 10-mile radius of Central Wisconsin Airport (latitude 44°46'35" N., longitude 89°40'00" W.); within 5 miles each side of the 087° bearing from Central Wisconsin Airport, extending from the 10-mile radius area to 13 miles east of the airport; and within 5 miles each side of the 242° bearing from Central Wisconsin Airport, extending from the 10-mile radius area to 12 miles southwest of the airport, excluding the portion which overlies the Wausau, Wis., transition area.

AMENDMENTS 8/21/69 34 F. R. 12086 (Added); 11/13/69 34 F. R. 15292 (Rewritten)

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.).

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 Pleasant, Tenn.

That airspace extending upward from 700 feet above the surface within a 9.5-mile radius of Maury County Airport (latitude 35°33'15" N., longitude 87°10'50" W.); within 9.5 miles southeast and 4.5 miles northwest of the 060° and 227° bearings from Maury County RBN (latitude 35°33'20" N., longitude 87°10'57" W.), extending from the 9.5-mile radius area to 18.5 miles northeast and southwest of the RBN.

AMENDMENTS 8/21/69 34 F. R. 11085 (Added)

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 333° bearing from the Tobyhanna RBN (41°12'15" N., 75°25'20" W.) extending from the RBN to 7.5 miles northwest of the RBN.

AMENDMENTS 9/18/69 34 F. R. 12026 (Changed)

Mount Vernon, Ill.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of Mount Vernon-Outland Airport (latitude 38°19'20" N., longitude 88°51'35" W.); within 2 miles each side of the Mount Vernon VOR 046° radial, extending from the 6-mile radius area to 8 miles northeast of the VOR; and within 2 miles each side of the Mount Vernon VOR 227° radial, extending from the 6-mile radius area to 17 miles southwest of the VOR.

AMENDMENTS 5/29/69 34 F. R. 6771 (Rewritten)

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.

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°10'00" N., longitude 85°00'00" W.; to latitude 40°10'00" N., longitude 85°05'45" W.; to latitude 40°00'00" N., longitude 84°58'00" W.; to latitude 40°00'00" N., longitude 86°00'00" W.; to latitude 40°07'00" N., longitude 86°00'00" W.; to latitude 40°30'00" N., longitude 85°50'00" W.; to latitude 40°40'00" N., longitude 85°50'00" W.; to the point of beginning and within a 12-mile radius of Marion Municipal Airport.

PENDING AMENDMENT**Muncie, Ind.**

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Delaware County-Johnson Field (latitude 40°14'30" N., longitude 85°23'45" W.); within 3 miles each side of the Muncie VOR 125° radial, extending from the 7-mile radius area to 8 miles southeast of the VOR; within 3 miles each side of the Muncie VOR 017° radial, extending from the 7-mile radius area to 8 miles north of the VOR; and within 3½ miles each side of the Muncie VOR 320° radial, extending from the 7-mile radius area to 10 miles northwest of the VOR; and that airspace extending upward from 1,200 feet above the surface within the area bounded by a line beginning at latitude 40°40'00" N., longitude 85°30'00" W.; to latitude 40°30'00" N., longitude 85°22'00" W.; to latitude 40°30'00" N., longitude 84°49'00" W.; to latitude 40°10'00" N., longitude 85°00'00" W.; to latitude 40°10'00" N., longitude 85°05'45" W.; to latitude 40°00'00" N., longitude 84°58'00" W.; to latitude 40°00'00" N., longitude 86°00'00" W.; to latitude 40°07'00" N., longitude 86°00'00" W.; to latitude 40°30'00" N., longitude 85°50'00" W.; to latitude 40°40'00" N., longitude 85°50'00" W.; to the point of beginning; and within a 12-mile radius of Marion, Indiana Municipal Airport (latitude 40°29'25" N., longitude 85°40'40" W.).

AMENDMENTS 1/8/70 34 F. R. 17510 (Rewritten)

Muscataine, 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.).

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.).

AMENDMENTS 5/29/69 34 F. R. 6076 (Changed); 6/26/69 34 F. R. 7123 (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.).

AMENDMENTS 5/29/69 34 F. R. 5647 (Changed)

Nacogdoches, Tex.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Del Rentzel Airport (latitude 31°34'35" N., longitude 94°42'25" W.), within 2.5 miles each side of the Lufkin VORTAC 001° radial extending from the 5-mile radius area to 17 miles north of the VORTAC, and within 3.5 miles each side of the 339° and 159° bearings from the Nacogdoches RBN (latitude 31°38'01" N., longitude 94°44'01" W.) extending from the 5-mile radius area to 11.5 miles north of the RBN.

AMENDMENTS 6/26/69 34 F. R. 7275 (Added); 9/18/69 34 F. R. 12380 (Rewritten)

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.

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.

AMENDMENTS 5/29/69 34 F. R. 6076 (Changed); 6/26/69 34 F. R. 7122 (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, excluding the portion within the State of Mississippi.

AMENDMENTS 6/26/69 34 F. R. 7122 (Changed)

PENDING AMENDMENT**Natchez, Miss.**

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Hardy-Anders Field (latitude 31°36'50" N., longitude 91°17'55" W.); within 3 miles each side of Natchez VOR 020° radial, extending from the 7-mile radius area to 8.5 miles north of the VOR; and that airspace extending upward from 1,200 feet above the surface within 9.5 miles west of Natchez VOR 020° radial, extending from the VOR to 18.5 miles north; excluding the portion within the State of Mississippi.

AMENDMENTS 2/5/70 34 F. R. 19130 (Rewritten)

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.

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)

PENDING AMENDMENT**New Bern, N. C.**

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Simmons-Nott Airport (latitude 35°04'20" N., longitude 77°02'35" W.); excluding the portion within R-5306A.

AMENDMENTS 2/5/70 34 F. R. 19026 (Rewritten)

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.

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.

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.

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 State Airport, Newport, Vt.; within 2 miles each side of a bearing 032° from the Newport radio beacon extending from the 5-mile radius area to 8 miles northeast of the radio beacon, excluding the portion overlying Canada. This transition area is effective from sunrise to sunset, daily.

AMENDMENTS 8/5/69 34 F. R. 12662 (Changed)

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.

New Ulm, Minn.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of New Ulm Municipal Airport (latitude 44°19'15" N., longitude 94°30'05" W.); and within 2 miles each side of the 307° bearing from New Ulm 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 307° bearing from New Ulm Municipal Airport extending from the airport to 12 miles northwest of the airport; and within 5 miles each side of the 127° bearing from New Ulm Municipal Airport, extending from the airport to 12 miles southeast of the airport.

AMENDMENTS 8/21/69 34 F. R. 12086 (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.

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.

AMENDMENTS 3/6/69 34 F. R. 249 (Changed); Corr; 34 F. R. 2109; 5/29/69 34 F. R. 5647 (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 Carolina

That airspace extending upward from 1,200 feet above the surface within the boundary of the State of North Carolina including that airspace within 3 nautical miles of and parallel to the shoreline of North Carolina; and including the additional airspace bounded by a line beginning at latitude 34°09'45" N., longitude 77°45'45" W., to latitude 34°03'05" N., longitude 77°42'30" W., to latitude 34°01'05" N., longitude 77°50'05" W.; thence via a line 3 nautical miles from and parallel to the shoreline to the point of beginning; and that airspace bounded by a line beginning at latitude 33°50'30" N., longitude 78°23'45" W., to latitude 33°45'50" N., longitude 78°31'00" W., to latitude 33°48'10" N., longitude 78°31'45" W.; thence via a line 3 nautical miles from and parallel to the shoreline to the point of beginning; and that airspace extending upward from 2,000 feet MSL to FL-600 bounded on the east by longitude 75°30'00" W., on the south and west by a line 3 nautical miles from and parallel to the shoreline and on the north by latitude 36°33'30" N., excluding that airspace within R-5301A and B, R-5306 A, B, and C, R-5311, R-5313, R-5302.

AMENDMENTS 5/29/69 34 F. R. 5648 (Added); 9/18/69 34 F. R. 12161 (Changed)

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.

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.

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 9-mile radius of Ocala Municipal (Jim Taylor) Airport (latitude 29°10'18" N. longitude 82°13'26" W.); within 2 miles each side of the Ocala VORTAC 171° radial; extending from the 9-mile radius area to 9 miles south of the VORTAC.

AMENDMENTS 5/1/69 34 F. R. 4942 (Rewritten); 5/29/69 34 F. R. 6076 (Changed)

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.

Ogden, Utah

That airspace extending upward from 700 feet above the surface bounded on the north by latitude 41°27'00" N., on the east by longitude 111°55'00" W., on the south by latitude 41°00'00" N., and on the west by longitude 112°22'00" W., within 4.5 miles southwest and 9.5 miles northeast of the Ogden VORTAC 316° radial extending from the VORTAC to 18.5 miles northwest of the VORTAC;
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.

AMENDMENTS 10/16/69 34 F. R. 13527 (Changed)

Ogdensburg, N.Y.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center 44°40'52" N., 75°28'05" W. of Ogdensburg Municipal Airport, Ogdensburg, N.Y., excluding the portion over Canada: within 2 miles each side of a 077° bearing from the Ogdensburg radio beacon extending from the 5-mile radius to 8 miles east of the radio beacon.

That airspace extending upward from 1,200 feet above the surface beginning at 44°16'00" N., 75°30'00" W. to 44°16'00" N., 76°10'00" W., thence NE along the U.S./Canadian border to 44°56'00" N., 75°05'00" W. to 44°42'00" N., 75°05'00" W. to point of beginning.

Oklahoma City, Okla.

That airspace extending upward from 700 feet above the surface within the area bounded by a line beginning at latitude 35°15'30" N., longitude 97°19'00" W.; to latitude 35°23'00" N., longitude 97°14'30" W.; to latitude 35°40'30" N., longitude 97°14'30" W.; to latitude 35°40'30" N., longitude 97°28'30" W.; to latitude 35°39'00" N., longitude 97°40'00" W.; to latitude 35°33'00" N., longitude 97°50'00" W.; to latitude 35°34'30" N., longitude 97°58'00" W.; to latitude 35°22'30" N., longitude 98°02'00" W.; to latitude 35°18'00" N., longitude 97°42'00" W.; to latitude 35°08'00" N., longitude 97°42'00" W., to latitude 35°03'45" N., longitude 97°31'15" W., to latitude 35°07'00" N., longitude 97°30'00" W.; to point of beginning; 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.

AMENDMENTS 8/21/69 34 F. R. 9852 (Changed)

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.

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 5½-mile radius of O'Neill Municipal Airport (latitude 42°28'10" N., longitude 98°41'15" W.); and within 3½ miles each side of the O'Neill VORTAC 315° radial, extending from the 5½-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 an 18½-mile radius circle centered on the O'Neill VORTAC, extending from the O'Neill VORTAC 228° radial clockwise to the O'Neill VORTAC 049° radial; and within the arc of a 9-mile radius circle centered on the O'Neill VORTAC, extending from the O'Neill VORTAC 049° radial clockwise to the O'Neill VORTAC 228° radial.

AMENDMENTS 10/16/69 34 F. R. 13365 (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.

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.

Orangeburg, S. C.

That airspace extending upward from 700 feet above the surface within a 7.5-mile radius of Orangeburg Airport (latitude 33°27'40" N., longitude 80°51'30" W.); within 3 miles each side of the 226° bearing from Orangeburg RBN (latitude 33°26'23" N., longitude 80°52'41" W.), extending from the 7.5-mile radius area to 8.5 miles southwest of the RBN.

AMENDMENTS 9/18/69 34 F. R. 12381 (Added); 10/13/69 34 F. R. 17104 (Rewritten)

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.

AMENDMENTS 5/29/69 34 F. R. 6076 (Changed)

PENDING AMENDMENT

In the Orlando, Fla. transition area "LOM" is deleted and "OM" is substituted therefor, wherever it appears.

AMENDMENTS 1/29/70 34 F. R. 18159 (Changed)

Osceola, Wis.

That airspace extending upward from 700 feet above the surface within a 6½-mile radius of Osceola Municipal Airport (latitude 45°18'40" N., longitude 92°41'30" W.); and within 3 miles each side of the 114° bearing from Osceola Municipal Airport, extending from the 6½-mile radius to 8 miles southeast of the airport; and that airspace extending upward from 1,200 feet above the surface within 4½ miles southwest and 9½ miles northeast of the 114° and 294° bearings from Osceola Municipal Airport, extending from 6 miles northwest to 18½ miles southeast of the airport.

AMENDMENTS 7/24/69 34 F. R. 8907 (Rewritten)

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 a 9-mile radius of Steve Wittman Field (latitude 43°59'20" N., longitude 88°33'15" W.); within 4½ miles west and 9½ miles east of the Oshkosh VOR 182° radial, extending from the VOR to 18½ miles south of the VOR; within an 8-mile radius of Fond du Lac County Airport (latitude 43°46'10" N., longitude 88°29'30" W.); and within 4½ miles north and 9½ miles south of the 273° bearing from Fond du Lac County Airport, extending from the airport to 18½ 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.; to latitude 44°36'00" N., longitude 87°27'00" W.; to latitude 43°30'00" N., longitude 87°27'00" W.; to latitude 43°30'00" N., longitude 88°30'00" W.; to latitude 43°40'40" N., longitude 89°38'20" W.; thence north along the east boundary of V-177W 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.; 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 12/11/69 34 F. R. 17164 (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°28'50" 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.

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.); within 2 miles each side of the 280° bearing from the Oxford RBN (latitude 34°23'00" N., longitude 89°32'30" W.), extending from the 5-mile radius area to 8 miles west of the RBN.

AMENDMENTS 4/24/69 34 F. R. 6038 (Rewritten); 5/29/69 34 F. R. 7609 (Changed)

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.) 225° 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.

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.

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.

AMENDMENTS 5/29/69 34 F. R. 6076 (Changed)

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.

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.).

AMENDMENTS 5/29/69 34 F. R. 6076 (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°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.

AMENDMENTS 5/29/69 34 F. R. 6076 (Changed)

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 excluding the portion within the Jonesboro, Ark., control zone.

AMENDMENTS 9/18/69 34 F. R. 12381 (Changed)

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 1,200 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 within the State of Tennessee.

AMENDMENTS 6/26/69 34 F. R. 7122 (Changed)

-PENDING AMENDMENT**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 3 miles each side of the 210° bearing from Paris RBN (latitude 36°20'28" N., longitude 88°22'46" W.), extending from the 5-mile radius area to 8.5 miles southwest of the RBN; within 3 miles each side of the 353° bearing from Paris RBN, extending from the 5-mile radius area to 8.5 miles north of the RBN; and that airspace extending upward from 1,200 feet above the surface within 9.5 miles east and 4.5 miles west of the 353° bearing from Paris RBN, extending from the RBN to 18.5 miles north; within 5 miles each side of the 331° bearing from Paris RBN, extending from the RBN to the Paducah, Ky., transition area, excluding the portion within the State of Tennessee.

AMENDMENTS 1/8/70 34 F. R. 17511 (Rewritten)

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.

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.

PENDING AMENDMENT**Patterson, La.**

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Harry P. Williams Memorial Airport (latitude 29°42'40" N., longitude 91°20'18" W.), within 2.5 miles each side of the Tibby VORTAC 276° radial extending from the 5-mile radius area to 24 miles west of the VORTAC, and within 3.5 miles each side of the 228° bearing from the Patterson RBN (latitude 29°42'32" N., longitude 91°20'14" W.) extending from the 5-mile radius area to 11.5 miles southwest of the RBN.

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.

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. That airspace extending upward from 9,000 feet MSL bounded on the north by a line 5 miles north of and parallel to a direct line between the Grand Canyon, Ariz., VOR and the Boulder City, Nev., VORTAC, on the south by the north edge of V-210 and on the southwest by the northeast edge of V-105E.

AMENDMENTS 7/24/69 34 F. R. 8702 (Changed)

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 50 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, that airspace within the arc of a 32-mile-radius circle centered on the Pendleton VORTAC extending clockwise from the southeast edge of V-112E to the northeast edge of V-298.

AMENDMENTS 6/26/69 34 F. R. 6683 (Changed)

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.

Pensacola, Fla.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of Pensacola Municipal Airport (latitude 30°28'25" N., longitude 87°11'10" W.); within 8 miles southwest and 5 miles northeast of the 331° bearing from the Brent LOM, extending from the 8-mile radius area to 12 miles northwest of the LOM; within a 6-mile radius of NAS Saufley Field (latitude 30°28'15" N., longitude 87°20'30" W.); within 8 miles southeast and 5 miles northwest of Saufley VOR 234° radial, extending from the 6-mile radius area to 12 miles southwest of the VOR; within a 9-mile radius of NAS Pensacola (Forrest Sherman Field) (latitude 30°21'15" N., longitude 87°19'00" W.); within 7 miles each side of the NAS Pensacola (Forrest Sherman Field) Runways 6/24 and 18/36 extended centerlines, extending from the 9-mile radius area to 12 miles northeast, south and southwest of the airport.

AMENDMENTS 5/29/69 34 F. R. 6075 (Rewritten); 6/26/69 34 F. R. 7123 (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.

Perry, Iowa

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Perry Municipal Airport (latitude 41°49'35" N., longitude 94°09'30" W.); and within 2 miles each side of the 147° bearing from Perry Municipal Airport, extending from the 5-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 northeast and 8 miles southwest of the 147° bearing from Perry Municipal Airport, extending from the airport to 12 miles southeast of the airport, excluding the portions which overlie the Jefferson, Iowa, transition area.

AMENDMENTS 7/24/69 34 F. R. 7961 (Added)

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.

PENDING AMENDMENT**Petersburg, Va.**

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of the center (37°11'05" N., 77°30'30" W.) of Petersburg Municipal Airport, Petersburg, Va.; within 4.5 miles each side of the 226° bearing from the Petersburg RBN (37°07'48" N., 77°34'30" W.) extending from the 8.5-mile radius area to 11.5 miles southwest of the RBN and within 2 miles each side of the runway 32 centerline extended from the 8.5-mile radius area to 9 miles northwest of the end of the runway, excluding the portion that coincides with the Richmond, Va., transition area.

AMENDMENTS 1/8/70 34 F. R. 18816 (Added)

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.

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 113°10'00" W.; thence to latitude 34°00'00" N., longitude 112°43'00" W.; thence to the point of beginning. That airspace west of Phoenix extending upward from 5,500 feet MSL bounded on the north by the south edge of V-16, on the east by longitude 113°00'00" W., on the south by the north edge of V-66 and on the west by longitude 114°00'00" W., and that airspace extending upward from 7,000 feet MSL bounded on the north by latitude 34°00'00" N., on the east by longitude 113°00'00" W., on the south by the north edge of V-16 and on the west by longitude 114°00'00" W., excluding that airspace within restricted areas R-2308A, R-2308B, and R-2307.

AMENDMENTS 4/3/69 34 F. R. 1892 (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 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.

Pipestone, Minn.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Pipestone Municipal Airport (latitude 43°59'10" N., longitude 96°18'05" W.); and within 3 miles each side of the 193° bearing from Pipestone 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 4½ miles west and 9½ miles east of the 013° and 193° bearings from Pipestone Municipal Airport, extending from 5 miles north to 18½ miles south of the airport; and within 5 miles each side of the 013° bearing from Pipestone Municipal Airport, extending from the airport to 12 miles north of the airport.

AMENDMENTS 10/16/69 34 F. R. 13527 (Added)

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., REN, and within 2 miles each side of the Allegheny REN 257° bearing, extending from the Allegheny County 8-mile radius area to 8 miles west of the REN.

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, REN (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 REN.

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 center, 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, Ind.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Plymouth Municipal Airport (latitude 41°22'00" N., longitude 86°18'10" W.); and within 2 miles each side of the Knox, Ind., VOR 080° radial, extending from the 5-mile radius area to 10 miles east of the VOR.

AMENDMENTS 7/24/69 34 F. R. 7960 (Added)

Plymouth, Mass.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 41°54'35" N., 70°43'45" 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, and within 2 miles each side of the 204° bearing from the Plymouth, Mass., REN, 41°54'32" N., 70°44'11" W. extending from the 5-mile radius area to 8 miles southwest of the Plymouth RBN, excluding that airspace which coincides with the Boston, Mass., and Taunton, Mass., 700-foot transition areas.

AMENDMENTS 4/3/69 34 F. R. 2109 (Changed)

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.

Pocatello, Idaho

That airspace extending upward from 700 feet above the surface within 4.5 miles southeast and 11 miles northwest of the Pocatello VORTAC 048° radial, extending from the VORTAC to 28 miles northeast of the VORTAC; within 9.5 miles north and 4.5 miles south of the 252° radial extending from 18.5 miles west to 1.5 miles east of the VORTAC; that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 43°11'30" N., longitude 112°10'00" W., thence to latitude 42°52'00" N., longitude 112°11'45" W., thence clockwise via a 23-mile radius arc centered on the Pocatello VORTAC to latitude 43°05'20" N., longitude 113°00'00" W., thence to latitude 43°20'30" N., longitude 112°45'30" W., thence to point of beginning.

AMENDMENTS 10/16/69 34 F. R. 13152 (Rewritten); Corr: 34 F. R. 14316

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.

AMENDMENTS 7/24/69 34 F. R. 11182 (Changed)

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.

PENDING AMENDMENT**Ponce, P. R.**

That airspace extending upward from 700 feet above the surface within a 17-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.; within 9.5 miles south and 4.5 miles north of the Ponce VOR 111° radial, extending from the VOR to 18.5 miles east of the VOR.

AMENDMENTS 2/5/70 34 F. R. 19500 (Rewritten)

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.

Poplar Bluff, Mo.

That airspace extending upward from 700 feet above the surface within a 5½-mile radius of Earl Fields Memorial Airport (latitude 36°46'20" N., longitude 90°19'20" W.); and within 3 miles each side of the 189° bearing from Earl Fields Memorial Airport, extending from the 5½-mile radius area to 8 miles south of the airport; and that airspace extending upward from 1,200 feet above the surface within 4½ miles west and 9½ miles east of the 009° and 189° bearings from Earl Fields Memorial Airport, extending from 6 miles north to 18½ miles south of the airport; and within 5 miles each side of the 075° bearing from the Earl Fields Memorial Airport, extending from the airport to V-9, excluding the portion which overlies the Blytheville, Ark., transition area.

AMENDMENTS 4/3/69 34 F. R. 1894 (Added); 9/18/69 34 F. R. 12257 (Rewritten)

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.

Porterville, Calif.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Porterville Municipal Airport (latitude 36°02'00" N., longitude 119°04'00" W.) and within 2 miles each side of the Porterville VOR 343 radial extending from the 5-mile radius area to 1 mile north of the VOR.

AMENDMENTS 5/29/69 34 F. R. 5224 (Added)

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, Ind.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of Steed Field (latitude 40°27'00" N., longitude 84°59'15" W.); and within 2 miles each side of the 100° bearing from Steed Field, extending from the 6-mile radius area to 8 miles East of the airport.

AMENDMENTS 5/29/69 34 F. R. 5929 (Added)

Portland, Maine

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Portland International Jetport (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.

AMENDMENTS 8/5/69 34 F. R. 12662 (Changed)

Portland, Oreg.

That airspace extending upward from 700 feet above the surface within a 23-mile radius of the Portland International Airport (latitude 45°35'20" N., longitude 122°35'35" W.), within a 5-mile radius of Kelso-Longview, Wash., airport (latitude 46°07'12" N., longitude 122°53'58" W.) and within 2 miles each side of the 012° bearing from the Kelso, Wash., RBN (latitude 46°09'14" N., longitude 122°54'40" W.) extending from the 5-mile radius area to 8 miles north of the RBN; that airspace extending upward from 1,200 feet above the surface within a 30-mile radius of the Portland International Airport; that airspace northwest of Portland extending from the 30-mile radius area bounded on the south by latitude 45°38'00" N., on the west by longitude 123°17'00" W., on the north by V-112, that airspace north of the Kelso RBN bounded on the north by latitude 46°26'00" N., on the east by a line 6 miles east of and parallel to the 021° bearing from the RBN, on the south by latitude 46°09'00" N., on the southwest by a line 5 miles southwest of and parallel to the 336° bearing from the RBN; that airspace south of the Kelso RBN bounded on the north by latitude 46°09'00" N., on the northeast by a line 6 miles northeast of and parallel to the 151° bearing from the RBN, on the south by the 30-mile radius area and the north edge of V-112, on the northwest by a line 5 miles northwest of and parallel to the 216° bearing from the RBN, and within 5 miles east and 8 miles west of the 012° bearing from the Kelso RBN extending from the RBN to 12 miles north of the RBN; that airspace extending upward from 4,500 feet MSL northwest of Portland bounded on the south by the 012° bearing from the Kelso RBN extending from the RBN to 12 miles north of the RBN; that airspace extending upward from 6,500 feet MSL west of Portland extending from the 30-mile radius area bounded on the SE by V-287W, 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 east of Portland extending from the 30-mile radius area bounded on the north by the south edge of V-448S, on the east by an arc of a 60-mile radius circle centered on the Portland Airport and on the south by the Newberg VORTAC 081° radial; that airspace within arcs of 30- and 44-mile radius circles centered on Portland Airport bounded on the north by the Newberg VORTAC 081° radial and on the south by the northeast edge of V-165 excluding that airspace within Federal airways, that airspace south of Portland bounded on the northeast by the southwest edge of V-165, on the south by an arc of a 60-mile radius circle centered on Portland Airport and on the west by the east edge of V-23E; that airspace extending upward from 8,500 feet MSL north of Portland extending from the 30-mile radius area bounded on the northwest by the Portland VORTAC 036° radial, on the northeast by an arc of a 60-mile radius circle centered on Portland Airport and on the southeast by the northwest edge of V-448; that airspace east and southeast of Portland within arcs of 44- and 60-mile radius circles centered on the Portland Airport extending clockwise from the Newberg 081° radial to the northeast edge of V-165, excluding the airspace within arcs of 44- and 60-mile radius circles centered on the Portland Airport bounded on the north by the Portland VORTAC 118° radial and on the south by the Newberg 092° radial.

AMENDMENTS 4/3/69 34 F. R. 1892 (Changed); Corr: 34 F. R. 6173

AMENDMENTS 12/11/69 34 F. R. 17103 (Changed)

Portsmouth, N. H. (Pease AFB)

That airspace extending upward from 700 feet above the surface within an 11-mile radius of Pease AFB (latitude 43°04'40" N., longitude 70°49'25" W.); within 2 miles each side of the extended centerline of Runway 16, extending from the 11-mile radius area to 13 miles SE of the lift-off end of the runway.

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.

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 (Zerby) 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 within a 5-mile radius of the center (41°34'40" N., 73°43'55" W.) of Stormville Airport, Stormville, N. Y.; within 2 miles each side of the Stormville Airport Runway 8 centerline extended from the 5-mile radius area to 10 miles east of the end of the runway; within 2 miles each side of the Stormville Airport Runway 26 centerline extended from the 5-mile radius area to 6 miles west of the end of the runway and within 2 miles each side of the Kingston, N. Y., VOR 323° and 143° radials extending from the 5-mile radius area to 8 miles northwest of the Kingston, N. Y., 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.

AMENDMENTS 7/24/69 34 F. R. 9031 (Changed)

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 Spragueville 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 2 1/2 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.

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.

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.

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 34 F. R. 2047 (Eff: date to be announced); Eff: 4/11/69 34 F. R. 6376 (Added)

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 west edge of V-19; thence south along the west edge of V-19 and west along the north edge of V-210 to longitude 105°00'00" W., thence 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.

AMENDMENTS 10/16/69 34 F. R. 13794 (Changed)

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.) 232° and 047° radials extending from the 5-mile radius area to 8 miles southwest of the VOR; that airspace extending upward from 1,200 feet above the surface within 9 miles northwest and 6 miles southeast of the Pullman VOR 052° and 232° radials extending from 17.5 miles southwest to 7.5 miles northeast of the VOR.

AMENDMENTS 5/29/69 34 F. R. 6078 (Rewritten)

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.

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 south 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.

AMENDMENTS 5/29/69 34 F. R. 5648 (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 14-mile radius of Ellsworth AFB TACAN; and within 4½ miles southwest and 10½ miles northeast of the Rapid City VOR 155° radial, extending from the 14-mile radius area to 19 miles southeast of the VOR; and that airspace extending upward from 1,200 feet above the surface within a 53-mile radius of Ellsworth AFB (latitude 44°08'45" N., longitude 103°06'15" W.).

AMENDMENTS 10/16/69 34 F. R. 13363 (Rewritten)

Raton, N. Mex.

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Crews Field (latitude 36°44'30" N., longitude 104°30'00" W.) excluding that portion northwest of a line 5 miles northwest of and parallel to the Cimarron VORTAC 051° radial, and within 3.5 miles each side of the Cimarron VORTAC 051° radial extending from the 8.5-mile radius area to 8 miles northeast of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within 6.5 miles northwest and 10 miles southeast of the Cimarron VORTAC 051° radial extending from the VORTAC to 28 miles northeast of the VORTAC, and within 5 miles northwest and 8.5 miles southeast of the Cimarron VORTAC 051° radial extending from 28 miles northeast of the VORTAC to 45 miles northeast of the VORTAC.

AMENDMENTS 10/16/69 34 F. R. 13590 (Added)

PENDING AMENDMENT**Raton, N. Mex.**

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Crews Field (latitude 36°44'30" N., longitude 104°30'00" W.) excluding that portion northwest of a line 5 miles northwest of and parallel to the Cimarron VORTAC 050° radial, within 3.5 miles northwest and 6 miles southeast of the Cimarron VORTAC 050° radial extending from the 8.5-mile radius area to 17.5 miles northeast of the VORTAC, and within 3.5 miles each side of the Cimarron VORTAC 050° radial extending from 17.5 miles northeast to 8 miles northeast of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within 6.5 miles northwest of the Cimarron VORTAC 050° radial extending from the VORTAC to 45 miles northeast, within 16.5 miles southeast of the Cimarron VORTAC 050° and 230° radials extending from 1.5 miles southwest to 29 miles northeast of the VORTAC, and within 8.5 miles southeast of the Cimarron VORTAC 050° radial extending from 29 miles northeast to 45 miles northeast of the VORTAC

AMENDMENTS 1/8/70 34 F. R. 18751 (Rewritten)

Rawlins, Wyo.

That airspace extending upward from 700 feet above the surface within 5 miles each side of the 089° bearing from the Sinclair RBN extending from the RBN to 11.5 miles east; that airspace extending upward from 1,200 feet above the surface within 9.5 miles north and 6 miles south of the 089° and 269° bearings from the Sinclair RBN extending from 8 miles west to 18.5 miles east of the RBN.

AMENDMENTS 10/16/69 34 F. R. 13153 (Rewritten)

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 Stark-Tator Skypark, 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 8/5/69 34 F. R. 12662 (Changed)

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.

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.

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.).

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.

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.

Rhineland, Wis.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Oneida County Airport, Rhineland, Wis. (latitude 45°37'50" N., longitude 89°27'40" W.); within 2 miles each side of the Rhineland VOR 229° radial, extending from the 5-mile radius area to 8 miles SW of the VOR; within 2 miles each side of the Rhineland 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 Rhineland 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 Rhineland 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.

AMENDMENTS 5/29/69 34 F. R. 5647 (Changed)

Rifle, Colo.

That airspace extending upward from 8,200 feet MSL within 2 miles south and 4 miles north of the 099° and 279° bearing from the Rifle radiobeacon (latitude 39°31'34" N., longitude 107°43'37" W.) extending from 4 miles west to 8 miles east of the radiobeacon; that airspace extending upward from 9,700 feet MSL within 6 miles south and 9 miles north of the 099° and 279° bearings from the Rifle radiobeacon extending from 8 miles west of the radiobeacon to longitude 107°30'00" W., that airspace east of Rifle bounded by a line beginning at latitude 39°37'45" N., longitude 107°30'00" W., to latitude 39°37'00" N., longitude 107°26'00" W., to latitude 39°30'00" N., longitude 107°21'00" W., to latitude 39°24'30" N., longitude 107°30'00" W., thence to point of beginning.

AMENDMENTS 7/24/69 34 F. R. 7961 (Added); 6/21/69 34 F. R. 9706 (Changed)

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.

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.

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.

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, Ind.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Fulton County Airport (latitude 41°03'55" N., longitude 86°11'55" W.); and within 2 miles each side of the 096° bearing from Fulton County Airport, extending from the airport to 8 miles east of the airport.

AMENDMENTS 5/1/69 34 F. R. 4944 (Added)

Rochester, Minn.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Rochester Municipal Airport (latitude 43°54'25" N., longitude 92°29'45" W.); within 2½ miles each side of the Rochester VOR 029° radial, extending from the VOR to 23 miles northeast of the VOR; within 3 miles each side of the Rochester ILS localizer northwest course, extending from the 7-mile radius area to 19 miles northwest of the OM; and within 4½ miles southwest and 9½ miles northeast of the Rochester ILS localizer southeast course, extending from 3 miles northwest to 18½ miles southeast of the OM; and that airspace extending upward from 1,200 feet above the surface within an 18½-mile radius of Rochester VOR; the airspace north and east of Rochester bounded on the west by the west edge of V-82, on the northwest 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 northeast by V-2 and on the south by V-82; within 5 miles west and 7 miles east of the Rochester VOR 173° radial, extending from the 18½-mile radius area to 38 miles south of the VOR; and within 5 miles south and 7 miles north of the Rochester VOR 104° radial, extending from the 18½-mile radius area to 45 miles east of the VOR, excluding the portions that overlie the Winona and Faribault-Owatonna, Minn., transition areas.

AMENDMENTS 9/18/69 34 F. R. 12565 (Rewritten)

**PENDING AMENDMENT
Rochester, Minn.**

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Rochester Municipal Airport (latitude 43°54'25" N., longitude 92°29'45" W.); within 2½ miles each side of the Rochester VOR 029° radial, extending from the VOR to 23 miles northeast of the VOR; within 3 miles each side of the Rochester ILS localizer northwest course, extending from the 7-mile radius area to 19 miles northwest of the OM; and within 4½ miles southwest and 9½ miles northeast of the Rochester ILS localizer southeast course, extending from 3 miles northwest to 18½ miles southeast of the OM; and that airspace extending upward from 1,200 feet above the surface within a 22½-mile radius of Rochester VOR, extending clockwise from V-24 southeast of Rochester to V-82 northwest of Rochester; the airspace north and east of Rochester bounded on the west by the west edge of V-82, on the northwest 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 northeast by V-2 and on the south by V-82; within 5 miles west and 7 miles east of the Rochester VOR 173° radial, extending from the 22½-mile radius area to 38 miles south of the VOR; and within 5 miles south and 7 miles north of the Rochester VOR 104° radial, extending from 22½ miles to 45 miles east of the VOR, excluding the portions that overlie the Winona and Fairbault-Owatonna, Minn., transition areas.

AMENDMENTS 1/8/70 34 F. R. 18851 (Rewritten)

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.

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 4 miles each side of Pinehurst VORTAC 203° radial, extending from the 5-mile radius area to 18 miles southwest of the VORTAC.

AMENDMENTS 12/4/69 34 F. R. 18158 (Rewritten)

Rockland, Maine

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Knox County 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 Knox County 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 Knox County Airport, extending from the 5-mile radius area to 7 miles NW of the airport.

AMENDMENTS 8/28/69 34 F. R. 13734 (Changed)

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.

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°58'00" N., longitude 77°47'35" W.); within 4.5 miles each side of the Rocky Mount VORTAC 083° radial, extending from the 7-mile radius area to 8.5 miles east of the VORTAC; within an 8.5-mile radius of Rocky Mount-Wilson Airport (latitude 35°51'15" N., longitude 77°53'40" W.).

AMENDMENTS 12/11/69 34 F. R. 15786 (Rewritten); Corr: 34 F. R. 17510

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.

AMENDMENTS 5/29/69 34 F. R. 6038 (Changed)

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.

Roscommon, Mich.

That airspace extending upward from 700 feet above the surface within a 5½-mile radius of Roscommon County Airport (latitude 44°21'30" N., longitude 84°40'15" W.); and within 3 miles each side of the 082° bearing from Roscommon County Airport, extending from the 5½-mile radius area to 8 miles east of the airport; and that airspace extending upward from 1,200 feet above the surface within 4½ miles south and 9½ miles north of the 082° and 262° bearings from Roscommon County Airport, extending from 5 miles west to 18½ miles east of the airport; and within 5 miles each side of the 256° bearing from Roscommon County Airport, extending from the airport to the Lake City, Mich., transition area.

AMENDMENTS 10/16/69 34 F. R. 13365 (Rewritten)

Roseau, Minn.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Roseau Municipal Airport (latitude 48°51'25" N., longitude 95°41'40" W.); and within 2 miles each side of the 153° bearing from Roseau Municipal Airport, extending from the 5-mile radius area to 8 miles SE of the airport; and that airspace extending upward from 1200 feet above the surface within 5 miles SW and 8 miles NE of the 153° bearing from Roseau Municipal Airport, extending from the airport to 12 miles SE of the airport.

AMENDMENTS 5/29/69 34 F. R. 6474 (Added); F. R. Corr: 34 F. R. 6907

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.

Russell, Kans.

That airspace extending upward from 700 feet above the surface within 2½ miles each side of the Hays, Kans., VORTAC 086° radial, extending from a 5-mile radius circle centered on the Russell Municipal Airport (latitude 38°52'20" N., longitude 98°48'45" W.) to 19 miles east of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within 4½ miles north and 9½ miles south of the Hays VORTAC 086° radial extending from 1 mile to 29 miles east of the VORTAC, excluding the portion which overlies the Hays, Kansas, transition area.

AMENDMENTS 5/29/69 34 F. R. 4941 (Rewritten); 12/11/69 34 F. R. 15341 (Rewritten)

Ruston, La.

That airspace 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.

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 State 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.

AMENDMENTS 6/21/69 34 F. R. 9706 (Changed)

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 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 087° 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.

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.

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.

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-4S 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.

PENDING AMENDMENT**Salisbury, N. C.**

That airspace extending upward from 700 feet above the surface within an 8-mile radius of Rowan County Airport (latitude 35°38'30" N., longitude 80°31'10" W.); within 3 miles each side of the 014° bearing from Salisbury NDB (latitude 35°40'29" N., longitude 80°30'32" W.), extending from the 8-mile radius area to 8.5 miles north of the NDB.

AMENDMENTS 2/5/70 34 F. R. 19499 (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.

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 Farms radio beacon extending from the radio beacon to 12 miles southeast.

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 Angulos 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.

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.

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.

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° 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 Kennebec, Maine VOR 066° radial, extending from the 7-mile radius area to 8 miles NE of the VOR.

AMENDMENTS 5/29/69 34 F. R. 6473 (Changed)

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.).

PENDING AMENDMENT**Sanford, N. C.**

That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of Sanford Municipal Airport (latitude 35°25'55" N., longitude 79°11'10" W.); within 2.5 miles each side of Pinehurst VORTAC 057° radial, extending from the 5.5-mile radius area to 21 miles northeast of the VORTAC.

AMENDMENTS 2/5/70 34 F. R. 19499 (Rewritten)

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.

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 139° 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.

AMENDMENTS 6/26/69 34 F. R. 7121 (Changed)

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.

PENDING AMENDMENT

The San Juan, P. R., 1200-foot transition area is amended by deleting "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" and substituting therefor "thence west along latitude 18°00'00" N., to and south along longitude 66°15'00" W., to and east along a line 4.5 miles north of and parallel to Ponce VOR 111° radial, to and south along a line 18.5 miles east of Ponce VOR and perpendicular to the Ponce VOR 111° radial, to latitude 17°46'15" N., longitude 66°18'30" W.; thence west along a line 9.5 miles south of and parallel to Ponce VOR 111° radial to the intersection of a 15-mile radius circle centered at Mercedita Airport."

AMENDMENTS 2/5/70 34 F. R. 19500 (Changed)

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.

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 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.

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.

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 Coddington 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,

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.

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 302° radial, extending from the 8-mile radius area to 8 miles northwest of the VOR.

AMENDMENTS 7/3/69 34 F. R. 7849 (Changed)

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 REN, extending from the REN to 12 miles southeast of the REN; 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 north-west 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 REN, extending from the REN to 8 miles northwest of the REN, and the airspace within the United States extending upward from 1,200 feet above the surface within a 34-mile radius of Kincheloe AFB.

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.

AMENDMENTS 5/29/69 34 F. R. 6038 (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 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, 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 8,500 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" N.; 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., transition areas are excluded.

AMENDMENTS 4/3/69 34 F. R. 1370 (Changed)

PENDING AMENDMENT

The description of the Seattle, Wash. transition area is amended as follows:

In the 700-foot portion of the transition area delete all between "within a 23-mile radius of the Seattle VORTAC", and "within a 23-mile radius of latitude 47°39'30" N., longitude 122°25'00" W.;" and substitute therefor "within a 10-mile radius of Olympia VORTAC, within 5 miles each side of the Olympia VORTAC 195° radial, extending from the 10-mile radius area to 15.5 miles south of the VORTAC".

Delete all of the 1,200-foot portion of the transition area and substitute therefor "that airspace extending upward from 1,200 feet above the surface bounded on the north by latitude 48°05'00" N., on the east via longitude 121°35'00" W. to latitude 46°55'00" N., thence via latitude 46°55'00" N. to longitude 121°53'00" W., thence via longitude 121°53'00" W. to latitude 46°45'00" N., thence via latitude 46°45'00" N. and an arc of a 22-mile radius circle centered on the Olympia VORTAC to longitude 123°15'00" W., thence via longitude 123°15'00" W., to latitude 48°05'00" N., that airspace southwest of Seattle bounded on the north by the north edge of V-27, on the east by longitude 123°15'00" W., on the south by the south edge of V-204, and on the west by longitude 123°40'00" W."

In the 4,500-foot MSL portion of the transition area delete "bounded on the north by latitude 46°45'00" N.," and substitute therefor "bounded on the north by an arc of a 22-mile radius circle centered on Olympia VORTAC and latitude 46°45'00" N."

Delete "V-27W" each place it appears in the text and substitute "V-27" therefor.

AMENDMENTS 1/3/70 34 F. R. 18852 (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.

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 6½-mile radius of Freeman Municipal Airport (latitude 38°55'35" N., longitude 85°54'25" W.); and within 3 miles each side of the 161° bearing from Freeman Municipal Airport extending from the 6½-mile radius to 8 miles south of the airport.
AMENDMENTS 7/24/69 34 F. R. 8702 (Rewritten)

Seymour, Tex.

That airspace extending upward from 700 feet above the surface bounded by a line beginning at latitude 33°39'00" N., longitude 99°20'00" W., thence to latitude 33°46'00" N., longitude 99°23'00" W., to latitude 33°52'00" N., longitude 99°07'00" W., to latitude 33°42'00" N., longitude 99°03'00" W., to point of beginning.
AMENDMENTS 8/21/69 34 F. R. 9853 (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 REN (latitude 35°20'51" N., longitude 96°56'48" W.) extending from the 5-mile radius area to 8 miles north of the REN.

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 southeast and 8 miles northwest of the 026° bearing from Sheboygan County Memorial Airport, extending from the airport to 12 miles northeast of the airport.

AMENDMENTS 5/1/69 34 F. R. 4942 (Rewritten)

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, N. C.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Shelby Municipal Airport (latitude 35°15'25" N., longitude 81°36'00" W.); within 3 miles each side of the Spartanburg VORTAC 052° radial, extending from the 7-mile radius area to 13 miles northeast of the VORTAC.

AMENDMENTS 10/16/69 34 F. R. 13527 (Added)

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.

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.

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.

Sheldon, Iowa

That airspace extending upward from 700 feet above the surface within a 5½-mile radius of Sheldon Municipal Airport (latitude 43°12'35" N., longitude 95°50'05" W.); and within 3 miles each side of the 163° bearing from Sheldon Municipal Airport, extending from the 5½-mile radius area to 8 miles south of the airport; and that airspace extending upward from 1,200 feet above the surface within 4½ miles west and 9½ miles east of the 163° and 343° bearings from Sheldon Municipal Airport, extending from 6 miles north to 18½ miles south of the airport; and within 5 miles each side of the 343° bearing from Sheldon Municipal Airport, extending from the airport to 12 miles north of the airport.

AMENDMENTS 12/11/69 34 F. R. 15787 (Added)

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.

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 beginning 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.

Shirley, N. Y.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center, 40°48'40" N., 72°52'00" W., of Brookhaven Airport, Shirley, N. Y.; within 2 miles each side of the Runway 15 centerline extending from the 6-mile radius area to 6 miles southeast of the end of the runway; within 2 miles each side of the Runway 33 centerline extended from the 6-mile radius area to 7 miles northwest of the end of the runway; and within 3 miles northwest and 5 miles southeast of the 245° bearing from the Peconic RBN extending from the RBN to 10 miles southwest of the RBN excluding the portions which coincide with the Islip, N. Y., Calverton, N. Y., and Westhampton Beach, N. Y., transition areas.

AMENDMENTS 8/21/69 34 F. R. 11355 (Added)

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.

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.

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 Municipal Airport, Sidney, N. Y.; within 2 miles each side of the Rockdale VOR 217° radial extending from the 5-mile radius to the VOR; within 2 miles each side of a bearing 049° from the Sidney radio beacon 42°20'25" N., 75°21'30" W. extending from the 5-mile radius to 8 miles NE of the radio beacon.

AMENDMENTS 5/29/69 34 F. R. 6473 (Changed)

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.

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.

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.

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.

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 Sioux 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.

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.

Skaneateles, N. Y.

That airspace extending upward from 700-feet above the surface within a 5-mile radius of the center 42°54'50" N., 76°26'20" W. of Empire Aero Services Airport, Skaneateles, N. Y.; within 2 miles each side of the Runway 10 centerline, extended from the 5-mile radius area to 6 miles east of the lift-off end of the runway and within 2 miles each side of the Syracuse VORTAC 215° radial, extending from the 5-mile radius area to 13 miles southwest of the Syracuse VORTAC.

AMENDMENTS 9/18/69 34 F. R. 12027 (Added)

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.

PENDING AMENDMENT**Slidell, La.**

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Slidell Airport (latitude 30°20'37" N., longitude 89°49'18" W.), and within 2.5 miles each side of the New Orleans VORTAC 043° radial extending from the 5-mile radius area to 23 miles northeast of the VORTAC.

AMENDMENTS 1/8/70 34 F. R. 18298 (Added)

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.

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.

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 each 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.

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.

South Carolina

That airspace extending upward from 1,200 feet above the surface within the boundary of the State of South Carolina including the offshore airspace within 3 nautical miles of and parallel to the shoreline of South Carolina, and including the airspace outside the United States southeast of Myrtle Beach, S. C., bounded by a line beginning at latitude 33°48'10" N., longitude 78°31'45" W.; to latitude 33°45'50" N., longitude 78°31'00" W.; to latitude 33°40'10" N., longitude 78°40'15" W.; thence clockwise along a 15-mile radius circle centered on the Conway TACAN to latitude 33°27'40" N., longitude 78°55'20" W.; to latitude 33°19'40" N., longitude 79°02'10" W.; to latitude 33°14'15" N., longitude 79°06'15" W.; thence north along a line 3 nautical miles from and parallel to the shoreline to point of beginning; and east of Charleston, S. C., bounded by a line beginning at latitude 33°04'55" N., longitude 79°13'10" 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 latitude 32°38'40" N., longitude 79°27'25" W.; to latitude 32°44'00" N., longitude 79°45'10" W.; thence north along a line 3 nautical miles from and parallel to the shoreline to point of beginning; and southeast of Beaufort, S. C., bounded by a line beginning at latitude 32°15'00" N., longitude 80°30'00" W.; to latitude 32°00'00" N., longitude 80°33'00" W.; to latitude 32°03'25" N., longitude 80°46'30" W.; thence north along a line 3 nautical miles from and parallel to the shoreline to point of beginning, excluding the airspace within R-6004.

AMENDMENTS 5/29/69 34 F. R. 5647 (Added)

Southern Pines, N.C.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Pinehurst-Southern Pines Airport (latitude 35°14'06" N., longitude 79°23'36" W.); within 2 miles each side of the Pinehurst VORTAC 083° radial, extending from the 6-mile radius area to the VORTAC.

PENDING AMENDMENT**Southern Pines, N. C.**

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Pinehurst-Southern Pines Airport (latitude 35°14'02" N., longitude 79°23'36" W.); within 1.5 miles each side of Pinehurst VORTAC 083° radial, extending from the 8.5-mile radius area to the VORTAC; excluding the portion within R-5311.

AMENDMENTS 2/5/70 34 F. R. 19499 (Rewritten)

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.

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 Fairmont 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 12/11/69 34 F. R. 18851 (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.

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 Springfield State (Hartness) 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 6/6/69 34 F. R. 9031 (Changed)

Starkville, Miss.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of George M. Bryan Field (latitude 33°26'00" N., longitude 88°50'45" W.); within 9.5 miles north and 4.5 miles south of Columbus, Miss. VORTAC 260° radial, extending from 23 miles to 42 miles west of the VORTAC, excluding the portion within Columbus, Miss. transition area.

AMENDMENTS 11/13/69 34 F. R. 14462 (Added)

State College, Pa.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 40°51'05" N., 77°51'00" W., of University Park Airport, State College, Pa.; within a 5-mile radius of the center 40°46'15" N., 77°52'50" W., of State College Air Depot Airport, State College, Pa., and within 2 miles each side of the State College Air Depot Airport Runway 22 centerline extended from the State College Air Depot Airport 5-mile radius area to 10 miles southwest of the end of the runway, excluding that portion that coincides with the Philipsburg, Pa., transition area.

PENDING AMENDMENT**Statesville, N. C.**

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Statesville Municipal Airport (latitude 35°45'36" N., longitude 80°57'15" W.); within 2 miles each side of Hickory VOR 114° radial, extending from the 5-mile radius area to 3.5 miles southeast of the VOR; excluding the portion within the Hickory transition area.

AMENDMENTS 2/5/70 34 F. R. 18751 (Added)

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 7-mile radius of Whiteside County Airport (latitude 41°44'35" N., longitude 89°40'30" W.); within 2 miles each side of the 074° bearing from Whiteside County Airport, extending from the 7 mile radius area to 14 miles east of the airport; and within 2 miles each side of the 232° bearing from Whiteside County Airport, extending from the 7-mile radius area to 8 miles southwest of the airport, excluding the portion which overlies the Dixon, Ill., transition area.

AMENDMENTS 5/1/69 34 F. R. 4941 (Rewritten)

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.

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.

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 3 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 7/24/69 34 F. R. 9548 (Rewritten)

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.

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.

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.

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°03'35" 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.

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.

AMENDMENTS 5/29/69 34 F. R. 6076 (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 6-mile radius of the center 41°52'35" N., 71°01'00" W., of Taunton Municipal Airport, Taunton, Mass.; within 2 miles each side of the Whitman, Mass., VORTAC 187° radial, extending from the 6-mile radius area to the Whitman VORTAC and within 2 miles each side of the 118° bearing from the Taunton, Mass., RBN, 41°52'35" N., 71°01'03" W., extending from the 6-mile radius area to 8 miles southeast of the Taunton RBN.

AMENDMENTS 5/1/69 34 F. R. 5328 (Rewritten)

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.).

Tennessee

That airspace extending upward from 1,200 feet above the surface within the boundary of the State of Tennessee.

AMENDMENTS 6/26/69 34 F. R. 7122 (Added)

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.

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, Ga.

That airspace extending upward from 700 feet above the surface within an 11.5-mile radius of Toccoa Airport (latitude 34°35'40" N., longitude 83°17'40" W.).

AMENDMENTS 5/29/69 34 F. R. 6038 (Changed); 10/16/69 34 F. R. 12564 (Rewritten)

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.

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.).

AMENDMENTS 6/26/69 34 F. R. 7122 (Changed)

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.

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.

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.

Tupelo, Miss.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the C. D. Lemons Municipal Airport (latitude 34°15'30" N., longitude 88°45'55" W.); within 3 miles each side of the Tupelo VOR 214° radial, extending from the 5-mile radius area to 8.5 miles southwest of the VOR.

AMENDMENTS 4/30/69 34 F. R. 7572 (Changed); 6/26/69 34 F. R. 7122 (Changed)

AMENDMENTS 10/16/69 34 F. R. 14428 (Changed)

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.).

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; including that airspace northeast of Twin Falls bounded on the north by V-500, on the east by longitude 114°01'00" W., on the south by V-269 and on the southwest by V-293, and that airspace northwest of Twin Falls bounded on the north by V-330, on the northeast by V-293 and on the southwest by V-4; and within 9 miles southwest and 6 miles northeast of the Twin Falls VOR 311° radial, extending from the VOR to 39 miles northwest of the VOR.

AMENDMENTS 6/26/69 34 F. R. 7069 (Changed)

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.

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.

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 within the State of Tennessee.

AMENDMENTS 6/26/69 34 F. R. 7122 (Changed)

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.

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.

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.

AMENDMENTS 5/29/69 34 F. R. 6038 (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,

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.

Vernon, Tex.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of Wilbarger County Airport (latitude 34°14'00" N., longitude 99°17'30" W.), and within 2 miles each side of the Altus VOR 182° radial extending from the 6-mile radius area to 7 miles north of the airport.

AMENDMENTS 7/24/69 34 F. R. 7961 (Added)

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.

AMENDMENTS 5/29/69 34 F. R. 6076 (Changed)

Vichy, Mo.

That airspace extending upward from 700 feet above the surface within a 6½-mile radius of Rolla National Airport (latitude 38°07'40" N., longitude 91°46'10" W.); and within 3 miles each side of the Vichy, Mo., VORTAC 067° radial, extending from the 6½-mile radius area to 8 miles northeast of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within 4½ miles southeast and 9½ miles northwest of the Vichy VORTAC 067° and 247° radials, extending from 4 miles southwest to 18½ miles northeast of the VORTAC; within 8 miles southeast and 6½ miles northwest of the Vichy VORTAC 059° and 239° radials, extending from 7 miles northeast to 24 miles southwest of the VORTAC; and within the arc of a 22½-mile radius circle centered on the Vichy VORTAC, extending from the Vichy VORTAC 239° radial clockwise to the Vichy VORTAC 321° radial.

AMENDMENTS 10/16/69 34 F. R. 13526 (Rewritten)

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 east, excluding the portion within the State of Mississippi.

AMENDMENTS 6/26/69 34 F. R. 7122 (Changed)

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.

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., REN (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 REN

AMENDMENTS 5/29/69 34 F. R. 6038 (Changed)

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.

Virginia

That airspace extending upward from 1,200 feet above the surface within the boundary of the State of Virginia including the offshore airspace within 3 nautical miles of and parallel to the shoreline of Virginia and that airspace extending upward from 2,000 feet MSL to FL-600 bounded on the east by longitude 75°30'00" W., on the south by latitude 36°33'30" N, and on the west and north by a line 3 nautical miles from and parallel to the shoreline, excluding that airspace within Control 1149, W-50, R-6602 and R-6606.

AMENDMENTS 5/29/69 34 F. R. 5647 (Added); 9/18/69 34 F. R. 12161 (Changed)

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.

Vivian, La.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Vivian Municipal Airport (latitude 32°51'55" N., longitude 94°00'30" W.), and within 2 miles each side of the Shreveport VORTAC 299° radial extending from the 5-mile radius area to 5.5 miles northwest of the VORTAC.

AMENDMENTS 11/13/69 34 F. R. 14641 (Added)

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.

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°46'30" N., longitude 97°41'50" 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., 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°38'00" W.; to latitude 30°55'00" N., longitude 97°26'00" W.; to latitude 30°48'00" N., longitude 97°14'00" W.; to latitude 30°48'00" N., longitude 97°05'20" W.; to latitude 30°51'00" N., longitude 96°56'00" W.; to latitude 31°17'00" N., longitude 96°11'00" W.; to latitude 31°19'00" N., longitude 95°58'00" W.; to latitude 31°47'00" N., longitude 95°55'00" W.; to latitude 31°47'00" N., longitude 96°22'00" W.; to latitude 32°12'00" N., longitude 96°50'00" W.; to latitude 32°18'00" N., longitude 97°25'00" W.; to latitude 32°07'00" N., longitude 97°46'00" W.; to latitude 32°00'00" N., longitude 98°15'00" W.; to point of beginning.

AMENDMENTS 7/24/69 34 F. R. 7960 (Changed)

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 Henderson Field (latitude 34°43'05" N., longitude 78°01'20" W.); within 3 miles each side of Wilmington VORTAC 344° radial, extending from the 5-mile radius area to 22 miles northwest of the VORTAC.

AMENDMENTS 8/25/69 34 F. R. 14069 (Changed); 10/2/69 34 F. R. 15642 (Rewritten)

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, within 5 miles east and 10 miles west of the Walla Walla 165° radial, extending from the 19-mile radius area to the northeast edge of V-298 and within 5 miles each side of the Walla Walla 329° radial extending from the northwest edge of V-112 to the southeast edge of V-112W, excluding the portion within the Pendleton, Oreg., transition area.

AMENDMENTS 6/26/69 34 F. R. 6682 (Changed); Corr: 34 F. R. 8274

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.

Walterboro, S. C.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of Walterboro Municipal Airport (latitude 32°55'15" N., longitude 80°38'30" W.).

AMENDMENTS 8/21/69 34 F. R. 9852 (Added)

Warren, Ark.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Warren Municipal Airport (latitude 33°33'50" N., longitude 92°05'00" W.), and within 2 miles each side of the Monticello VORTAC 270° radial extending from the 5-mile radius area to 16 miles west of the VORTAC.

AMENDMENTS 10/16/69 34 F. R. 13301 (Added); 10/27/69 34 F. R. 17949 (Changed)

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 19-R 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.

Washington, N. C.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of 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.

PENDING AMENDMENT**Washington, N. C.**

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Warren Field (latitude 35°34'15" N., longitude 77°03'00" W.); within 3 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 8.5-mile radius area to 8.5 miles southwest of WITN Commercial Broadcast Station.

AMENDMENTS 2/5/70 34 F. R. 19499 (Rewritten)

PENDING AMENDMENT

Washington, Pa.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center 40°08'10" N., 80°17'20" W. of Washington County Airport, Washington, Pa.; 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 27 centerline extended from the 5-mile radius area to 5 miles west of the end of the runway and within 3.5 miles each side of the Allegheny VORTAC 234° radial extending from the 5-mile radius area to the VORTAC, excluding the portion that coincides with the Pittsburgh, Pa., and Monongahela, Pa., transition areas.

AMENDMENTS 1/8/70 34 F. R. 18816 (Added)

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.

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.

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 Waterville 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.

AMENDMENTS 8/5/69 34 F. R. 12662 (Changed)

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 138° bearing from Wausau Municipal Airport (latitude 44°55'35" N., longitude 89°37'35" W.), extending from the 5-mile radius control zone to 9 miles southeast of the airport; and that airspace extending upward from 1200 feet above the surface bounded on the North by a line 6 miles north of 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 north of and parallel to the Wausau VOR 106° radial, on the east by an arc of a 35-mile radius circle centered on the Wausau VOR, on the South by a line 5 miles south of and parallel to the Stevens Point, Wis. 089° radial, the arc of a 15-mile radius circle centered on the Stevens Point VOR, the Stevens Point VOR 230° radial, the Camp Douglas, Wis., transition area, and V-345, on the West by longitude 90°40'00" W.

AMENDMENTS 8/21/69 34 F. R. 12086 (Rewritten)

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.

West Bend, Wis.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of West Bend Municipal Airport (latitude 43°25'20" N., longitude 88°07'45" W.); and within 2 miles each side of the 136° bearing from West Bend Municipal Airport, extending from the 7-mile radius area to 8 miles southeast of the airport.

AMENDMENTS 6/26/69 34 F. R. 7372 (Added); Corr: 34 F. R. 8907

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 a point 40°54'16" N., 72°33'25" W. to 12 miles northeast; 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.

AMENDMENTS 10/23/69 34 F. R. 17165 (Changed)

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.

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.

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°15'10" N., longitude 77°30'00" W.; thence westerly along the Virginia State line to latitude 37°23'00" N., longitude 82°11'30" W.; thence 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 5/29/69 34 F. R. 5647 (Changed); Corr: 34 F. R. 8235

PENDING AMENDMENT**West Yellowstone, Mont.**

That airspace extending upward from 700 feet above the surface within 6½ miles west and 9½ miles east of the 019° and 199° bearings from West Yellowstone Airport (latitude 44°41'20" N., longitude 111°06'55" W.), extending from 12 miles north to 19½ miles south of the airport; that airspace extending upward from 10,700 feet MSL within a 30-mile radius of West Yellowstone Airport, extending from the 087° bearing from West Yellowstone Airport clockwise to the 217° bearing from West Yellowstone Airport; and that airspace extending upward from 12,000 feet MSL within a 30-mile radius of West Yellowstone Airport, extending from the 217° bearing from West Yellowstone Airport clockwise to the 087° bearing from West Yellowstone Airport, excluding the portion which overlies V-343. 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.

AMENDMENTS 2/5/70 34 F. R. 19073 (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" W., 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 a 7-mile radius of the center 37°47'00" N., 80°20'00" W. of Greenbrier Airport, White Sulphur Springs, W. Va., and within 2 miles each side of the White Sulphur Springs, W. Va., VOR 115° radial extending from the 7-mile radius area to 8 miles south-east of the VOR, excluding the portion that coincides with the Lewisburg, W. Va., transition area. This transition area shall be effective from sunrise to sunset daily.

AMENDMENTS 8/21/69 34 F. R. 9853 (Rewritten)

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.

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° 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.

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 10½-mile radius of Sloulin International Airport (latitude 48°10'35" N., longitude 103°38'10" W.); within 3 miles each side of the Williston VOR 317° radial, extending from the 10½-mile radius area to 8 miles northwest of the VOR; and within 3 miles each side of the 127° bearing from Sloulin International Airport, extending from the 10½-mile radius area to 11½ miles southeast of the airport; and that airspace extending upward from 1,200 feet above the surface within 4½ miles northeast and 9½ miles southwest of the Williston VOR 137° and 317° radials, extending from 5½ miles southeast to 18½ miles northwest of the VOR; and within 4½ miles southwest and 9½ miles northeast of the 127° bearing from Sloulin International Airport, extending from 4 miles southeast to 22 miles southeast of the airport.

AMENDMENTS 11/13/69 34 F. R. 14068 (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 8.5-mile radius of New Hanover Airport (latitude 39°16'15" N., longitude 77°54'05" W.).

AMENDMENTS 5/29/69 34 F. R. 5648 (Changed); 9/18/69 34 F. R. 14886 (Rewritten)

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.

Windom, Minn.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of Windom Municipal Airport (latitude 43°54'50" N., longitude 95°06'35" W.); within 5 miles east and 8 miles west of the 354° bearing from Windom Municipal Airport, extending from the airport to 12 miles north of the airport; and within 5 miles each side of the 174° bearing from Windom Municipal Airport, extending from the airport to 12 miles south of the airport.

AMENDMENTS 6/26/69 34 F. R. 7275 (Added)

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.

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.

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 International Airport (latitude 48°05'40" N., longitude 105°34'45" W.); and within 2 miles each side of the 314° bearing from Wolf Point International 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 International 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 10/22/69 34 F. R. 18379 (Changed)

Woodruff, Wis.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Lakeland Airport (latitude 45°55'45" N., longitude 89°43'45" W.); and within 3 miles each side of the 347° bearing from Lakeland Airport, extending from the 5-mile radius area to 8 miles north of the airport; and that airspace extending upward from 1,200 feet above the surface within 4½ miles east and 9½ miles west of the 167° and 347° bearings from Lakeland Airport, extending from 8 miles south to 18½ miles north of the airport, excluding the portion which overlies the Rhinelander, Wis., transition area.

AMENDMENTS 11/13/69 34 F. R. 14729 (Added)

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.).

AMENDMENTS 10/4/69 34 F. R. 15468 (Changed)

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 3 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 5-mile radius of the center, 40°04'00" N., 74°10'40" W. of Lakewood Airport, Lakewood, N. J.; 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°21'45" 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 airspace 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 3/6/69 34 F. R. 249 (Changed)

PENDING AMENDMENT

Insert in the description of the Wrightstown, N. J., 700-foot transition area, following the words, "Asbury Park-Neptune Airport 5-mile radius area to the VOR," the words "within a 5-mile radius of the center, 39°56'05" N., 74°48'30" W., of Flying W Ranch Airport, Lumberton, N. J., within 2.5 miles each side of the North Philadelphia VOR 134° radial extending from the Flying W Ranch 5-mile radius area to 21 miles southeast of the North Philadelphia VOR".

AMENDMENTS 1/8/70 34 F. R. 18816 (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.

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.

PENDING AMENDMENT

The Yakutat, Alaska transition area is amended by deleting "15-mile radius area to 65 miles southeast of the VORTAC" and substituting therefor "700-foot transition area to 65 miles southeast of the VORTAC."

AMENDMENTS 1/8/70 34 F. R. 19026 (Changed)

Yankton, S. Dak.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of Chan Gurney Municipal Airport (latitude 42°54'45" N., longitude 97°23'15" W.); and within 5 miles northeast and 8 miles southwest of the Yankton VOR 321° radial, extending from the 8-mile radius area to 12 miles northwest 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 Yankton VOR 135° radial, extending from the VOR to 12 miles southeast of the VOR.

AMENDMENTS 4/3/69 34 F. R. 1891 (Rewritten)

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.

AMENDMENTS 6/26/69 34 F. R. 7122 (Changed)

Yerington, Nev.

That airspace extending upward from 11,000 feet MSL within 12 miles, southwest and 8 miles northeast of the Reno, Nev., VORTAC 135° radial, extending from 10 miles northwest to 22 miles southeast of the INT of Reno VOR 135° and Lovelock, Nev., VORTAC 197° radials, excluding the airspace within Federal airways.

York, Pa.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center, 39°55'00" N., 76°52'00" W. of York Airport, York, Pa., and within 2 miles each side of the centerline of Runway 16 extended from the 6-mile radius area to 7 miles S of the end of the runway and within 2 miles each side of the 336° bearing of the York RBN extending from the 6-mile radius area to 8 miles NW of the RBN excluding that portion coincident with the Harrisburg, Pa., 700-foot transition area.

Youngstown, Ohio

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Youngstown Municipal Airport (latitude 41°15'35" N., longitude 80°40'40" W.); within 2 miles each side of the Youngstown ILS localizer NW course, extending from the 7-mile radius area to 13 miles NW of the localizer; within 2 miles each side of the Youngstown ILS localizer SE course, extending from the 7-mile radius area to the Hubbard RBN; and within 2 miles each side of the Youngstown VOR 358° radial, extending from the 7-mile radius area to 8 miles north of the VOR.

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.

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 Indianapolis Terry Airport (latitude 40°02'05" N., longitude 86°15'00" W.).

AMENDMENTS 5/29/69 34 F. R. 9853 (Rewritten)

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°56'00" N., longitude 95°06'00" W.; thence to latitude 36°45'00" N., longitude 95°48'00" W.; thence to latitude 36°43'30" 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.

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.
 Berlin, N. H.
 Bible Grove, Ill.
 Big Spring, Texas
 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.
 Bowling Green, Ky.
 Boysen Reservoir, Wyo.
 Bozeman, Mont.
 Bradford, Ill.
 Brainerd, Minn.
 Bridgeport, Tex.
 Britton, Tex.
 Brooke, Va.
 Brookley, Ala.
 Brookwood, Ala.
 Brownsville, Tex.
 Brunswick, Ga.
 Bryce Canyon, Utah
 Buckeye, Ariz.

PENDING AMENDMENT

Allegheny, Pa. is deleted. 2/5/70 34 F. R. 19464 (Deleted).

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.
 Champaign, Ill.

5/1/69 34 F. R. 5060 (Added)

Chanute, Kans.
 Charleston, S. C.
 Charleston, W. Va.

Charlo INT: INT Mullan Pass, Idaho, 089°, Missoula, Mont., 354° radials.

Charlo DME INT: Missoula, Mont., VORTAC 354° radial, 34 nautical miles from Missoula VORTAC.

AMENDMENTS 11/13/69 34 F. R. 14517 (Added)

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.

Danville, Ill.

5/1/69 34 F. R. 5060 (Added)

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. 038°, Martinsburg, W. Va., 297° radials. 12/11/69 34 F.R. 16862 (Changed)
Florence, S. C.
Fort Bridger, Wyo.
Fort Dodge, Iowa
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.
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.
Hays, Kansas 5/29/69 34 F. R. 1721 (Added)
Hazen, Nev.
Hector, Calif.
Helena, Mont.
Herndon, Va.
Hickory, N. C.
Hidden Hills INT: INT Las Vegas, Nev., 266°, Beatty, Nev., 142° radials.
Hill City, Kans.
Hobart, Okla.
Hobbs, N. Mex.
Hoquiam, Wash.
Holston Mountain, Tenn.
Hot Springs, Ark.
Houghton, Mich.
Houlton, Maine
Houston, Tex.
Hudspeth, Tex.
Huntsville, Ala.
Huron, S. Dak.
Hutchinson, Kans.
Ilwaco INT: INT Astoria, Oreg., 309° and Hoquiam, Wash., 182° radials.
Imperial, Calif.
Indianapolis, Ind.
International Falls, Minn.
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
Millston INT: INT Eau Claire, Wis., 134° and Nodine, Minn., 055° radials. 6/26/69 34 F.R. 7071 (Added)
Milton, Pa.
Milwaukee, Wis.
Mineral Wells, Tex.
Minneapolis, Minn.
Minot, N. Dak.
Missoula, Mont.
Mobile, Ala.
Modena, Pa.
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.
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
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.
Porterville, Calif.
Portland, Fla. RBN
Portland, Oreg.
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.
Rhineland, 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.
Scottsbluff, Nebr.
Sea Isle, N. J.
Seal Beach, Calif.
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.
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.
White Cloud, Mich.
Whitehall, Mont.
White Lake, La.
Whitesburg, Ky.
Wichita, Kans.
Wichita Falls, Tex.
Wilkes-Barre, Pa.
Williams, Calif.
Williamsport, Pa.
Wilmington, N. C.
Wink, Texas
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.
 Bellaire, Ohio
 Billings, Mont.
 Birmingham, Ala.
 Biscayne Bay, Fla.
 Blythe, Calif.
 Boise, Idaho
 Boston, Mass.
 Boulder City, Nev.
 Bowling Green, Ky.
 Bradford, Ill.
 Brownsville, Tex.
 Bryce Canyon, Utah
 Buffalo, N. Y.
 Butler, Mo.
 Carleton, Mich.
 Casanova, Va.
 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.
 Croaker DME INT: Norfolk, Va., VORTAC 088° radial, 154 nautical miles from Norfolk VORTAC.
 Davey INT: INT Yarmouth, Nova Scotia, 230° and Bangor, Maine 152° radials.
 Daytona Beach, Fla.
 Delta, Utah.
 Denver, Colo.
 Des Moines, Iowa
 Dickinson, N. Dak.
 Dove Creek, Colo.
 Dubois, Idaho
 Duluth, Minn.
 Dupree, S. Dak.
 El Paso, Tex.
 Evansville, Ind.
 Falmouth, Ky.
 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, Kansas
 Gordonsville, Va.
 Grand Junction, Colo.

8/21/69 34 F. R. 9797 (Added)

5/1/69 34 F. R. 5010 (Added)

Great Falls, Mont.
Greater Southwest, Tex.
Green Bay, Wis.
Greensboro, N. C.
Greenwood, Miss.
Hancock, N. Y.
Harrisburg, Pa.
Hector, Calif.
Herndon, Va.
Hill City, Kans.
Houston, Tex.
Indianapolis, Ind.
Iowa City, Iowa
Jackson, Miss.
Jacksonville, Fla.
Jamestown, N. Y.
Joliet, Ill.
Kansas City, Mo.
Kennedy, N. Y.
Key West, Fla.
Knoxville, Tenn.
Lake Charles, La.
Lakeview, Oreg.
Laredo, Tex.
Las Vegas, N. Mex.
Lewistown, Mont.
Lincoln, Nebr.
Little Rock, Ark.
Los Angeles, Calif.
Louisville, Ky.
Lufkin, Tex.
Malad City, Idaho
Mason City, Iowa
Massena, N. Y.
Meeker, Colo.
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.

12/11/69 34 F. R. 16863 (Added)

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.
Raleigh-Durham, N. C.
Ramey AFB, P. R., RBN
Rapid City, S. Dak.
Red Bluff, Calif.
Reno, Nev.
Richmond, Va.
Robbinsville, N. J.
Rock Springs, Wyo.
Rome, Oreg.
Roswell, N. Mex.
Rosewood, Ohio
Sacramento, Calif.
St. Louis, Mo.
St. Petersburg, Fla.
Salem, Mich.
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.

5/1/69 34 F. R. 5431 (Added)

§ 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 latitude 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.
- 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.

PENDING AMENDMENT

Gateway Pine INT: INT San Luis Obispo, Calif., 242° radial, east boundary Oakland Oceanic Control Area at latitude 34°12'42" N., longitude 123°03'20" W. 2/5/70 34 F. R. 19464 (Added)

Haddock INT: INT rhumb line Nantucket, Mass., consolan station (monitor site) to Kindley AFB, Bermuda, RBN, W boundary New York Oceanic Control Area at latitude 39°50'00" N., longitude 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.

Shad DME INT: Sea Isle, N. J., VORTAC 134° radial, 118 nautical miles from Sea Isle VORTAC.

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 latitude 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
 Amchitka, Alaska, RBN. 4/3/69 34 F. R. 1894 (Added)
 Anchorage, Alaska
 Anchorage, Alaska, RR
 Aniak, Alaska, RBN
 Annette Island, Alaska
 Annette Island, Alaska, RR
 Anvil INT: INT 006° bearing Amchitka, Alaska, RBN, 281° bearing Adak, Alaska, RBN.
 AMENDMENTS 4/3/69 34 F. R. 1894 (Added)
 Bethel, Alaska
 Bethel, Alaska, RBN
 Bettles, Alaska
 Bettles, Alaska, RR
 Big Delta, Alaska
 Big Delta, Alaska, RR
 Big Lake, Alaska
 Big Mountain, Alaska, RBN
 Biorca Island, Alaska
 Cape Sarichef, Alaska, RBN. 4/3/69 34 F. R. 1894 (Added)
 Carp INT: INT 314° bearing Sandspit, British Columbia, Canada, RR, southwest course Sitka, Alaska, RR.
 8/21/69 34 F. R. 9984 (Rewritten)
 Chandalar, Alaska, RBN. 34 F. R. 2047 (Eff. date to be announced); Eff. 4/11/69 34 F. R. 6376)
 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.
 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
 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 latitude
 58°43' N., longitude 148°14' W.
 Gulkana, Alaska
 Gulkana, Alaska, RR
 Gustavus, Alaska, RR
 Haines, Alaska, RBN
 Halibut INT: INT 314° bearing Sandspit, British Columbia, Canada, RR, southwest course Annette Island, Alaska,
 RR. 8/21/69 34 F. R. 9984 (Rewritten)
 Harriet INT: INT Anchorage, Alaska, 236° and Homer, Alaska, 330° radials.
 Harriet DME INT: Anchorage, Alaska, 236° radial, 75 nautical miles from Anchorage VORTAC.
 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.

PENDING AMENDMENT

In Anvil INT: "Amchitka" is deleted and "Kirilof Wharf" is substituted therefor. 1/8/70 34 F.R. 17510 (Changed).
 Amchitka, Alaska, RBN is deleted. 1/8/70 34 F. R. 17510 (Deleted).
 Kirilof Wharf, Alaska, RBN. 1/8/70 34 F. R. 17510 (Added)

- Marlin INT: INT 041° bearing Cold Bay, Alaska, RR, 313° bearing Port Moller, Alaska, REN.
AMENDMENTS 4/3/69 34 F. R. 1894 (Added)
- McGrath, Alaska
McGrath, Alaska, RR
Middleton Island, Alaska
Middleton Island, Alaska, REN
Minchumina, Alaska, RR
Mordvinoff INT: INT 255° bearing Cold Bay, Alaska, RR, 344° bearing Cape Sarichef, Alaska, REN.
AMENDMENTS 4/3/69 34 F. R. 1894 (Added)
- 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
Nikolski, Alaska, REN. 4/3/69 34 F. R. 1894 (Added)
Nome, Alaska
Nome, Alaska, RR
Northway, Alaska
Northway, Alaska, RR
Petersburg, Alaska, RR
Porpoise INT: INT 122° bearing Middleton Island, Alaska, REN, southwest course Yakutat, Alaska, RR.
8/21/69 34 F. R. 9984 (Rewritten)
- Port Alexander INT: INT SE course Sitka, Alaska, RR, SW course Petersburg, Alaska, RR.
Prudhoe Bay, Alaska, RBN 34 F. R. 2047 (Eff. date to be announced); Eff: 4/11/69 34 F. R. 6376
Puntilla Lake, Alaska, RBN
Sagwon, Alaska RBN 34 F. R. 2047 (Eff. date to be announced); Eff: 4/11/69 34 F. R. 6376
Shemya, Alaska, RBN
Shrimp INT: INT 122° bearing Middleton Island, Alaska, REN southwest course Gustavus, Alaska, RR.
8/21/69 34 F. R. 9984 (Rewritten)
- 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, REN.
Summit, Alaska, RR
Talkeetna, Alaska, RBN
Tanana, Alaska
Tanana, Alaska, RR
Umiat, Alaska, RBN 34 F. R. 2047 (Eff. date to be announced); Eff: 4/11/69 34 F. R. 6376
Unalakleet, Alaska
Unalakleet, Alaska, RR
Wide Bay INT: INT 164° bearing King Salmon, Alaska, RR, 074° bearing Port Heiden, Alaska, REN.
Amendments 4/3/69 34 F. R. 1894 (Added)
- Yakobi INT: INT NW course Sitka, Alaska, RR SW course Gustavua, 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, REN
Anchorage, Alaska
Annette Island, Alaska
Anvil INT: INT 006° bearing Amchitka, Alaska, REN, 281° bearing Adak, Alaska, REN.
AMENDMENTS 4/3/69 34 F. R. 1894 (Added)
- Bethel, Alaska
Big Lake, Alaska
Biorka Island, Alaska
Carp INT: INT 314° bearing Sandspit, British Columbia, Canada, RR, Biorka Island, Alaska, 207° radial.
8/21/69 34 F. R. 9984 (Rewritten)
- 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, REN.
Fort Yukon, Alaska
Galena, Alaska
Gar INT: INT 263° bearing King Salmon, Alaska, RR, 131° bearing Cape Newenham, Alaska, REN.
Gulkana, Alaska.

PENDING AMENDMENT

In Anvil INT: "Amchitka" is deleted and "Kirilof Wharf" is substituted therefor. 1/8/70 34 F.R. 17510 Changed)

Harriet DME INT: Anchorage, Alaska, 236° radial, 75 nautical miles from Anchorage VORTAC.
 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.).
 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
 Nikolski, Alaska, RBN. 4/3/69 34 F. R. 1894 (Added)
 Nome, Alaska
 Northway, Alaska
 Porpoise INT: INT 122° bearing Middleton Island, Alaska, RBN, Yakutat, Alaska, 215° radial.
 8/21/69 34 F. R. 9984 (Rewritten)
 Prudhoe Bay, Alaska, RBN. 34 F. R. 2047 (Eff. date to be announced); Eff. 4/11/69 34 F. R. 6376
 Sagwon, Alaska, RBN 34 F. R. 2047 (Eff. date to be announced); Eff: 4/11/69 34 F. R. 6376
 Saint Paul, Alaska, RBN. 5/29/69 34 F. R. 6078 (Added)
 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.

Crater INT: INT of Hilo, Hawaii, 057° radial and the Honolulu FIR/Oceanic CTA at latitude 20°22' N., longitude 153°57' W.

Dogwood INT: INT South Kauai, Hawaii, 271° radial, with longitude 161°20'00" W, at latitude 21°56'00" N.

Firepit INT: INT Honolulu, Hawaii, 134° and Upolu Point 277° radials. 9/18/69 34 F. R. 12027 (Added)

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.

Makai INT: INT Honolulu, Hawaii, 179° and Molokai, Hawaii, 262° radials. 4/3/69 34 F.R. 1891 (Added)

Maui, Hawaii

Molokai, Hawaii

Palmtree INT: INT Honolulu, Hawaii, 119° and Molokai, Hawaii, 262° radials. 4/3/69 34 F.R. 1891 (Rewritten)

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.

Snapper INT: INT Maui, Hawaii, 331° and Molokai, Hawaii, 091° radials. 4/3/69 34 F.R. 1891 (Added)

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

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SUBPART B -- RESTRICTED AREAS

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73.48 Nevada.
73.49 New Hampshire.
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73.52 New York.
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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.
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SUBPART C -- PROHIBITED AREAS

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DESCRIPTIONS OF DESIGNATED PROHIBITED AREAS
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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) Schedule 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 using 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 minutes, 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.

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.

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 Ordnance 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.

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.

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.

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.

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.

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.

§ 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' 50" 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., daily.

Controlling agency. Federal Aviation Administration, Oakland ARTC Center.

Using agency. Commanding General, Fort Ord, Calif.

AMENDMENTS 5/1/69 34 F. R. 5547 (Changed)**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; to 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 FL 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°53'30" N., longitude 120°33'20" W.; to latitude 34°50'15" N., longitude 120°31'30" 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 3 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, Vandenberg AFB, Calif.

AMENDMENTS 7/29/69 34 F. R. 12381 (Rewritten)

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, Vandenberg 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-2532 Blythe, Calif.

Boundaries: Beginning at latitude 33°30'30" N., longitude 115°00'00" W.; thence counterclockwise along the arc of an 18-mile radius circle centered on the Blythe, Calif., airport at latitude 33°37'15" N., longitude 114°43'00" W.; to latitude 33°23'50" N., longitude 114°53'00" W.; to latitude 33°08'45" N., longitude 114°56'40" W.; to latitude 33°22'50" N., longitude 115°09'58" W.; to latitude 33°21'40" N., longitude 115°12'00" W.; to latitude 33°24'15" N., longitude 115°17'00" W.; to latitude 33°25'50" N., longitude 115°14'30" W.; thence to point of beginning.
 Time of designation. Sunrise to sunset, April 3, 1969, through April 3, 1971.
 Designated altitudes: 100 feet AGL to 17,000 feet MSL.
 Controlling agency: FAA, Los Angeles ARTC Center.
 Using agency: MCAS, Yuma, Ariz.
 AMENDMENTS 4/3/69 34 F. R. 2602 (Added)

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, excluding that airspace within the San Mateo Point Prohibited Area P-25.
 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 6/23/69 34 F. R. 9854 (Changed)

R-2534A Point Arguello, Calif.

Boundaries: Beginning at latitude 34°38'35" N., longitude 120°31'20" W.; to latitude 34°35'45" N., longitude 120°28'10" W.; to latitude 34°36'20" N., longitude 120°27'20" W.; to latitude 34°30'00" N., longitude 120°15'30" W.; to latitude 34°25'10" N., longitude 120°15'30" W.; thence 3 miles from and parallel to the shoreline to latitude 34°24'40" N., longitude 120°19'10" W.; to point of beginning.
 Designated altitudes: 500 feet above the surface to unlimited.
 Time of designation. Continuous.
 Controlling agency: FAA, ARTCC, Los Angeles, Calif.
 Using agency: Commander, Air Force Western Test Range, Vandenberg AFB, Calif.
 AMENDMENTS 5/1/69 34 F. R. 5157 (Added)

R-2534B Point Arguello, Calif.

Boundaries: Beginning at latitude 34°38'35" N., longitude 120°31'20" W.; to latitude 34°24'40" N., longitude 120°19'10" W.; to latitude 34°24'45" N., longitude 120°27'20" W.; to latitude 34°35'00" N., longitude 120°31'40" W.; to point of beginning.

Designated altitudes: 500 feet above the surface to unlimited.

Time of designation: Continuous.

Controlling agency: FAA, ARTCC, Los Angeles, Calif.

Using agency: Commander, Air Force Western Test Range, Vandenberg AFB, Calif.

AMENDMENTS 5/1/69 34 F. R. 5157 (Added); 7/24/69 34 F. R. 7572 (Changed)

§ 73.26 Colorado**R-2601A Fort Carson, Colo.**

Boundaries: Beginning at latitude 38°43'38" N., longitude 104°45'50" W.; to latitude 38°40'53" N., longitude 104°45'35" W.; to latitude 38°42'04" N., longitude 104°49'34" W.; thence northeasterly along Colorado Highway No. 115 to latitude 38°43'12" N., longitude 104°49'07" W.; to latitude 38°42'58" N., longitude 104°48'30" W.; to latitude 38°43'43" N., longitude 104°46'20" W.; to the point of beginning.

Designated altitudes: Surface to 8,500 feet MSL.

Time of designation: Continuous.

Controlling agency: Federal Aviation Administration, Denver ARTC Center.

Using agency: Commanding General, Fort Carson, Colo.

AMENDMENTS 4/17/69 34 F. R. 7008 (Rewritten)

R-2601B Fort Carson, Colo.

Boundaries: Beginning at latitude 38°40'53" N., longitude 104°45'35" W.; to latitude 38°32'06" N., longitude 104°45'00" W.; to latitude 38°32'06" N., longitude 104°49'18" W.; to latitude 38°36'20" N., longitude 104°52'00" W.; to latitude 38°39'00" N., longitude 104°52'00" W.; thence northeasterly along Colorado Highway No. 115 to latitude 38°42'04" N., longitude 104°49'34" 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.

AMENDMENTS 4/17/69 34 F. R. 7008 (Rewritten)

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.

R-2603 Camp Hale, Colo.

Boundaries:

A-LAUNCH SITE

A circle with a five-mile radius centered at latitude 39°26'30" N., longitude 106°19'30" W.

B-NORTH IMPACT AREA

Beginning at latitude 39°45'41" N., longitude 106°28'55" W.; to latitude 39°45'01" N., longitude 106°30'46" W.; to latitude 39°52'54" N., longitude 106°35'51" W.; to latitude 39°53'46" N., longitude 106°33'26" W.; thence to point of beginning.

C-SOUTH IMPACT AREA

Beginning at latitude 38°50'30" N., longitude 106°01'20" W.; to latitude 38°51'10" N., longitude 105°59'15" W.; to latitude 38°59'20" N., longitude 106°03'10" W.; to latitude 38°58'40" N., longitude 106°05'15" W.; thence to point of beginning.

Designated altitudes: Surface to FL 240.

Time of designation: 0001 to 0900, daily, September 2, 1969, to October 11, 1969, and January 5, 1970, to February 10, 1970.

Controlling agency: FAA, Denver ARTC Center.

Using agency: Atmospheric Sciences Officer, Atmospheric Sciences Laboratory, U. S. Army Electronics Command, White Sands Missile Range, N. Mex.

AMENDMENTS 8/21/69 34 F. R. 9707 (Added)

R-2604 Platteville, Colo.

Boundaries. A circle with a 2,000-foot radius centered at latitude 40°10'48" N., longitude 104°43'30" W.
 Designated altitudes. Surface to 6,000 feet MSL.
 Time of designation. Continuous.
 Controlling agency. FAA, Flight Service Station, Denver, Colo.
 Using agency. Environmental Science Services Administration Research Laboratories, Boulder, Colo.

AMENDMENTS 11/13/69 34 F. R. 14576 (Added); Corr: 34 F. R. 15787

§ 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.

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.

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°41'40" N., longitude 80°35'00" W.; to latitude 28°38'00" N., longitude 80°47'02" W.; to latitude 28°45'00" N., longitude 80°37'50" W.; to point of beginning.

Designated altitudes. Surface to 14,000 feet MSL.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, Miami ARTC Center.

Using agency. Commander, Air Force Eastern Test Range, Patrick AFB, Fla.

AMENDMENTS 6/4/69 34 F. R. 9260 (Rewritten)

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 Aviation 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 Pinacastle, Fla.

Boundaries: A circle with 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°43'15" N., longitude 86°25'00" 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°11'00" N., longitude 85°56'00" W.; thence 3 nautical miles from and parallel to the shoreline to latitude 30°15'00" N., longitude 86°06'15" W., to latitude 30°23'20" N., longitude 86°08'10" W.; to latitude 30°30'45" N., longitude 86°25'00" W.; to point of beginning, excluding that airspace 5,000 feet MSL and below within a circle with a 1½-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, Eglin AFB, Fla.

R-2915A Eglin AFB, Fla.

Boundaries. Beginning at latitude 30°33'40" N., longitude 86°55'00" W.; to latitude 30°38'45" N., longitude 86°55'00" W.; thence along the L and N Railroad to latitude 30°42'45" N., longitude 86°45'45" W.; to latitude 30°42'50" N., longitude 86°38'02" W.; to latitude 30°29'01" N., longitude 86°38'02" W.; to latitude 30°26'30" N., longitude 86°51'30" W.; thence along the Navarre-Milton Highway to point of beginning.

Designated altitudes. Surface to FL 500.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, Jacksonville ARTC Center.

Using agency. Commander, Armament Development and Test Center (ADTC), Eglin AFB, Fla.

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.

R-2917 DeFuniak Springs, Fla.

Boundaries: A circle with a 1½-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.

R-2918 Valparaiso, Fla.

Boundaries: Beginning at latitude 30°43'10" N., longitude 86°27'37" W., to latitude 30°43'15" N., longitude 86°25'00" W., to latitude 30°33'00" N., longitude 86°25'00" W., to latitude 30°33'00" N., longitude 86°25'30" W., to latitude 30°37'00" N., longitude 86°25'30" W., to latitude 30°37'00" N., longitude 86°27'37" W., to point of beginning.

Designated altitudes: Surface to FL 500.

Time of designation: Continuous.

Controlling agency: Federal Aviation Administration, Jacksonville ARTC Center.

Using agency: Commander, Armament Development and Test Center, Eglin AFB, Fla.

AMENDMENTS 9/18/69 34 F. R. 12567 (Added)

R-2919 Valparaiso, Fla.

Boundaries: Beginning at latitude 30°30'45" N., longitude 86°25'00" W.; to latitude 30°23'20" N., longitude 86°08'10" W.; to latitude 30°15'00" N., longitude 86°06'15" 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 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, Eglin AFB, Fla.

AMENDMENTS 9/18/69 34 F. R. 12567 (Added)

§ 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 Uptoi 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°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 Uptoi 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 Uptoi 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 Uptoi 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°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 (COMPBR).

AMENDMENTS 9/17/69 34 F. R. 14463 (Changed)

R-3103 Humuula, Hawaii

Boundaries. Beginning at latitude 19°48'25" N., longitude 155°37'30" W.; thence to latitude 19°43'30" N., longitude 155°29'20" W.; thence to latitude 19°35'00" N., longitude 155°34'30" W.; thence to latitude 19°35'00" N., longitude 155°40'25" W.; thence to latitude 19°40'15" N., longitude 155°43'45" W.; thence to latitude 19°46'40" N., longitude 155°42'20" W.; to the point of beginning.

Designated altitudes. Surface to 30,000 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.

AMENDMENTS 5/29/69 34 F. R. 5986 (Rewritten)

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.

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.

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 southeasterly along the shoreline of the Island of Kauai to latitude 21°57'45" 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 and parallel to the shoreline of the Island of Kauai to the 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).

AMENDMENTS 9/17/69 34 F. R. 14463 (Changed)

§ 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.

§ 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 200.

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.

AMENDMENTS 6/19/69 34 F. R. 9616 (Changed)

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 REN 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.

§ 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°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.

§ 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.

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 altitude. Surface to 15,000 feet MSL.

Time of designation: Continuous from June 1 through August 31; 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 18,000 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.

AMENDMENTS 3/27/69 34 F. R. 6080 (Changed)

§ 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 and time of designation:

1. Surface to unlimited, 0700 to 2400 local time.

2. Surface to 10,000 feet MSL, 0000 to 0700 local time, higher altitudes by NOTAM issued 24 hours in advance.

Controlling agency. Federal Aviation Administration, Washington ARTC Center.

Using agency. Commanding General, Aberdeen Proving Ground, Md.

AMENDMENTS 9/5/69 34 F. R. 14069 (Changed)

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.

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. 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.

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.

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.

§ 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 local time Monday to 2400 local time Friday.

Controlling agency. Federal Aviation Administration, Minneapolis ARTC Center.

Using agency. Commander, Second Air Force, Barksdale AFB, Louisiana.

AMENDMENTS 5/1/69 34 F. R. 6837 (Changed)

§ 73.44 Mississippi

34 F. R. 4833

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.

Boundaries. 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.

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.

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.

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.

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.

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.

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 3^d 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, 1970.

Controlling agency. Federal Aviation Administration, Boston ARTC Center.

Using agency. Commander Fleet Air Quonset, NAS Quonset Point, R. I.

AMENDMENTS 8/21/69 34 F. R. 9548 (Changed); 6/13/69 34 F. R. 9549 (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.

§ 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.

R-5104A 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 the point of beginning.

Designated altitudes: Surface to 18,000 feet MSL.

Time of designation: Sunrise to sunset.

Controlling agency: Federal Aviation Administration, Albuquerque, N. Mex., ARTC Center.

Using agency: Commander, Cannon AFB, N. Mex.

AMENDMENTS 6/26/69 34 F. R. 7007 (Added)

R-5104B 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: 18,000 feet MSL to 23,000 feet MSL.

Time of designation: Sunrise to sunset.

Controlling agency: Federal Aviation Administration, Albuquerque, N. Mex., ARTC Center.

Using agency: Commander, Cannon AFB, N. Mex.

AMENDMENTS 6/26/69 34 F. R. 7007 (Added)

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 40,000 feet MSL.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, Albuquerque ARTC Center.

Using agency. Commanding General, Fort Bliss, Texas.

AMENDMENTS 7/25/69 34 F. R. 12258 (Changed)

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.

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-5107E White Sands Proving Grounds, N. Mex.

Boundaries. From the point where an arc of 19 nautical miles radius centered at latitude 33°45'00" N., longitude 106°26'30" W., intersects the western boundary of R-5107C, to latitude 33°54'00" N., longitude 106°46'30" W.; to latitude 33°32'45" N., longitude 106°58'45" W.; to latitude 33°26'50" N., longitude 107°00'00" W.; to latitude 33°35'00" N., longitude 106°48'00" W.; to the point of beginning.

Designated altitudes. Surface to unlimited.

Time of use. As published in NOTAMS at least 12 hours in advance.

Controlling agency. FAA, Albuquerque ARTC Center.

Using agency. Commander, Air Force Missile Development Center, Holloman AFB, N. Mex.

AMENDMENTS 6/26/69 34 F. R. 7501 (Added)**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.

§ 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, Quonset RATCC

Using agency: Commander, Fleet Air Quonset, Naval Air Station, Quonset Point, R. I.

AMENDMENTS 5/23/69 34 F. R. 8235 (Changed)

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.

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 6,000 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.

AMENDMENTS 9/18/69 34 F. R. 13412 (Changed)

§ 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°43'30" N., longitude 98°21'00" W.; to latitude 34°46'06" N., longitude 98°21'00" W.; to latitude 34°46'06" N., longitude 98°17'00" W.; to point of beginning.

Designated altitude. 23,000 feet MSL to 65,000 feet MSL.

Time of designation. Continuous.

Controlling agency. Federal Aviation 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.; to latitude 45°52'00" N.; longitude 119°30'30" W.; to point of beginning.

Designated altitudes. Surface to 5,000 feet MSL.

Time of designation. 0800 to 2000 Pst, Monday through Friday.

Using agency. Commanding Officer, Umatilla Ordnance Depot, Hermiston, Oreg.

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)

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 80°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°22'00" N., longitude 81°43'15" W.; to latitude 33°20'30" N., longitude 81°27'40" W.; to latitude 33°10'20" N., longitude 81°29'05" W.; to latitude 33°05'50" N., longitude 81°37'05" W.; to latitude 33°09'35" N., longitude 81°45'50" 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.

AMENDMENTS 9/17/69 34 F. R. 14462 (Changed)

§ 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).

§ 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 altitude. Surface to flight level 450.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, Houston, Tex. ARTC Center.

Using agency. Commander, Second Air Force, Barksdale AFB, La.

AMENDMENTS 3/27/69 34 F. R. 6080 (Changed)

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 $\frac{1}{4}$ 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 Deseret Test Center, 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 General, Deseret Test Center, Dugway, Utah.

AMENDMENTS 10/16/69 34 F. R. 13698 (Changed)

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 local time.

Using agency. Commanding Officer, Tooele Ordnance Depot, Tooele, Utah.

AMENDMENTS 5/1/69 34 F. R. 6837 (Changed)

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 Deseret Test Center, Dugway, 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 General, Deseret Test Center, Dugway, Utah

AMENDMENTS 10/16/69 34 F. R. 13698 (Changed)

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, 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.

Controlling agency. Federal Aviation Administration, Denver ARTC Center.

Using agency: Commander, Air Force Missile Development Center, Holloman AFB, N. Mex.

AMENDMENTS 3/6/69 34 F. R. 430 (Changed)

PENDING AMENDMENT

The Blanding, Utah, Restricted Area R-6410 is amended by deleting the present time of designation and substituting the following therefor:

Time of designation: April 1, 1970, through July 31, 1970, and September 1, 1970, through December 15, 1970. All subsequent firing periods will be designated by a rule published in the Federal Register.

AMENDMENTS 3/5/70 34 F. R. 19501 (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.

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°44'25" N.; longitude 119°25'00" W.; to latitude 46°39'30" N.; longitude 119°25'00" W.; thence along the northeast bank of the Columbia River to latitude 46°34'10" 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°15'30" W.; thence along the east bank of the Columbia River to latitude 46°21'30" N.; longitude 119°15'20" W.; to latitude 46°21'30" N.; longitude 119°18'00" W.; to latitude 46°23'20" N.; longitude 119°24'50" W.; thence along State Highway Nos. 240 and 24 to point of beginning.

Designated altitudes. Surface to 10,000 feet MSL.

Time of designation. Continuous.

Using agency. Manager, Atomic Energy Commission, Richland, Washington.

AMENDMENTS 10/22/69 34 F. R. 17104 (Changed); 12/10/69 34 F. R. 19501 (Changed)

§ 73.68 West Virginia

§ 73.69 Wisconsin

R-6801 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 25,000 feet MSL.

Time of designation. May 23 through September 5.

Using agency. Commanding Officer, Camp McCoy, Wis.

AMENDMENTS 6/12/69 34 F. R. 9260 (Changed)

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°13'39" 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.

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.

§73.88

P-29 Key Biscayne, Fla.

- Boundaries: That airspace within a 1 nautical mile radius of latitude 25°41'25" N., longitude 80°10'02" W.
- Designated altitudes. Surface to 18,000 feet MSL.
Time of designation. Continuous.
Using agency. Administrator, Federal Aviation Administration, Washington, D. C.

AMENDMENTS 2/17/69 34 F. R. 2306 (Added)

§73.89

P-25 San Mateo Point, Calif.

- Boundaries: That airspace within a 1-nautical-mile radius of the San Mateo Point Loran Station, latitude 33°23'32" N., longitude 117°35'37" W.
- Designated altitudes. Surface to 4,000 feet MSL.
Time of designation. Continuous.
Using agency. Administrator, Federal Aviation Administration, Washington, D. C.

AMENDMENTS 6/23/69 34 F. R. 9854 (Added)

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.; Humble, 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.

AMENDMENTS 5/29/69 34 F. R. 6079 (Changed)

Jet Route No. 3 (Oakland, Calif. to Kimberly, British Columbia, Canada),

From Oakland, Calif., via Red Bluff, Calif.; Lakeview, Oreg.; Pendleton, Oreg.; Spokane, Wash., to Kimberley, British Columbia, excluding the portion that lies over Canadian territory.

Jet Route No. 4 (Los Angeles, Calif. to Wilmington, N. C.).

From Los Angeles, Calif., via Ontario, Calif.; INT of the Ontario 093° and the Blythe, Calif., 282° radials; Blythe; the INT of the Blythe 096° and the Gila Bend, Ariz., 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.

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.

PENDING AMENDMENT

In the text of Jet Route No. 6 "Robbinsville, N. J., 247°" is deleted and "Robbinsville, N. J., 239°" is substituted therefor.

AMENDMENTS 2/5/70 34 F. R. 18451 (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 (Amarillo, Tex. to Kennedy, N. Y.).

From Amarillo, Tex., via Kingfisher, 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 9/18/69 34 F. R. 9985 (Changed)

PENDING AMENDMENT

In the text of Jet Route No. 8 all between "Casanova, Va.;" and "Robbinsville;" is deleted and "INT Casanova 051° and Westminster, Md., 080° radials; INT Westminster 080° and Robbinsville, N. J., 239° radials;" is substituted therefor. 2/5/70 34 F. R. 18451 (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.

Jet Route No. 10 (Los Angeles, Calif. to Denver, Colo.).

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.

AMENDMENTS 4/3/69 34 F. R. 1895 (Changed)

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. 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 (Humble, Tex., to Portland, Oreg.).

From Humble, Tex., via Austin, Tex.; 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 5/29/69 34 F. R. 6079 (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.

Jet Route No. 20 (Seattle, Wash., to Orlando, Fla.).

From Seattle, Wash., via Yakima, Wash.; Pendleton, Oreg.; McCall, Idaho; Pocatello, 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 8/21/69 34 F. R. 9616 (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.

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; INT of Houston 348° and Lufkin, Tex., 204° radials; Lufkin; 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 5/29/69 34 F. R. 6079 (Changed)

Jet Route No. 30 (Minneapolis, Minn. to Front Royal, Va.).

From Minneapolis, Minn., via Nodine, Minn.; Joliet, Ill.; via the INT of the Joliet 108° and the Fort Wayne, Ind., 279° radials; Fort Wayne; Appleton, Ohio; INT of Appleton 111° and Belaire, Ohio, 142° radials; to Front Royal, Va.

AMENDMENTS 5/1/69 34 F. R. 5010 (Changed); 8/21/69 34 F. R. 9798 (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. 33 (Humble, Tex., to Greater Southwest, Tex.).

From Humble, Tex., via INT Humble 347° and Greater Southwest, Tex., 139° radials; to Greater Southwest.

AMENDMENTS 9/18/69 34 F. R. 12258 (Added)

Jet Route No. 34 (Seattle, Wash., to Westminster, Md.).

From Seattle, Wash., via Ephrata, Wash.; 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; Bellaire, Ohio; to INT of Bellaire 104° and Westminster, Md., 247° radials.

AMENDMENTS 3/6/69 34 F. R. 431 (Changed); 8/21/69 34 F. R. 9797 (Changed)

AMENDMENTS 12/11/69 34 F. R. 17105 (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.

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.

Jet Route No. 40 (Montgomery, Ala., to Ironsides, Md.).

From Montgomery, 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.; Memphis, Tenn.; Nashville, Tenn.; Beckley, W. Va.; Casanova, Va.; INT of Casanova 051° and Robbinsville, N. J., 247° radials; Robbinsville; to Kennedy, N. Y.

PENDING AMENDMENT

In the text of Jet Route No. 42 all between "Casanova, Va.;" and "Robbinsville;" is deleted and "INT Casanova 051° and Westminster, Md., 080° radials; INT Westminster 080° and Robbinsville, N. J., 239° radials;" is substituted therefor.

AMENDMENTS 2/5/70 34 F. R. 18451 (Changed)

Jet Route No. 43 (Miami, Fla. to Sault Ste. Marie, 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; Carleton, Mich., to Sault Ste. Marie, Mich.

AMENDMENTS 5/1/69 34 F. R. 5431 (Changed); 10/16/69 34 F. R. 13412 (Changed)

AMENDMENTS 10/16/69 34 F. R. 13412 (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.

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 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 (Phillipsburg, Pa., to the United States/Canadian Border).

From Phillipsburg, Pa., via Hancock, N. Y.; Albany, N. Y.; Bangor, Maine; Presque Isle, Maine; to INT of the Presque Isle 038° radial and the United States/Canadian Border.

AMENDMENTS 8/21/69 34 F. R. 9797 (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.

Jet Route No. 54 (Pendleton, Oreg., to Pocatello, Idaho).

From Pendleton, Oreg., via Boise, Idaho, to Pocatello, Idaho.

AMENDMENTS 8/21/69 34 F. R. 9616 (Rewritten)

Jet Route No. 55 (Jacksonville, Fla., to United States/Canadian Border).

From Jacksonville, Fla., via Savannah, Ga.; Charleston, S. C.; Florence, S. C.; INT of the Florence 007° and the Raleigh, N. C., and the Raleigh-Durham, N. C., 224° radials; Raleigh-Durham, Flat Rock, Va.; INT of the Flat Rock 025° and the Gordonsville, Va., 059° radials; INT of the Gordonsville 059 and 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.

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.

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.

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.

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.

Jet Route No. 66 (Greater Southwest, Tex., to Memphis, Tenn.).

From Greater Southwest, Tex., via Little Rock, Ark.; to Memphis, Tenn.

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.

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.; Salem, Mich.; Jamestown, N. Y.; Huguenot, N. Y.; to Kennedy, N. Y. That airspace within Canada is excluded.

AMENDMENTS 5/1/69 34 F. R. 5431 (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.

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.

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.

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.; Goodland, Kans.; Hill City, Kans.; Salina, Kans.; Kansas City, Mo.; Capital, Ill.; Indianapolis, Ind.; Bellaire, Ohio; Coyle, N. J.; to Kennedy, N. Y.

AMENDMENTS 5/1/69 34 F. R. 2307 (Changed); 8/21/69 34 F. R. 9797 (Changed)

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 Albany, N. Y.).

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.; to Albany, N. Y.

AMENDMENTS 12/11/69 34 F. R. 17105 (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.; Delta, Utah; Meeker, Colo.; Sidney, Nebr.; Wolbach, Nebr.; Dubuque, Iowa; to Northbrook, Ill.

AMENDMENTS 5/1/69 34 F. R. 5010 (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 Salem, Mich. The portion within Canada is excluded.

AMENDMENTS 5/1/69 34 F. R. 5431 (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.; Humble, Tex.; 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 5/29/69 34 F. R. 6079 (Changed)

Jet Route No. 87 (Humble, Texas to Northbrook, Ill.).

From Humble, Tex., via INT Humble 332° and Greater Southwest, Tex., 154° radials; Greater Southwest; Tulsa, Okla.; Butler, Mo.; INT of the Butler 009° and the Kirksville, Mo., 242° radials; Kirksville; Bradford; Joliet, Ill., to Northbrook, Ill.

AMENDMENTS 5/29/69 34 F. R. 6079 (Changed); 9/18/69 34 F. R. 12258 (Changed)

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.

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.

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.

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.

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.

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 (Oklahoma City, Okla., to Farmington, Mo.).

From Oklahoma City, Okla., via Tulsa, Okla.; Springfield, Mo.; to Farmington, Mo.

AMENDMENTS 9/18/69 34 F. R. 9985 (Changed); Corr: 34 F. R. 14209

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.

Jet Route No. 101 (Humble, Texas to Sault Ste. Marie, Mich.).

From Humble, 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.

AMENDMENTS 5/29/69 34 F. R. 6079 (Changed)

Jet Route No. 102 (Alamosa, Colo. to Hill City, Kans.).

From Alamosa, Colo., via Lamar, Colo.; to Salina, Kans.

Jet Route No. 103 (St. Petersburg, Fla., to Savannah, Ga.).

From St. Petersburg, Fla., via Orlando, Fla.; Daytona Beach, Fla.; to Savannah, Ga.

Jet Route No. 104 (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.

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.

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.; Bellaire, Ohio; Coyle, N. J.; to Kennedy, N. Y.

AMENDMENTS 8/21/69 34 F. R. 9797 (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. 114 (Salt Lake City, Utah to Minneapolis, Minn.).

From Salt Lake City, Utah, via Provo, Utah; Meeker, Colo.; Denver, Colo.; O'Neill, Nebr.; Sioux Falls, S. Dak.; to Minneapolis, Minn.

AMENDMENTS 5/1/69 34 F. R. 5010 (Added)

Jet Route No. 115 (Shemya, Alaska to Fairbanks, Alaska).

From Shemya, Alaska, RBN, via Adak, Alaska, RBN; Nikolski, Alaska, RBN; Cold Bay, Alaska; King Salmon, Alaska; Anchorage, Alaska; to Fairbanks, Alaska.

AMENDMENTS 4/3/69 34 F. R. 1894 (Rewritten)

Jet Route No. 117 (McGrath, Alaska, to Kotzebue, Alaska).

From McGrath, Alaska, via Galena, Alaska; to Kotzebue, Alaska, RBN.

Jet Route No. 118 (Memphis, Tenn., to Spartanburg, S. C.)

From Memphis, Tenn., via Chattanooga, Tenn., to Spartanburg, S. C.

Jet Route No. 119 (Miami, Fla., to Alma, Ga.)

From Miami, Fla., via the INT of the Miami 297° and the St. Petersburg, Fla., 151° radials; St. Petersburg; to Alma, Ga.

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.

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., 068° 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.

Jet Route No. 125 (Kodiak, Alaska, to Chandalar Lake, Alaska).

From Kodiak, Alaska, via Anchorage, Alaska; Talkeetna, Alaska; Nenana, Alaska; to Chandalar Lake, Alaska, RBN.

AMENDMENTS 10/16/69 34 F. R. 13467 (Rewritten); Corr: 34 F. R. 14462

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 Evansville, Ind.).

From San Antonio, Tex., via INT San Antonio 007° and Greater Southwest, Tex., 219° radials; Greater Southwest; Texarkana, Ark.; Little Rock, Ark.; to Evansville, Ind.

AMENDMENTS 11/13/69 34 F. R. 14576 (Changed)

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.

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.

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 Houston, Tex.).

From Fort Stockton, Tex.; San Antonio, Tex.; to Houston, Tex.

AMENDMENTS 5/29/69 34 F. R. 6079 (Changed); Corr: 34 F. R. 7702

Jet Route No. 144 (Wolbach, Nebr., to Dubuque, Iowa).

From Wolbach, Nebr.; via Des Moines, Iowa; to Dubuque, Iowa.

Jet Route No. 145 (Charleston, W. Va., to Bellaire, Ohio).

From Charleston, W. Va., to Bellaire, Ohio.

AMENDMENTS 8/21/69 34 F. R. 9797 (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.

Jet Route No. 147 (Beckley, W. Va., to Gordonsville, Va.)

From Beckley, W. Va., to Gordonsville, Va.

Jet Route No. 148 (Delta, Utah, to O'Neill, Nebr.).

From Delta, Utah, via Myton, Utah; Cheyenne, Wyo.; to O'Neill, Nebr.

Jet Route No. 149 (Casanova, Va., to Fort Wayne, Ind.).

From Casanova, Va., via INT of Casanova 280° and Rosewood, Ohio, 116° radials; Rosewood; to Fort Wayne, Ind.

AMENDMENTS 8/21/69 34 F. R. 9798 (Rewritten)

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.

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.

Jet Route No. 152 (Capital, Ill., to New Holland, Pa.).

From Capital, Ill., via INT of Capital 091° and Rosewood, Ohio, 263° radials; Rosewood; INT Rosewood 084° and Harrisburg, Pa., 277° radials; Harrisburg; to INT Harrisburg 096° and Westminster, Md., 056° radials.

AMENDMENTS 12/11/69 34 F. R. 16863 (Rewritten)

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.

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.

Jet Route No. 156 (Wilson Creek, Nev., to Meeker, Colo.).

From Wilson Creek, Nev., to Meeker, Colo.

PENDING AMENDMENT

Jet Route No. 158 (Mina, Nev., to Malad City, Idaho).

From Mina, Nev., via Lucin, Utah; to Malad City, Idaho.

AMENDMENTS 1/8/70 34 F. R. 17105 (Added)

Jet Route No. 162 (Cleveland, Ohio, to Front Royal, Va.).

From Cleveland, Ohio, via Bellaire, Ohio, INT of Bellaire 142° and Front Royal, Va., 283° radials; to Front Royal.

AMENDMENTS 8/21/69 34 F. R. 9797 (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.

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.

Jet Route No. 501 (Oakland, Calif., to Bethel, Alaska) (Join Canadian High Level Airway No. 501).

From Oakland, Calif., via INT Oakland 305° and Ukiah, Calif., 172° radials; Ukiah; Medford, Oreg.; Hoquiam, Wash.; Neah Bay, Wash., RBN; Tofino, British Columbia, Canada, RBN; Cape Scott, British Columbia, Canada, RBN; Sandspit, British Columbia, Canada; Blorka Island, Alaska; Yakutat, Alaska; Johnstone Point, Alaska; Anchorage, Alaska; to Bethel, Alaska, excluding the airspace within Canada.

AMENDMENTS 6/26/69 34 F. R. 7072 (Rewritten)

Jet Route No. 502 (Seattle, Wash., to Kotzebue, Alaska) (Joins Canadian High Level Airway No. 502).

From Seattle, Wash.; via Victoria, British Columbia, Canada; Malcolm Island, Alaska; Annette Island, Alaska; Sisters Island, Alaska; Burwash Landing, Yukon Territory Canada, RR; Northway, Alaska; Fairbanks, Alaska; to Kotzebue, Alaska, excluding the airspace within Canada.

AMENDMENTS 6/26/69 34 F. R. 7072 (Rewritten)

Jet Route No. 503 (Seattle, Wash., to United States/Canadian Border) (joins Canadian High Level airway No. 503).

From Seattle, Wash., to the United States/Canadian Border via the Seattle direct radial to Princeton, British Columbia.

Jet Route No. 505 (Seattle, Wash., to the United States/Canadian border) (Joins Canadian high level airway No. 505)

From Seattle, Wash., via the Seattle 061° radial to the United States/Canadian border.

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.

Jet Route No. 513 (Lakehead, Ontario, Canada, to Sudbury, Ontario, Canada) (Joins Canadian high level airway No. HL-513).

From Lakehead, Ontario, Canada, direct to Sudbury, Ontario, Canada, excluding the portion within Canada.

AMENDMENTS 9/18/69 34 F. R. 12133 (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 (Cleveland, Ohio, to Westminster, Md.).

From Cleveland, Ohio, via INT of Cleveland 120° and Westminster, Md., 288° radials; to Westminster.

AMENDMENTS 8/21/69 34 F. R. 9797 (Rewritten)

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.

Jet Route No. 523 (Seattle, Wash., to Neah Bay, Wash., Sandspit, British Columbia, Canada, to Annette Island, Alaska.).

From Seattle, Wash., to the Neah Bay, Wash., RBN. From Sandspit, British Columbia, Canada, to Annette Island, Alaska; excluding the airspace within Canada.

AMENDMENTS 6/26/69 34 F. R. 7072 (Changed)

Jet Route No. 525 (Sandspit, British Columbia, Canada, to Annette Island, Alaska) (Joins Canadian High Level Airway No. 525).

From the Sandspit, British Columbia, Canada, RR to Annette Island, Alaska, RR, excluding the airspace within Canada.

AMENDMENTS 6/26/69 34 F. R. 7072 (Added)

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 (Northbrook, Ill., to Kennebunk, Maine). (Joins Canadian high level airway No. 547.)

From Northbrook, Ill., via Pullman, Mich.; Peck, Mich.; London, Ontario; Buffalo, N. Y.; Syracuse, N. Y.; INT Syracuse 094° and Albany, N. Y., 058° radials; to Kennebunk, Maine, excluding the portion which lies over Canadian territory.

AMENDMENTS 12/11/69 34 F. R. 17105 (Changed)

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.

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 Warton, 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.

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.

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.

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.

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.

Jet Route No. 590 (Lakehead, Ontario, Canada, to Sault Ste. Marie, Mich.) (Joins Canadian high level airway No. HL-590).

From the Lakehead, Ontario, Canada, RBN; to Sault Ste. Marie, Mich. The portion within Canada is excluded.

AMENDMENTS 10/16/69 34 F. R. 13412 (Changed)

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 330 to FL 370, inclusive.

AMENDMENTS 11/13/69 34 F. R. 14463 (Changed)

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 from FL 240 to FL 280 and FL 370 to FL 410, inclusive.

AMENDMENTS 11/13/69 34 F. R. 14463 (Changed)

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.

Nonradar: From the United States/Canadian border southeast of Lakehead, Ontario, Canada, to the positive control area boundary northwest of Sault Ste. Marie, Mich., from FL-240 to FL-280, inclusive.

AMENDMENTS 8/21/69 34 F. R. 12133 (Changed)

Jet Route No. 515 Jet Advisory Area

Nonradar: From Fargo, N. Dak., to the United States/Canadian border from FL 240 to FL 280 and FL 370 to FL 410, inclusive.

AMENDMENTS 11/13/69 34 F. R. 14463 (Changed)

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 330 to FL 370, inclusive.

AMENDMENTS - 11/13/69 34 F. R. 14463 (Changed)

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.

