

1-2-81
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federal register

Book 1 of 3 Books
Friday, January 2, 1981

Highlights

CFR Issuances Complete 1980 list and January, 1981 projected editions. (See Reader Aids Section)

- 1 **Cheese import limitations** Presidential proclamation
- 39 **Natural Gas** DOT/RSPA and MTB publish final rule regarding the transportation of certain gases by pipeline; effective 1-2-81
- 402 **Airspace** DOT/FAA republishes compilation of current airspace designations; effective 12-1-80 (Part II of this issue)
- 71 **Electric Power** DOE/ERA proposes emergency interconnection of electric facilities and the transfer of electricity to alleviate an emergency shortage of electric power; comments by 2-13-81
- 167, 169 **Grant Programs—Social** HHS/HDS announces that applications are being accepted for Traineeship and Teaching Grants; apply by 3-6-81 (2 documents)
- 3 **National School Lunch** USDA/FNS specifies average payment factor for reduced price school lunches; effective 1-1-81

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Highlights

- 136 Nutrition** USDA/FNS releases notice discussing apportionment of funds for the Nutrition Education and Training Program; effective 1-2-81
- 138 School Breakfast and Lunch Programs** USDA/FNS announces national program changes; effective 1-1-81
- 139 Milk** USDA/FNS announces reimbursement rates for the Special Milk Program for children; effective 10-1-80
- 4 Food Program** USDA/FNS issues emergency final rules regarding program payments for supplements served in child care centers and outside-school-hours-care centers; effective 1-1-81
- 138 Food Program** USDA/FNS announces payment rate for meals served in child care and outside school care centers; effective 1-1-81
- 66 Commercial Fisheries** Commerce/NOAA establishes procedures for administering the Fisheries Loan Fund Program; effective 1-2-81
- 78 Securities** SEC solicits comments by 3-6-81, regarding proposed revision of Regulation S-K and guides for the preparation and filing of registration statements and reports
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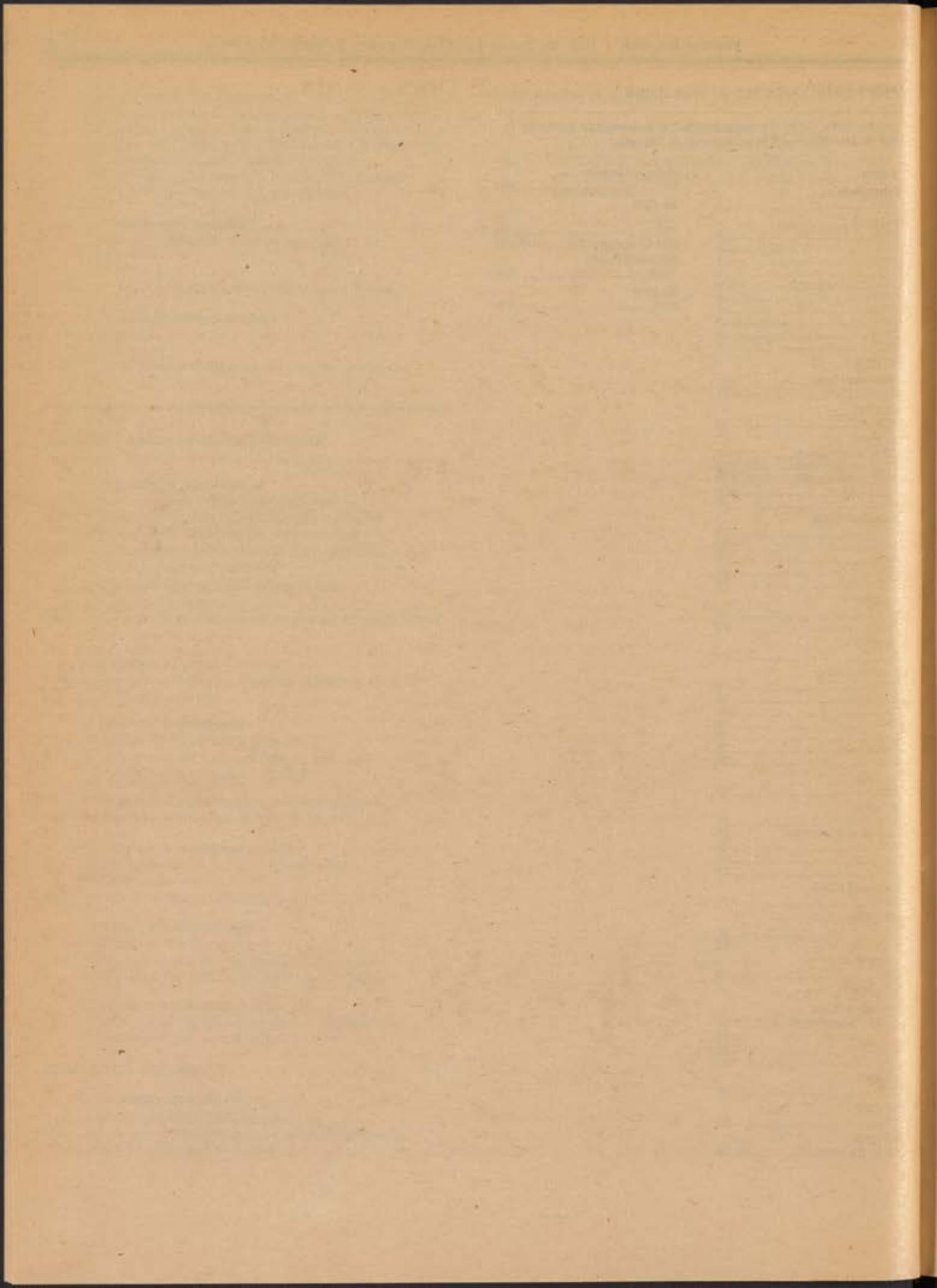
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Title 3—

Proclamation 4811 of December 30, 1980

The President

Proclamation To Amend the Tariff Schedules of the United States With Respect to the Quantitative Limitations of Certain Cheeses

By the President of the United States of America

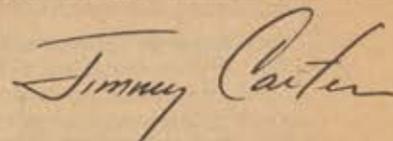
A Proclamation

1. Import limitations have been imposed on certain cheeses pursuant to the provisions of Section 22 of the Agricultural Adjustment Act, as amended, 7 U.S.C. 624. Section 701 of the Trade Agreements Act of 1979, P.L. 96-39 (the "Act"), requires that the President proclaim limitations on the quantity of cheese of the types specified therein, which may enter the United States in any calendar year after 1979. The Act provides that the annual aggregate quantity of such types of cheese entered shall not exceed 111,000 metric tons. Such quantitative limitations appear in Part 3 of the Appendix to the Tariff Schedules of the United States (TSUS) (19 U.S.C. 1202). The present limitations became effective on January 1, 1980, pursuant to Proclamation 4708 of December 11, 1979.

2. In order to permit imports at a level more nearly in line with current trade requirements, the quantitative limitations set forth in the Appendix to the TSUS must be modified.

NOW, THEREFORE, I, JIMMY CARTER, President of the United States of America, acting under the authority vested in me by the Constitution and the statutes of the United States, including the provisions of Section 22 of the Agricultural Adjustment Act of 1933, as amended, and the Trade Agreements Act of 1979, do hereby proclaim that Part 3 of the Appendix to the Tariff Schedules of the United States is modified effective January 1, 1981, as set forth in the Annex to this Proclamation.

IN WITNESS WHEREOF, I have hereunto set my hand this thirtieth day of December, in the year of our Lord nineteen hundred and eighty, and of the Independence of the United States of America the two hundred and fifth.



ANNEX

Part 3 of the Appendix to the Tariff Schedules of the United States is modified as follows--

(a) Item 950.10C is modified:

by deleting:

"Switzerland..... 3,196,670 1,450,000", and

by substituting, in lieu thereof:

"Switzerland..... 4,078,510 1,850,000".

(b) Item 950.10D is modified:

(1) by deleting:

"Switzerland..... 3,571,452 1,620,000", and

by substituting, in lieu thereof:

"Switzerland..... 2,689,612 1,220,000"; and

(2) by deleting:

"Other..... 287,997 130,635", and

by substituting, in lieu thereof:

"Other..... 444,525 201,635".

[FR Doc. 80-40843

Filed 12-31-80; 10:40 am]

Billing code 3195-01-C

Rules and Regulations

Federal Register

Vol. 46, No. 1

Friday, January 2, 1981

This section of the FEDERAL REGISTER contains regulatory documents having general applicability and legal effect, most of which are keyed to and codified in the Code of Federal Regulations, which is published under 50 titles pursuant to 44 U.S.C. 1510.

The Code of Federal Regulations is sold by the Superintendent of Documents. Prices of new books are listed in the first FEDERAL REGISTER issue of each month.

DEPARTMENT OF AGRICULTURE

Food and Nutrition Service

7 CFR Part 210

[Amdt. 45]

National School Lunch Program; Reimbursement for Reduced Price Lunches

AGENCY: Food and Nutrition Service.

ACTION: Emergency final rule.

SUMMARY: This emergency final rule amends the National School Lunch Program Regulations to specify that the average payment factor for reduced price school lunches will be 20 cents less than the payment factor for free lunches. This rule deletes the provision which allowed an adjustment in the amount of Federal money a State received by reducing the charge to the child for a reduced price lunch. This rule is mandated by Public Law 96-499, for the purpose of reducing Federal spending.

EFFECTIVE DATE: January 1, 1981.

FOR FURTHER INFORMATION CONTACT: Stanley C. Garnett, Branch Chief, Policy and Program Development Branch, School Programs Division, Food and Nutrition Service, U.S. Department of Agriculture, Washington, D.C. 20250, (202) 447-9065. An Impact Analysis Statement is available on request from the above named individual.

SUPPLEMENTARY INFORMATION:

Administrative Procedures

This final action has been reviewed under USDA procedures established in Secretary's Memorandum 1955 to implement Executive Order 12044 and has been classified, "not significant." Robert Greenstein, Administrator, of the Food and Nutrition Service, has determined that an emergency situation

exists which warrants making this rule effective on January 1, 1981. Because the provisions of this rule are mandated by Public Law 96-499 and are thus nondiscretionary, solicitation of public comment is impractical and unnecessary. Further, the provisions of Public Law 96-499 implemented by this rule are effective January 1, 1981. Therefore, good cause exists both for making this rule effective earlier than 30 days after publication and for dispensing with the solicitation of comments.

Background

Section 11(b) of the National School Lunch Act provides that in States where all schools charge a uniform price for reduced price lunches, and the price is less than \$.20, the special assistance factor for reduced price lunches paid to that State is the special assistance factor for free lunches minus \$.10 or minus the price charged per lunch, whichever is greater. Section 204 of P.L. 96-499 eliminated this provision in Section 11(b) thus fixing the special assistance factor for reduced price lunches at \$.20 less than the special assistance factor for free lunches. A school can offset the reduction in Federal funding caused by this change by charging its students 20 cents, the highest allowable charge for a reduced price lunch. A State can no longer alter the amount of Federal money it receives by requiring its schools to charge their children less than 20 cents for a reduced price lunch. The following amendment implements this change.

Accordingly, Part 210 is amended as follows:

Section 210.4 paragraph (b) the second sentence is revised to read as follows and the third sentence is removed:

§ 210.4 Payment of funds to States and FNSROs.

(b) * * * Beginning with the fiscal year ending June 30, 1974, the special cash assistance factor prescribed for free lunches shall be not less than 45 cents and beginning January 1, 1981, the special cash assistance factor prescribed for reduced price lunches shall be 20 cents less than the special cash assistance factor for free lunches.

(Catalogue of Federal Domestic Assistance No. 10.555)

(Omnibus Reconciliation Act of 1980, Sec. 204, Pub. Law 96-499, 94 Stat. 2599)

Dated: December 23, 1980.

Carol Tucker Foreman,

Assistant Secretary for Food and Consumer Services.

[FR Doc. 80-40631 Filed 12-31-80; 8:45 am]

BILLING CODE 3410-30-M

7 CFR Part 215

[Amdt. 19]

Special Milk Program; Reduction in Reimbursement Rate

AGENCY: Food and Nutrition Service, USDA.

ACTION: Emergency final rule.

SUMMARY: This final rule implements the provision of Public Law 96-499 which reduces the reimbursement rate per half pint of milk from 8.5 to 5.0 cents for schools and institutions participating in the Special Milk Program and one or more of the following programs: the National School Lunch Program, School Breakfast Program, Child Care Food Program, or the Summer Food Service Program for Children.

EFFECTIVE DATE: October 1, 1980.

FOR FURTHER INFORMATION CONTACT: Stanley C. Garnett, Branch Chief, Policy and Program Development Branch, School Programs Division, USDA, FNS, Washington, D.C. 20250. Telephone: (202) 447-9065. The Impact Analysis Statement is available upon request from the above named individual.

SUPPLEMENTARY INFORMATION: This final action has been reviewed under USDA procedures established in Secretary's Memorandum 1955 to implement Executive Order 12044, and has been classified "not significant." Robert Greenstein, Administrator, Food and Nutrition Service, has determined that an emergency situation exists which warrants publication without opportunity for a public comment period on this final action because the provisions of this rule are mandated by Public Law 96-499 and are thus nondiscretionary. The solicitation of public comments is unnecessary. Good cause exists both for dispensing with the solicitation of public comments and for making the rules effective earlier than 30 days after publication.

Background

Section 3 of the Child Nutrition Act of 1966, as amended (42 U.S.C. 1772) and 7 CFR § 215.8 of the regulations governing the Special Milk Program for Children (7 CFR Part 215) authorizes the Secretary to establish the rate of reimbursement per half pint (236 ml.) of milk purchased and served to children. As indicated in the July 11, 1980 Notice (45 FR 46831), Public Law 96-304 reduced the reimbursement rate from 8.5 cents to 5.0 cents for the remainder of the fiscal year for schools and institutions participating in the Special Milk Program and also in the National School Lunch Program, School Breakfast Program, Child Care Food Program or the Summer Food Service Program for Children. Public Law 96-369, making continuing appropriations for Fiscal Year 1981, maintained the 5.0 cents reimbursement rate through December 15, 1980. That action was taken by Congress to maintain on-going programs without significant changes in operations until Congress had an opportunity to act on the regular appropriations bill. On December 5, 1980, Public Law 96-499 was enacted which made the 5.0 cents reimbursement rate permanent.

The reimbursement rate of 8.5 cents per half pint of milk will remain in effect through June 30, 1981, for commodity only schools and schools and institutions participating only in the Special Milk Program as stipulated in 45 FR 46831.

For the reasons set out in the preamble and under authority given the Secretary, the Special Milk Program regulations are amended as set forth below.

PART 215—SPECIAL MILK PROGRAM

Accordingly, Part 215, Special Milk Program regulations are amended by Amendment 19 as follows:

§ 215.1 [Amended]

§ 215.1 is amended by inserting the following sentence immediately after the word "cent." and preceding the last sentence in the paragraph.

* * * Notwithstanding the preceding two sentences, the rate of reimbursement per half-pint of milk, which is served to children who are not eligible for free milk in schools, child care institutions, and summer camps participating in meal service programs under the National School Lunch Act and this Act, shall be 5 cents.* * *

§ 215.8 is amended by adding a new sentence after the second sentence in

paragraph (b)(1) to read as follows:

§ 215.8 Reimbursement Payments.

(b)(1) * * * The rate of reimbursement per half pint of milk purchased and served to children, except needy children in pricing programs operated by School Food Authorities and institutions which elect to provide free milk, shall be 5.0 cents effective October 1, 1980 for schools and institutions participating in the Special Milk Program and one or more of the following programs: the National School Lunch Program, the School Breakfast Program, the Childcare Food Program, or the Summer Food Service Program for Children.* * *

(Catalogue of Federal Domestic Assistance Program No. 10.550)

(Omnibus Reconciliation Act of 1980, Sec. 209, Public Law 96-499, Stat. 2599)

Dated: December 23, 1980.

Carol Tucker Foreman,

Assistant Secretary for Food and Consumer Services.

[FR Doc. 80-40066 Filed 12-31-80; 8:43 am]

BILLING CODE 3410-30-M

7 CFR Part 226

Child Care Food Program; Program Payments for Supplements Served in Centers

AGENCY: Food and Nutrition Service, USDA.

ACTION: Emergency final rule.

SUMMARY: This emergency final rule implements mandatory provisions of the Omnibus Reconciliation Act of 1980, regarding Program payments under the Child Care Food Program (CCFP). The rates of reimbursement for supplements served in child care centers and outside-school-hours-care centers will not be adjusted on January 1, 1981 to reflect changes in the series for food away from home of the Consumer Price Index (CPI) for All Urban Consumers. The next CPI adjustment of these rates will take place on July 1, 1981. The legislation also mandates a three-cent reduction in the free, reduced-price, and paid rates for supplements served in centers. The first such reduction will be effective January 1, 1981. Subsequently, these rates will be reduced by three cents after each CPI adjustment has been computed. This action is necessary to effect a reduction in Federal Program outlays.

EFFECTIVE DATE: January 1, 1981.

FOR FURTHER INFORMATION CONTACT: Jordan Benderly, Director, or Beverly Welstrom, Child Care and Summer Programs Division, Food and Nutrition

Service, U.S. Department of Agriculture, Washington, D.C. 20250, (202) 447-6509. A copy of the Impact Analysis Statement can be obtained from this address.

SUPPLEMENTARY INFORMATION: This final action has been reviewed under USDA procedures established in Secretary's Memorandum 1955 to implement Executive Order 12044, and has been classified "not significant." Robert Greenstein, Administrator of the Food and Nutrition Service has determined that an emergency situation exists which warrants publication without opportunity for a public comment period on this final action because the provisions of this rule are mandated by Pub. L. 96-499 and are thus nondiscretionary. Further, the provisions of Pub. L. 96-499 that are the bases of this rule must be implemented by January 1, 1981.

1. *Adjustment of reimbursement rates for supplements served in centers (§ 226.4(g)(2)).*

Pub. L. 96-499 (the Omnibus Reconciliation Act of 1980) mandates that no CPI adjustments of these rates take place on January 1, 1981. The next adjustment of these rates will take place on July 1, 1981, and they will be adjusted on each January 1 and July 1 thereafter. The adjustment of July 1, 1981 will be based on CPI changes measured over the most recent twelve-month period for which data are available. All subsequent adjustments will be based on the most recent six-month period for which data are available.

Sections 4 and 11 of the National School Lunch Act, which govern reimbursement for lunches and suppers served under the National School Lunch Program, and Section 4 of the Child Nutrition Act of 1966, which governs reimbursement for breakfasts served under the School Breakfast Program, were amended by Pub. L. 96-499 so that rates for breakfasts, lunches, and suppers served under these programs will not be adjusted on January 1, 1981. Since Section 17 of the National School Lunch Act applies the payment rates established in the above sections to centers, rates for breakfasts, lunches, and suppers served in centers also will not be adjusted on January 1, 1981. However, this change will be implemented through amendments to National School Lunch and School Breakfast Program regulations, and not to Child Care Food Program regulations.

2. *Three-cent reduction in reimbursement rates for supplements served in centers (§ 226.4(g)(2)).*

As required by Pub. L. 96-499, the

free, reduced-price and paid reimbursement rates for supplements served in centers will each be reduced by three cents. The initial reduction will take place on January 1, 1981. Thereafter, each time these rates are adjusted to reflect changes in the series for food away from home of the Consumer Price Index for All Urban Consumers, the Department will subtract three cents from each of the adjusted rates, as mandated by the legislation. For example, if the next CPI adjustment yielded a free supplement rate of 30 cents, the three-cent reduction would establish that rate at 27 cents. Application of the reduction to a subsequent CPI-adjusted rate of 34 cents, for example, would result in a free reimbursement rate of 31 cents.

Accordingly, 7 CFR Part 228, Child Care Food Program, is amended as follows:

In § 226.4, the introductory paragraph of (g) is revised, and (g)(2) is revised, to read as follows:

§ 226.4 Payments to States and use of funds.

(g) *Rate adjustments.* FNS shall publish a notice in the *Federal Register* to announce each rate adjustment, and shall adjust the following rates on the specified dates:

- (1) * * *
- (2) The rates for supplements served in child care centers and outside-school-hours care centers shall be adjusted semi-annually, on January 1 and July 1, on the basis of changes in the series for food away from home of the Consumer Price Index for All Urban Consumers published by the Department of Labor, except that such adjustments shall not be made on January 1, 1981. Such adjustments shall be made to the nearest \$.0025. The adjustments of July 1, 1981 shall be based on changes measured over the most recent twelve-month period for which data are available, and all adjustments thereafter shall be based on the most recent six-month period for which data are available. On January 1, 1981, these rates shall each be reduced by three cents. On each subsequent July 1 and January 1, three cents shall be subtracted from these rates after they have been adjusted based on changes in the Consumer Price Index.

Dated: December 24, 1980.

Carol Tucker Foreman,

Assistant Secretary for Food and Consumer Services.

[FR Doc. 80-40667 Filed 12-31-80; 8:45 am]

BILLING CODE 3410-30-M

Agricultural Marketing Service

7 CFR Part 907

[Navel Orange Reg. 503]

Navel Oranges Grown in Arizona and Designated Part of California; Limitation of Handling

AGENCY: Agricultural Marketing Service, USDA.

ACTION: Final rule.

SUMMARY: This regulation establishes the quantity of fresh California-Arizona navel oranges that may be shipped to market during the period January 2, 1981-January 8, 1981. Such action is needed to provide for orderly marketing of fresh navel oranges for this period due to the marketing-situation confronting the orange industry.

EFFECTIVE DATE: January 2, 1981.

FOR FURTHER INFORMATION CONTACT:

Malvin E. McGaha, 202-447-5975.

SUPPLEMENTARY INFORMATION: *Findings.*

This regulation is issued under the marketing agreement, as amended, and Order No. 907, as amended (7 CFR Part 907), regulating the handling of navel oranges grown in Arizona and designated part of California. The agreement and order are effective under the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674). This action is based upon the recommendations and information submitted by the Navel Orange Administrative Committee and upon other available information. It is hereby found that this action will tend to effectuate the declared policy of the act.

This action is consistent with the marketing policy for 1980-81 which was designated significant under the procedures of Executive Order 12044. The marketing policy was recommended by the committee following discussion at a public meeting on October 14, 1980. A final impact analysis on the marketing policy is available from Malvin E. McGaha, Chief, Fruit Branch, F&V, AMS, USDA, Washington, D.C. 20250, telephone 202-447-5975.

The committee met again publicly on December 29, 1980 at Los Angeles, California, to consider the current and prospective conditions of supply and demand and recommended a quantity of navels deemed advisable to be handled

during the specified week. The committee reports the demand for navel oranges is slow.

It is further found that there is insufficient time between the date when information became available upon which this regulation is based and when the action must be taken to warrant a 60-day comment period as recommended in E.O. 12044; and that it is impracticable and contrary to the public interest to give preliminary notice, engage in public rulemaking, and postpone the effective date until 30 days after publication in the *Federal Register* (5 U.S.C. 553). It is necessary to effectuate the declared purposes of the act to make these regulatory provisions effective as specified, and handlers have been apprised of such provisions and the effective time.

1. Section 907.803 is added as follows:

§ 907.803 Navel Orange Regulation 503.

Order. (a) The quantities of navel oranges grown in Arizona and California which may be handled during the period January 2, 1981, through January 8, 1981, are established as follows:

- (1) District 1: 679,000 cartons;
- (2) District 2: 22,014 cartons;
- (3) District 3: unlimited cartons;
- (4) District 4: 21,000 cartons;

(b) As used in this section, "handled," "District 1," "District 2," "District 3," "District 4," and "carton" mean the same as defined in the marketing order.

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

Dated: December 30, 1980.

D. S. Kuryloski,

Acting Director, Fruit and Vegetable Division, Agricultural Marketing Service.

[FR Doc. 80-40630 Filed 12-30-80; 12:19 pm]

BILLING CODE 3410-02-M

7 CFR Part 910

[Lemon Reg. 285, Amdt. 1; Lemon Reg. 286]

Lemons Grown in California and Arizona; Limitation of Handling

AGENCY: Agricultural Marketing Service, USDA.

ACTION: Final rule.

SUMMARY: This action establishes the quantity of California-Arizona lemons that may be shipped to the fresh market during the period January 4-10, 1981, and increases the quantity of such lemons that may be so shipped during the period December 28, 1980-January 3, 1981. Such action is needed to provide for orderly marketing of fresh lemons for the period specified due to the marketing situation confronting the lemon industry.

DATES: The regulation becomes effective January 4, 1981, and the amendment is effective for the period December 28, 1980-January 3, 1981.

FOR FURTHER INFORMATION CONTACT: Malvin E. McGaha, 202-447-5975.

SUPPLEMENTARY INFORMATION: Findings. This regulation and amendment are issued under 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. The agreement and order are effective under the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674). The action is based upon the recommendations and information submitted by the Lemon Administrative Committee and upon other available information. It is hereby found that this action will tend to effectuate the declared policy of the act.

This action is consistent with the marketing policy for 1980-81 which was designated significant under the procedures of Executive Order 12044. The marketing policy was recommended by the committee following discussion at a public meeting on July 8, 1980. A final impact analysis on the marketing policy is available from Malvin E. McGaha, Chief, Fruit Branch, F&V, AMS, USDA, Washington, D.C. 20250, telephone 202-447-5975.

The committee met again publicly on December 29, 1980 at Los Angeles, California, to consider the current and prospective conditions of supply and demand and recommended a quantity of lemons deemed advisable to be handled during the specified weeks. The committee reports the demand for lemons is good.

It is further found that there is insufficient time between the date when information became available upon which this regulation and amendment are based and when the actions must be taken to warrant a 60 day comment period as recommended in E.O. 12044, and that it is impracticable and contrary to the public interest to give preliminary notice, engage in public rulemaking, and postpone the effective date until 30 days after publication in the *Federal Register* (5 U.S.C. 553), and the amendment relieves restrictions on the handling of lemons. It is necessary to effectuate the declared purposes of the act to make these regulatory provisions effective as specified, and handlers have been apprised of such provisions and the effective times.

1. Section 910.586 is added as follows:

§ 910.586 Lemon Regulation 286.

(a) The quantity of lemons grown in California and Arizona which may be

handled during the period January 4, 1981, through January 10, 1981, is established at 215,000 cartons.

(b) As used in this section, "handled" and "cartons" mean the same as defined in the marketing order.

2. Paragraph (a) of § 910.585 Lemon Regulation 285 (45 CFR 85717) is amended to read as follows:

§ 910.585 Lemon Regulation 285.

(a) The quantity of lemons grown in California and Arizona which may be handled during the period December 28, 1980, through January 3, 1981 is established at 230,000 cartons.

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

Dated: December 30, 1980.

D. S. Kuryloski,

Acting Director, Fruit and Vegetable Division, Agricultural Marketing Service.

[FR Doc. 80-40658 Filed 12-30-80; 12:19 pm]

BILLING CODE 3410-02-M

7 CFR Part 910

[Lemon Reg. 284, Amdt. 1]

Lemons Grown in California and Arizona; Limitation of Handling

AGENCY: Agricultural Marketing Service, USDA.

ACTION: Final rule.

SUMMARY: This action increases the quantity of California-Arizona lemons that may be shipped to the fresh market during the period December 21-December 27, 1980. Such action is needed to provide for orderly marketing of fresh lemons for the period specified due to the marketing situation confronting the lemon industry.

DATES: The amendment is effective for the period December 21-December 27, 1980.

FOR FURTHER INFORMATION CONTACT: Malvin McGaha, 202-447-5975.

SUPPLEMENTARY INFORMATION: Findings. This amendment is issued under 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. The agreement and order are effective under the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674). This action is based upon the recommendations and information submitted by the Lemon Administrative Committee and upon other information. It is hereby found that this action will tend to effectuate the declared policy of the act.

This action is consistent with the marketing policy for 1980-81 which was

designated significant under the procedures of Executive Order 12044. The marketing policy was recommended by the committee following discussion at a public meeting on July 8, 1980. A final impact analysis on the marketing policy is available from Malvin E. McGaha, Chief, Fruit Branch, F&V, AMS, USDA, Washington, D.C. 20250, telephone 202-447-5975.

The committee met again on December 24, 1980 at Los Angeles, California, to consider the current and prospective conditions of supply and demand and recommended a quantity of lemons deemed advisable to be handled during the specified week. The committee reports the demand for lemons is good.

It is further found that there is insufficient time between the date when information became available upon which this amendment is based and when the action must be taken to warrant a 60-day comment period as recommended in E.O. 12044, and that it is impracticable and contrary to the public interest to give preliminary notice, engage in public rulemaking, and postpone the effective date until 30 days after publication in the *Federal Register* (5 U.S.C. 553), and this amendment relieves restrictions on the handling of lemons. It is necessary to effectuate the declared purposes of the act to make this regulatory provision effective as specified, and handlers have been apprised of such provisions and the effective time.

Paragraph (a) of § 910.584 Lemon Regulation 284 (45 FR 83474) is amended to read as follows:

§ 910.584 Lemon Regulation 284.

(a) "The quantity of lemons grown in California and Arizona which may be handled during the period December 21, 1980, through December 27, 1980, is established at 220,000 cartons."

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

Dated: December 24, 1980.

Charles R. Brader,

Director, Fruit and Vegetable Division, Agricultural Marketing Service.

[FR Doc. 80-40865 Filed 12-31-80; 8:45 am]

BILLING CODE 3410-02-M

Rural Electrification Administration

7 CFR Part 1701

Public Information; Appendix A—REA Bulletins

AGENCY: Rural Electrification Administration.

ACTION: Final rule.

SUMMARY: REA hereby amends Appendix A—REA Bulletins to provide for a revision of REA Bulletin 20-9:320-12, "Loan Payments and Statements," formerly titled "Notes, Interest Computation, Payments and Loan Account Statements." The major revisions (1) require borrowers which receive a loan after December 31, 1980, to make debt service payments of \$10,000 or more by electronic funds transfer, utilizing the Treasury Financial Communications System/Federal Reserve Communication System (TFCS/FRCS), (2) allow FFB borrowers, whose loans are guaranteed by REA, to select any advance with a short-term maturity date for prepayment or early extension to a long-term maturity date, and (3) allow loan fund advances of \$500,000 or more to be made by TFCS/FRCS on REA and RTB borrowers' requests.

EFFECTIVE DATE: December 18, 1980.

FOR FURTHER INFORMATION CONTACT: Sheldon Chazin, Director, Accounting and Auditing Division, Rural Electrification Administration, Room 4307-S, U.S. Department of Agriculture, Washington, D.C. 20250, telephone (202) 447-7221.

The Final Impact Statement describing the options considered in developing this final rule and the impact of implementing each option is available on request from the above named individual.

SUPPLEMENTARY INFORMATION: REA regulations are issued pursuant to the Rural Electrification Act as amended (7 U.S.C. 901 et seq.). This final action has been reviewed under USDA procedures established in Secretary's Memorandum 1955 to implement Executive Order 12044, "Improving Government Regulations," and has been classified "not significant."

This program is listed in the Catalog of Federal Domestic Assistance as 10.80—Rural Electrification Loans and Loan Guarantees; 10.850—Rural Telephone Loans and Loan Guarantees; and 10.852—Rural Telephone Bank Loans.

This rule implements suggestions of the USDA-Federal Cash Management Task Force, organized as part of the President's Reorganization Project. It reviewed the cash management practices and procedures of REA during 1978 and suggested alternatives for expediting the flow of funds into the U.S. Treasury. REA has studied the alternatives and selected TFCS as the best method for assuring the prompt credit of funds to the U.S. Treasury.

Two public comments were received. They questioned the equity of requiring that debt service payments in excess of

\$10,000 must be made by TFCS while advances must be \$750,000 or more before a borrower may request an advance by TFCS. Receipts from borrowers received via TFCS are transmitted to Treasury through the Federal Reserve Bank System; however, disbursements via TFCS must be manually entered into the system by REA and Treasury. REA and Treasury are unable to handle the large volume of transactions that would be incurred if advances of \$10,000 or more were made by TFCS. REA and Treasury analyzed the advances being made; however, and determined the requirement could be decreased from \$750,000 to \$500,000.

Dated: December 18, 1980.

Robert W. Feragen,
Administrator.

[FR Doc. 80-40662 Filed 12-31-80; 8:45 am]

BILLING CODE 3410-15-M

Food Safety and Quality Service

7 CFR Parts 2855, 2856, 2859, and 2870

Increase in Fees and Charges

AGENCY: Food Safety and Quality Service, USDA.

ACTION: Final rule.

SUMMARY: The rates for the voluntary Federal egg products, eggs, poultry and rabbit grading, inspection and/or laboratory services, and the mandatory Federal egg products inspection service overtime, holiday, and appeal rates are changed to reflect increased costs associated with these programs. In addition, several changes solely for clarity or of a housekeeping nature are being made.

EFFECTIVE DATE: January 25, 1981.

FOR FURTHER INFORMATION CONTACT: Ashley R. Gulich, Chief, Poultry Standardization Branch, Poultry and Dairy Quality Division, Food Safety and Quality Service, U.S. Department of Agriculture, Room 3944, South Agriculture Building, Washington, DC 20250, (202) 447-3506.

SUPPLEMENTARY INFORMATION:

Exemption From Executive Order 12044

This final rule has been reviewed under USDA procedures established in Secretary's Memorandum 1955 to implement Executive Order 12044 and has been determined to be exempt from those requirements. Dr. Donald L. Houston made this determination because the Executive Order does not apply to matters relating to Agency management.

Background

The Agricultural Marketing Act of 1946 provides for the collection of fees approximately equal to the cost of providing voluntary Federal egg products, egg, poultry and rabbit grading, inspection and/or laboratory services. The Egg Products Inspection Act provides for the collection of fees approximately equal to the cost of providing mandatory Federal egg products overtime and holiday service. The fees for these voluntary services have not been increased since 1976, and for the mandatory services since 1978, despite the fact that there has been a general increase in salaries of Federal employees in each of the intervening years since the last increases. In addition, many of the graders and inspectors are being reclassified to a higher grade level resulting in further salary increases. Other escalating costs to provide service are due to increases in travel expenses. Therefore, it is necessary to raise the fees to cover the costs of these services.

In addition, changes are being made to make the regulations consistent throughout and to reflect current methods in the calculation of charges. For example, previous reference to two base salary rates for graders assigned to plants is deleted since only one rate is being used. A broader interpretation of certain charges covered in the general fee sections make it possible to eliminate some provisions previously dealing separately with these charges. For example, the separate sections on fees for additional copies of certificates are eliminated since these charges are considered clerical costs under the general sections on fees and charges. The provisions for expenses to be charged on appeal certificates and the minimum charge per certificate are eliminated since they are already incorporated in other language of the affected sections. (For example, see § 2855.530.) Finally, with respect to the fees for appeal grading, the affected sections have been changed to more accurately reflect the basis for the costs of these services in light of the current methods for the computation of charges for all services.

Accordingly, under authority contained in the Agricultural Marketing Act of 1946, as amended (7 U.S.C. 1621 et seq.), and the Egg Products Inspection Act (21 U.S.C. 1031-1056), the U.S. Department of Agriculture hereby amends the Regulations Governing the Voluntary Inspection and Grading of Egg Products (7 CFR Part 2855); the Regulations Governing the Grading of Shell Eggs and U.S. Standards, Grades,

and Weight Classes for Shell Eggs (7 CFR Part 2856); the Regulations Governing the Inspection of Eggs and Egg Products (7 CFR Part 2859); and the Regulations Governing the Voluntary Grading of Poultry Products and Rabbit Products and United States Classes, Standards, and Grades with Respect Thereto (7 CFR Part 2870) as set forth below:

PART 2855—VOLUNTARY INSPECTION AND GRADING OF EGG PRODUCTS

1. In § 2855.510, paragraph (e) is deleted and paragraphs (b), (c), and (d) are amended to read as follows:

§ 2855.510 Fees and charges for services other than on a continuous resident basis.

(b) Fees for product inspection and sampling for laboratory analysis will be based on the time required to perform the services. The hourly charge shall be \$16.52 and shall include the time actually required to perform the sampling and inspection, waiting time, travel time, and any clerical costs involved in issuing a certificate.

(c) Services rendered on Saturdays, Sundays, or legal holidays shall be charged for at the rate of \$18.88 per hour. Information on legal holidays is available from the Supervisor.

(d) The costs of an appeal grading, inspection, laboratory analysis, or review of a grader's or inspector's decision shall be borne by the appellant at an hourly rate of \$14.88 for time spent performing the appeal and travel time to and from the site of the appeal, plus any additional expenses. If the appeal grading, inspection, laboratory analysis, or review of a grader's or inspector's decision discloses that a material error was made in the original determination, no fee or expenses will be charged.

§ 2855.520 [Removed]

2. Section 2855.520 is removed.

§ 2855.530 [Amended]

3. Section 2855.530 is amended by deleting the last two sentences.

4. Section 2855.550 is amended to read as follows:

§ 2855.550 Laboratory analysis fees.

(a) The fees listed for the following individual laboratory analyses cover costs involved in the preparation and analysis of the product, certificate issuance, and personnel and overhead costs other than the expenses listed in § 2855.530.

	Fee
Solids	\$10.70
Fat	21.40
Bacteriological plate count	10.70
Bacteriological direct count	21.40
Coliforms	16.05
E. Coli (presumptive)	16.05
Yeast and mold count	10.70
Sugar	26.75
Salt	26.75
Color:	
NEPA	16.05
B-Carotene	21.40
Whipping test	10.70
Whipping test plus bleeding	16.05
Fat film test	26.75
Oxygen	10.70
Glucose:	
Quantitative	21.40
Qualitative	16.05
Palatability and odor:	
First Sample	10.70
Each additional sample	5.35
Staphylococcus	32.10
Salmonella ¹	
Step 1	21.40
Step 2	10.70
Step 3	21.40

¹ Salmonella test may be in three steps as follows: Step 1—growth through differential agars; Step 2—growth and testing through triple-sugar-iron and lysine iron agars; Step 3—confirmatory test through biochemicals.

(b) The fee charge for any laboratory analysis not listed in paragraph (a) of this section, or for any other applicable services rendered in the laboratory, shall be based on the time required to perform such analysis or render such service. The hourly rate shall be \$21.40.

5. In § 2855.560, paragraph (a)(2) is revised to read as follows:

§ 2855.560 Charges for continuous inspection and grading service on a resident basis.

(a) * * *

(2) A charge for the salary and other costs, as specified in this subparagraph, for each grader or inspector while assigned to a plant, except that no charge will be made when the assigned grader or inspector is temporarily reassigned by FSQS to perform grading or inspection service for other than the applicant. Base salary rates will be determined on a national average for all official plants operating in States under a Federal Trust Fund Agreement where Federal graders, State graders, or a combination of Federal and State graders are used, by averaging the salary rates paid to each Federal or State grader assigned to such plants. Charges to plants are as follows:

PART 2856—GRADING OF SHELL EGGS AND UNITED STATES STANDARDS, GRADES, AND WEIGHT CLASSES FOR SHELL EGGS

6. In § 2856.46, paragraphs (b) and (c) are amended to read as follows:

§ 2856.46 On a fee basis.

* * * * *

(b) Fees for grading services will be based on the time required to perform the services. The hourly charge shall be \$16.52 and shall include the time actually required to perform the grading, waiting time, travel time, and any clerical costs involved in issuing a certificate.

(c) Grading services rendered on Saturdays, Sundays, or legal holidays shall be charged for at the rate of \$18.88 per hour. Information on legal holidays is available from the Supervisor.

7. Section 2856.47 is revised to read as follows:

§ 2856.47 Fees for appeal grading or review of a grader's decision.

The cost of an appeal grading or review of a grader's decision shall be borne by the appellant at an hourly rate of \$14.88 for time spent in performing the appeal and travel time to and from the site of the appeal, plus any additional expenses. If the appeal grading or review of a grader's decision discloses that a material error was made in the original determination, no fee or expenses will be charged.

§ 2856.48 [Removed]

8. Section 2856.48 is removed.

§ 2856.49 [Amended]

9. Section 2856.49 is amended by deleting the last two sentences.

10. In § 2856.52, paragraph (a)(2) is revised to read as follows:

§ 2856.52 Continuous grading performed on a resident basis.

(a) * * *

(2) A charge for the salary and other costs, as specified in this subparagraph, for each grader while assigned to a plant, except that no charge will be made when the assigned grader is temporarily reassigned by FSQS to perform grading service for other than the applicant. Base salary rates will be determined on a national average for all official plants operating in States under a Federal Trust Fund Agreement where Federal graders, State graders, or a combination of Federal and State graders are used, by averaging the salary rates paid to each Federal or State grader assigned to such plants. Charges to plants are as follows:

11. In § 2856.54, paragraphs (a)(1) and (2) are amended to read as follows:

§ 2856.54 Charges for continuous grading performed on a nonresident basis.

(a) * * *

(1) A charge for the salary and other costs, as specified in this paragraph, for each grader while assigned to a plant, except that no charge will be made

when the assigned grader is temporarily reassigned by FSQS to perform grading service for other than the applicant. Base salary rates will be determined on a national average for all official plants operating in States under a Federal Trust Fund Agreement where Federal graders, State graders, or a combination of Federal and State graders are used, by averaging the salary rates paid to each Federal or State grader assigned to such plants. Charges to plants are as follows:

(2) An administrative service charge equal to 25 percent of the grader's total salary costs. A minimum charge of \$85.00 will be made each billing period. The minimum charge also applies where an approved application is in effect and no product is handled.

PART 2859—INSPECTION OF EGGS AND EGG PRODUCTS

12. Section 2859.126 is amended to read as follows:

§ 2859.126 Overtime inspection service.

When operations in an official plant require the service of inspection personnel beyond their regularly assigned tour of duty on any day, or on a day outside the established schedule, such services are considered as overtime work. The official plant shall give reasonable advance notice to the inspector of any overtime service necessary and shall pay the Service for such overtime at an hourly rate of \$16.28 to cover the cost thereof.

13. In § 2859.128, paragraph (a) is amended to read as follows:

§ 2859.128 Holiday inspection service.

(a) When an official plant requires inspection service on a holiday or a day designated in lieu of a holiday, such service is considered holiday work. The official plant shall, in advance of such holiday work, request the inspector in charge to furnish inspection service during such period and shall pay the Service therefor at an hourly rate of \$13.08 to cover the cost thereof.

14. In § 2859.370, paragraph (b) is amended to read as follows:

§ 2859.370 Cost of appeals.

(b) The costs of an appeal shall be borne by the appellant at an hourly rate of \$14.88, including travel time and expenses if the appeal was frivolous, including but not being limited to the following: The appeal inspection discloses that no material error was

made in the original inspection, the condition of the product has undergone a material change since the original inspection, the original lot has changed in some manner, or the Act or these regulations have not been complied with.

PART 2870—VOLUNTARY GRADING OF POULTRY PRODUCTS AND RABBIT PRODUCTS AND UNITED STATES CLASSES, STANDARDS, AND GRADES WITH RESPECT THERETO

15. In § 2870.71, paragraphs (b) and (c) are amended to read as follows:

§ 2870.71 On a fee basis.

(b) Fees for grading services will be based on the time required to perform such services for class, quality, quantity (weight test), or condition, whether ready-to-cook poultry, ready-to-cook rabbits, or specified poultry food products are involved. The hourly charge shall be \$16.52 and shall include the time actually required to perform the work, waiting time, travel time, and any clerical costs involved in issuing a certificate.

(c) Grading services rendered on Saturdays, Sundays, or legal holidays shall be charged for at the rate of \$18.88 per hour. Information on legal holidays is available from the Supervisor.

16. Section 2870.72 is amended to read as follows:

§ 2870.72 Fees for appeal grading, laboratory analysis, or examination or review of a grader's decision.

The costs of an appeal grading, laboratory analysis, or examination or review of a grader's decision shall be borne by the appellant at an hourly rate of \$14.88 for time spent in performing the appeal and travel time to and from the site of the appeal, plus any additional expenses. If the appeal grading, laboratory analysis, or examination or review of a grader's decision discloses that a material error was made in the original determination, no fee or expenses will be charged.

§ 2870.74 [Removed]

17. Section 2870.75 is removed.

§ 2870.75 [Amended]

18. Section 2870.75 is amended by deleting the last two sentences.

19. In § 2870.76, paragraphs (a) (1) and (2) are amended to read as follows:

§ 2870.76 Charges for continuous poultry grading performed on a nonresident basis.

(a) * * *

(1) A charge for the salary and other costs, as specified in this paragraph, for each grader while assigned to a plant,

except that no charge will be made when the assigned grader is temporarily reassigned by FSQS to perform grading service for other than the applicant. Base salary rates will be determined on a national average for all official plants operating in States under a Federal Trust Fund Agreement where Federal graders, State graders, or a combination of Federal and State graders are used, by averaging the salary rates paid to each Federal or State grader assigned to such plants. Charges to plants are as follows:

(2) An administrative service charge equal to 25 percent of the grader's total salary costs. A minimum charge of \$85.00 will be made each billing period. The minimum charge also applies where an approved application is in effect and no product is handled.

20. In § 2870.77, paragraph (a)(2) is amended to read as follows:

§ 2870.77 Charges for continuous poultry or rabbit grading performed on a resident basis.

(a) * * *

(2) A charge for the salary and other costs, as specified in this paragraph, for each grader while assigned to a plant, except that no charge will be made when the assigned grader is temporarily reassigned by FSQS to perform grading service for other than the applicant. Base salary rates will be determined on a national average for all official plants operating in States under a Federal Trust Fund Agreement where Federal graders, State graders, or a combination of Federal and State graders are used, by averaging the salary rates paid to each Federal or State grader assigned to such plants. Charges to plants are as follows:

(Agriculture Marketing Act of 1946, as amended (7 U.S.C. 1621 et seq.); Egg Products Inspection Act (21 U.S.C. 1031-1056))

Legislation requires that the fees and charges for grading, inspection and/or laboratory services under the Agricultural Marketing Act of 1946, as amended, shall be reasonable and shall, as nearly as possible, cover the cost of such services. It is also required under the Egg Products Inspection Act that the costs of inspection incurred but not provided for in the mandatory egg and egg products inspection programs be recovered.

The facts upon which the determinations are based as to the level of fees and charges necessary to cover these costs are not available to the industry, but are peculiarly within the

knowledge of the Department.

Therefore, public rulemaking would not result in the Department receiving additional information on this matter.

Therefore, pursuant to the authority in 5 U.S.C. 553, it is found upon good cause that notice and other public procedure with respect to these amendments are impracticable and unnecessary and good cause is found for making these amendments effective less than 30 days after publication in the *Federal Register* since increased revenues are urgently needed to cover the costs of the services being provided.

Done at Washington, DC, on: December 23, 1980.

Donald L. Houston,
Administrator, Food Safety and Quality
Service.

[FR Doc. 80-40818 Filed 12-31-80; 8:45 am]

BILLING CODE 3419-DM-M

SMALL BUSINESS ADMINISTRATION

13 CFR Part 101

[Rev. 2, Amdt. 18]

Administration; Organization and Functions

AGENCY: Small Business Administration.
ACTION: Final rule.

SUMMARY: Due to reorganizations within the Small Business Administration, portions of Part 101—Administration as it pertains to organization, functions, and listing of field offices is being updated.

DATE: December 31, 1980.

FOR FURTHER INFORMATION CONTACT: Amos B. Cheeseboro, Office of Personnel Services, Small Business Administration, 1441 L St. N.W., Washington, D.C. 20416—(202) 653-5293.

SUPPLEMENTARY INFORMATION: Inasmuch as this Part sets forth the Agency's organization and procedures, notice of proposed rulemaking and public procedure thereon are not required by section 553 of Title 5 of the United States Code.

Accordingly, pursuant to authority contained in Section 5(b)(6) of the Small Business Act, 15 U.S.C. 634, 13 is revised as set forth below.

1. The table of contents is amended by revising Section 101.2-7a and adding §§ 101.2-7d and 101.2-7e. As amended, the table of contents for Part 101 reads as follows:

PART 101—ADMINISTRATION

Sec.
101.1 Purpose, function, general organization.

Sec.
101.2 Organization and functions of the Central Office—Administrator.
101.2-1 Office of Equal Employment Opportunity and Compliance.
101.2-2 Office of Hearings and Appeals.
101.2-3 General Counsel.
101.2-4 The Inspector General.
101.2-5 Office of Congressional and Legislative Affairs.
101.2-6 National Advisory Councils (Staff).
101.2-7 Bureau for Programs.
101.2-7a Financial Assistance Division.
101.2-7b Procurement Assistance Division.
101.2-7c Management Assistance Division.
101.2-7d Investment Division.
101.2-7e Women's Business Enterprise Division.
101.2-8 Bureau for Minority Small Business and Capital Ownership Development.
101.2-8a Capital Ownership Development Division.
101.2-8b Business Development Division.
101.2-9 Bureau for Policy, Planning, and Budgeting.
101.2-9a Policy Analysis and Review Division.
101.2-9b Planning and Financial Management Division.
101.2-9c Industry Analysis Division.
101.2-10 Bureau for Support Services.
101.2-10a Field Services Division.
101.2-10b Personnel Management Division.
101.2-10c Data and Management Services Division.
101.2-10d Public Communications Division.
101.2-11 Office of Advocacy.
101.2-11a Interagency Policy Division.
101.2-11b Economic Research Division.
101.2-11c Information/Organization Division.
101.3 Organization and Functions of Field Offices.
101.3-1 Listing of Field Offices.

§ 101.2-5 [Redesignated as § 101.2-11]

2. Section 101.2-5 is amended by redesignating it as section 101.2-11.

§ 101.2-10a [Redesignated as § 101.2-5]

3. Section 101.2-10a is amended by redesignating it as section 101.2-5. Newly designated section 101.2-5 is further amended by retitling it as follows:

§ 101.2-5 Office of Congressional and Legislative Affairs.

4. Section 101.2-7 is amended by retitling it as follows:

§ 101.2-7 Bureau for Programs.

5. Section 101.2-7a is amended by retitling it as follows:

§ 101.2-7a Financial Assistance Division.

6. Section 101.2-7b is amended by retitling it as follows:

§ 101.2-7b Procurement Assistance Division.

7. Section 101.2-7c is amended by retitling it as follows:

§ 101.2-7c Management Assistance Division.

8. Section 101.2-7d is amended by retitling it as follows:

§ 101.2-7d Investment Division.

9. Section 101.2-7e is amended by retitling it as follows:

§ 101.2-7e Women's Business Enterprise Division.

10. Section 101.2-8 is amended by retitling it as follows:

§ 101.2-8 Bureau for Minority Small Business and Capital Ownership Development.

11. Section 101.2-8a is added to delineate the functions of the Capital Ownership Development Division as follows:

§ 101.2-8a Capital Ownership Development Division.

Develops and recommends plans and procedures for use and administration of the Agency's 7(j) program pursuant to Pub. L. 95-507 to foster small business ownership by individuals who own and control limited productive capital. Develops, recommends, and promotes policies for use and administration of contracts or grants providing financial assistance to public or private organizations who furnish technical and management assistance to individuals or small business concerns eligible for assistance under the small business, capital ownership development, and economic opportunity loan programs. Confers with top representatives of industry, trade associations, local government, and community action groups to enlist their substantial participation and involvement in the MSB-COD program. Promotes their cooperation in the development of minority enterprises and entrepreneurship in the disadvantaged areas. Negotiates basic agreements with industries for establishment of local outlets and franchises and for the provision of management and technical assistance and other types of support. Establishes procedures and policies for a continuing surveillance and evaluation program for MSB-COD activities, including the 8(a), 7(j), and other MSB-COD operations in regional and district offices. Monitors and evaluates the operations of SBA and other programs as these operations affect MSB-COD activities, and prepares comprehensive

reports to the Bureau for MSB-COD. Establishes standards and promotes a program of incentives and assistance to businesses (placing subcontracts with such small businesses) that will aid in the training and upgrading of potential subcontractors or other small business concerns eligible for assistance under sections 7(i), 7(j), 8(a), and 8(d) of the Small Business Act, as amended, because of ownership and control by socially and economically disadvantaged individuals. Establishes standards for providing management, technical, and financial services as may be necessary to 8(a) program participants as set forth in 7(j)(10) of the Small Business Act, as amended. Develops standards for selection of projects eligible for Agency funding, assuring statutorily required preference for projects which promote the ownership, participation in ownership, or management of small businesses owned by low-income individuals and 8(a) eligible small businesses and determines the appropriate use of the different types of funding methods and assistance to businesses and prospective businesses; i.e., by grants, contracts, or agreements, as required by section 7(j) of the Small Business Act as amended, in accordance with the Federal Procurement Regulations. Establishes standards for coordination and cooperation with other Federal agencies, to insure that contracts, subcontracts, and deposits made by the Federal Government, or Federally-funded programs, are placed in a manner which will further the purposes of sections 7(i), 7(j), 8(a), and 8(d) of the Small Business Act, as amended. Expands and improves SBA relations with the corporate sector in order to insure maximum private sector corporate support and the fullest possible benefit to minority enterprise. Establishes and maintains liaison with Agency components or offices providing various financial assistance programs to small business to insure these equity and debt resources are available to eligible small business concerns.

12. Section 101.2-8b is added to delineate the functions of the Business Development Division as follows:

§ 101.2-8b Business Development Division.

Develops and recommends policies and procedures for use and administration of the Agency's 8(a) procurement program authority to foster and promote the development of small business concerns owned by socially and economically disadvantaged individuals. Develops plans and procedures for operation of an 8(a)

Office of Eligibility and makes recommendations on eligibility of small business concerns applying for 8(a) program assistance. Provides direction to the field in processing eligibility recommendations. Develops plans and procedures for administering the appeals system in 8(a) program matters and handles, in conjunction with the Office of General Counsel, all appeals cases. Provides direction to the field in processing appeal cases. Develops plans and procedures for administering the termination system in the 8(a) program and provides direction and monitoring of field implementation of the 8(a) program termination process. Develops plans and procedures for administering the authority to waive surety bond requirements and provides direction to and monitoring of field implementation of this system. Develops plans and procedures for establishing and administering an acquisition program involving National Buy requirements in Federal military and civilian products and services procurements. Develops plans and procedures for contract negotiations, award, and administration and provides direction and evaluation of field implementation of these functions. Develops plans and procedures for joint Venture and Sponsorship activities essential to development of small business. Provides direction and monitoring of field implementation of these functions. Develops plans and procedures for allocation, administration, and control of business development funds to be used by small business concerns participating in the 8(a) program. Develops plans and procedures for allocation, administration, use, control, and recovery of any advances made to firms participating in the 8(a) program. (Including the use of Letters of Credit.) Develops plans, operating procedures, goals, and standards for execution of an effective and efficient 8(a) procurement program. Reviews and evaluates the Agency's efforts in meeting 8(a) program objectives. Develops plans and procedures for arriving at annual estimates of dollar amounts and types of contracts required for the efficient use of 8(a) program activities for submission to each agency which may participate in such program. Maintains effective liaison and coordination with other SBA offices and other Federal agencies in the development of plans, policies, and procedures for providing assistance to Section 8(a) supported firms under SBA and other agencies' programs. Provide advice, counsel, assistance, and support to other Agency organizations on 8(a) program activities. Provides technical

advice, assistance, guidance, and support to the field offices on the 8(a) business development program. Promotes the Agency's 8(a) program to encourage and advocate the cause of the 8(a) program portfolio with industrial concerns, professional and trade associations, State and local governments, community groups, and federal sector agencies. Designs and implements concerted intra-agency liaison to insure a coordinated and consistent 8(a) program geared toward the visibility and support of 8(a) portfolio concerns.

13. Section 101.2-9 is amended by retitling it as follows:

§ 101.2-9 Bureau for Policy, Planning, and Budgeting.

14. Sections 101.2-9a, 101.2-9b, and 101.2-9c are added to delineate the functions of the Policy Analysis and Review Division; the Planning and Financial Management Division; and the Industry Analysis Division respectively, as follows:

§ 101.2-9a Policy Analysis and Review Division.

Develops and implements procedures in analyzing, developing, and evaluating all of the Agency's policies and programs in order to improve the Agency's assistance to small business. Directs the analysis of policy issues, initiates policy determinations involving issues crossing program boundaries, and presents policy alternatives for decisionmaking by Agency management. Directs the development of policies and programs to improve the impact of the Agency's assistance programs in development of the Nation's communities. Assists in development of the Agency's program policies, goals, and missions. Directs research, special projects, and studies relating to policies and programs of the Agency; coordinates these activities with other elements of the Agency. Reviews and evaluates policy effectiveness and recommends the design and development of new program policies, program modifications, and changes in legislation or regulations. Assists as necessary, appropriate operating areas of the Agency in designing, developing, and administering pilot programs to implement new policy initiatives. Assists in the development, and participates with primary program areas, in initiatives for nationwide participation by private sector institutions in all the Agency's programs. Directs the development of procedures for implementing Agencywide program evaluation

systems. Conducts, in cooperation with affected offices throughout SBA, evaluative studies and related analyses to determine the impact of SBA's assistance programs on small business and the national economy and to measure effectiveness in terms of costs, benefits, and other considerations.

§ 101.2-9b Planning and Financial Management Division.

Develops plans, operating procedures, and standards to effectively strengthen and improve all budget and planning, accounting, and fiscal activities of the Agency. Develops plans and procedures for implementing the Agencywide planning and zero base budgeting systems. Directs the development and administration of systems for the accountability of all funds, property, and other assets for which the agency is responsible. Directs the development and administration of systems for the accountability of all funds, property, and other assets for which the Agency is responsible. Directs the establishment and implementation of procedures and control systems involving the collection, deposit, and disbursement of funds, including the preparation of financial information and data, and certain statistical data covering the operational programs of the Agency. Develops a comprehensive planning and budgeting system and coordinates revisions to the system to meet the changing needs of management. Represents the Administrator and the Associate Administrator for PPB in negotiations with the Office of Management and Budget (OMB), Congressional Appropriations Committees, GAO, Treasury Department, and other agencies on budgetary, accounting, and fiscal matters. Participates with the Data and Management Services Division in the development of systems for the accountability of all funds, property, and other assets for which SBA is responsible, including the collection, deposit, and disbursement of funds for the Agency. Maintains liaison with Congressional Appropriations Committees, OMB, and other agencies whose activities relate to the budget program of SBA. Assists in justifying appropriation or apportionment requests before appropriate committees and agencies.

§ 101.2-9c Industry Analysis Division.

Develops and recommends policies and procedures to insure the development, enhancement, and maintenance of a continuing program to define, analyze, and project future trends of small business in the Nation. Develops and implements major

statistical and economic studies for updating Agency size standards. Develops specific size definitions for the major SBA assistance programs. Structures size standards determinations and definitions of small business to target the small business universe for SBA programs. Conducts major industry studies and determines impact on small business of competitive and technological changes. Identifies major issues affecting small business in various industry sectors. Recommends redirection of Agency programs to areas more critical to the needs of small business. Develops and maintains a continuing liaison with program and staff offices in the Central Office and the field to determine the adequacy of size standards as they relate to the delivery of services and overall objectives of SBA.

15. Section 101.2-10 is amended by retitling it as follows:

§ 101.2-10 Bureau for Support Services.

16. Section 101.2-10a is added to delineate the functions of the Field Services Division as follows:

§ 101.2-10a Field Services Division.

Develops policies and procedures with respect to representing the interests of the regional administrators in the Central Office and maintaining a focal point of information and knowledge regarding the operations and delivery of SBA services in the field. Oversees a system of field office reviews of program performance and office management. Provides advice and guidance to the regional administrators regarding Central Office organization and operations and the impact on the field of actual and proposed changes in policies and procedures. Assists in such areas as clarifying or obtaining clarification of procedures and regulations, expediting requests for information or decision, planning and direction to improve the national delivery system and insuring that the interests of the regional administrators are fairly presented in meetings with Central Office officials. Coordinates finalization of Regional Operating Plans. Analyzes field office input and acts, when requested by regional administrators, as the liaison and facilitator between regional administrators and Central Office program officials in resolving disagreements and in setting final targets that are satisfactory to all parties. Analyzes target attainment in relation to regional economic and other conditions and acts, upon request of regional administrators, as the liaison between regional administrators and

Central Office officials in achieving necessary adjusted targets. Assists regional administrators in identifying reasons for shortfalls and developing plans of action to increase productivity or quality. Evaluates the effectiveness of experimental and pilot programs in the field and recommends initiatives to support the field office national delivery system in such areas as improved management techniques and technology, cross fertilization and training, works flows, and exchange of information. Performs special analyses and studies affecting field operations. Functions as a team in visiting "troubled" offices at the request of the regional administrators. Provides the regional administrators with an independent evaluation of the management of these offices. Assists regional administrators in following up on the status of implementation of plans of action to overcome deficiencies detailed in Field Review reports. Provides feedback to the regional administrators regarding district and branch office responsiveness. Coordinates meetings and agenda items between Central Office program officials and field office personnel to avoid conflicting or untimely scheduling and to minimize expenses and energy consumption by combining meetings and topic items. Coordinates and arranges the detail of personnel from the field offices to the Central Office or to other regions to avoid undue hardship on any one region. Prepares and distributes to the field appropriate written communications highlighting recurring field office problems, innovative field procedures, information on pilot projects, and other items of management interest. Develops goals and objectives for the field service program within the framework of approved policies. Reviews and evaluates program effectiveness.

17. Section 101.2-10b is amended by retitling it as follows:

§ 101.2-10b Personnel Management Division.

18. Section 101.2-10c is amended by retitling it as follows:

§ 101.2-10c Data and Management Services Division.

19. Section 101.2-10d is amended by retitling it as follows:

§ 101.2-10d Public Communications Division.

20. Sections 101.2-11a, 101.2-11b, 101.2-11c, and 101.2-11d are added to delineate the functions of the

Interagency Policy Division, the Economic Research Division, the Information/Organization Division, and the Small Business Services Management Division, respectively, as follows:

§ 101.2-11a Interagency Policy Division.

Carries out the intent of Pub. L. 94-305, including section 203(3), and section 203(4), through the following activities: Initiates the development of procedures to measure the direct costs and other effects of government regulation on small businesses; and makes legislative and nonlegislative proposals for eliminating excessive or unnecessary regulation of small business. Develops improved approaches to making more capital available, through the public and private sectors, for all businesses. Recommends possible new approaches for delivering financial assistance to small businesses, including methods for securing equity capital, for generating markets for goods and services, for providing effective business education, more effective management and technical assistance, and training, and for assistance in complying with state and local law. Develops proposals for changes in the policies and activities of all concerned Federal agencies which will fulfill the purposes of the Small Business Act better through an improved small business advocacy system. Determines the impact of tax structure on small businesses and makes legislative and other proposals for altering the tax structure to enable all small businesses to realize their potential for contributing to the improvement of the nation's economic well being. Monitors the effect of Federal laws, regulation, and policies on specific activities of small businesses in areas such as energy, environment, science and technology, urban affairs, procurement, and foreign trade. Develops proposals for improvements in the laws, regulations, policies, or activities of all Federal agencies which may affect small businesses in these areas. Recommends specific measures for creating an environment in which all businesses will have the opportunity to compete effectively and expand to their full potential.

§ 101.2-11b Economic Research Division.

Accomplishes the intent of Pub. L. 94-305, section 202, through the following research, data gathering, and analysis activities. Establishes an information base which will ensure the accurate collection, analysis, and evaluation of the role and problems of small business in the American economy. This information will at least include the

following: (a) Establishing a current data base for businesses of various sizes by enlisting the participation of IRS, Department of Commerce, SEC, and other Government agencies which have the empirical information relative to the problems of small business; (b) identifying problems and potential within specific industries or groups of industries so that small business can more effectively enter and compete within the existing market structure; (c) measuring the relative burdens on businesses of different sizes of Federal, state, and local taxes, of the costs of credit and the costs of inflation; (d) projecting future trends in variables which affect small business and in small business activity generally; and (e) planning, implementing, and/or directing special economic studies as are legislated or otherwise determined necessary to improve the viability and growth of small business.

§ 101.2-11c Information/Organization Division.

Accomplishes the intent of Pub. L. 94-305, section 203(5) through a variety of informational activities. Establishes and maintains contacts with trade associations, chambers of commerce, and other similar organizations, ensuring that information on Government activities relating to small business are made available to these associations and their membership. The information provided these organizations will include details about programs and services provided by the Federal Government which are of benefit to small businesses, and information on how small business can participate in or make use of such programs and services. Establishes and maintains a mass mailing capability, developing and utilizing lists of trade associations and individuals assembled from various Office of Advocacy and SBA activities. Utilizing the established list of associations and individuals, identifies individuals with particular expertise as required to provide input to other Federal agencies, SBA, the Office of Advocacy, or the Congress. Works closely with the Public Communications Division and with the various Advocacy divisions, including the Interagency Policy Division and the Economic Research Divisions to compile data and information regarding Federal activities and programs of interest to the small business community. Based on these materials, compiles fact sheets, brochures, pamphlets, and other materials of use to the small business community. Ensures that these materials are widely distributed to the small business community. Assists with trade

association relations and systematically reviews trade association publications for items of relevance to the Office of Advocacy and the various subordinate offices within Advocacy. Disseminates information to these offices as appropriate.

§ 101.2-11d Small Business Service Management Division.

In response to the direction of Pub. L. 94-305, section 203 (1), (2), and (5), provides the following services to the small business community: Administers a small business advocacy program of interagency cooperation through establishment of conduit relationships between small business clients, SBA, and other agencies within the Federal system. Directs the review and evaluation of paperwork and small business service practices in Federal agency programs which affect small business. The intent of such review and evaluation is to eliminate blockages and provide better and quicker service to small business. Directs a program of individual assistance designed to assist businesses on a case-by-case basis. In doing so, this office: (a) serves as a focal point for the receipts of complaints, and suggestions concerning the policies and activities of SBA and other Federal agencies which impact on small business; (b) counsels small businesses with respect to resolving questions and problems concerning their relationship with the Federal Government; (c) enlists the cooperation and assistance of public and private agencies, businesses, and other organizations in disseminating information about the programs and services provided by the Federal Government which are of benefit to small businesses and information on how small business can participate in or make use of such programs and services.

§ 101.3-1 [Amended]

21. Section 101.3-1(d) is amended by adding Palm Beach County between Okeechobee County and St. Lucie County in subparagraph (12), and by revising subparagraph (15) as follows:

(15) 167 North Main Street, Memphis, TN 38103 (branch office). Serves the following counties in Tennessee: Carroll, Chester, Crockett, Dyer, Fayette, Gibson, Hardeman, Haywood, Henderson, Henry, Lake, Lauderdale, McNairy, Madison, Obion, Shelby, Tipton, and Weakley.

22. Section 101.3-1 is amended by redesignating paragraphs (d), *Region V*,

through (i) as new paragraphs (e) through (j) respectively.

23. Redesignated paragraph (e) is amended by deleting the parenthetical expression in subparagraph (2).

24. Redesignated paragraph (e) is amended by changing the spelling of "Loraine County" to "Lorain County" in subparagraph (3).

25. Subparagraph (7) of redesignated paragraph (e) is revised by listing the counties as follows:

(7) 540 W. Kaye Avenue, Marquette, MI 49855 (branch office). Serves the following counties on the Upper Peninsula of Michigan: Alger, Baraga, Chippewa, Delta, Dickinson, Gogebic, Houghton, Iron, Keweenaw, Luce, Mackinac, Marquette, Menominee, Ontonagon, and Schoolcraft.

26. Redesignated paragraph (f) is amended by redesignating existing subparagraphs (2) through (15) as (3) through (16) respectively, and adding a new subparagraph (2) as follows:

(2) 501 West Tenth Street, U.S. Courthouse, Room 527, Fort Worth, TX 76102 (branch office). Serves the following counties in Texas: Archer, Baylor, Brown, Callahan, Clay, Coleman, Comanche, Eastland, Erath, Hood, Jack, Johnson, Mills, Montague, Palo Pinto, Parker, Shackelford, Somervell, Stephens, Tarrant, Throckmorton, Wichita, Wilbarger, Wise, and Young.

27. Redesignated paragraph (g) is amended by redesignating existing subparagraphs (2) through (5) as (3) through (6) and adding a new subparagraph (2) as follows:

(2) 373 Collins Road, N.E., Cedar Rapids, IA 52402. Serves the following counties in Iowa: Allamakee, Benton, Black Hawk, Bremer, Buchanan, Cedar, Chickasaw, Clayton, Clinton, Delaware, Des Moines, Dubuque, Fayette, Henry, Howard, Iowa, Jackson, Jefferson, Johnson, Jones, Keokuk, Lee, Linn, Louisa, Muscatine, Scott, Van Buren, Washington, and Winneshiek.

28. Redesignated paragraph (g) is amended by revising redesignated subparagraph (3) as follows:

(3) 210 Walnut Street, Des Moines, IA 50309. Serves the following counties in Iowa: Adair, Adams, Appanoose,

Audubon, Boone, Buena Vista, Butler, Calhoun, Carroll, Cass, Cerro Gordo, Cherokee, Clarke, Clay, Crawford, Dallas, Davis, Decatur, Dickinson, Emmett, Floyd, Franklin, Fremont, Greene, Grundy, Guthrie, Hamilton, Hancock, Hardin, Harrison, Humbolt, Ida, Jasper, Kossuth, Lucas, Lyon, Madison, Mahaska, Marion, Marshall, Mills, Mitchell, Mononah, Monroe, Montgomery, O'Brien, Osceola, Page, Palo Alto, Pocahontas, Polk, Pottawattomie, Poweshiek, Ringgold, Sac, Shelby, Sioux, Story, Tama, Taylor, Wapello, Warren, Wayne, Webster, Winnebago, and Woodbury.

29. Redesignated paragraph (h) is amended by redesignating existing subparagraphs (3) through (12) as (4) through (13) respectively, and adding a new subparagraph (3) as follows:

(3) Fidelity Federal Building, 2700 North Main Street, Santa Ana, CA 92701 (post-of-duty). Serves Orange County in California.

Dated: December 29, 1980.
William H. Mauk, Jr.,
Acting Administrator.

[FR Doc. 80-40616 Filed 12-31-80; 8:45 am]
BILLING CODE 8025-01-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 21229; Amdt. 39-4010]

Airbus Industrie Model A300B4-103 Airplanes; Airworthiness Directives

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action publishes in the Federal Register and makes effective as to all persons an amendment adopting a new airworthiness directive (AD) which was previously made effective as to all known U.S. owners and operators of certain Airbus Industrie Model A300B4-103 series airplanes by individual telegrams. The AD requires revision to the airplane flight manual (AFM) and replacement of certain engines if installed. The AD was necessary to prevent possible operation at degraded performance levels due to inaccurate performance data presented in the airplane flight manual.

DATES: Effective January 2, 1981, as to all persons except those persons to whom it was made immediately effective by telegraphic AD T80-13-51,

issued June 18, 1980, which contained this amendment.

Compliance schedule—as prescribed in the body of the AD.

FOR FURTHER INFORMATION CONTACT: C. Christie, Chief, Aircraft Certification Staff, AEU-100, Europe, Africa, and Middle East Office, FAA, c/o American Embassy, Brussels, Belgium. Telephone: 513.38.30, or C. Chapman, Acting Chief, Technical Standards Branch, AWS-110, FAA, 800 Independence Avenue, S.W., Washington, D.C. 20591. Telephone: 202-426-8192.

SUPPLEMENTARY INFORMATION: On June 18, 1980, telegraphic AD T80-13-51 was issued and made effective immediately to all known U.S. owners and operators of certain Airbus Industrie Model A300B4-103 airplanes. The AD required revision to the airplane flight manual (AFM) and removal of certain engines, if installed. AD action was necessary to prevent possible operation at degraded performance levels due to inaccurate performance data presented in the airplane flight manual (AFM).

Since it was found that immediate corrective action was required, notice and public procedure thereon were impracticable and contrary to the public interest, and good cause existed for making the AD effective immediately to all known U.S. owners and operators of certain Airbus Industrie Model A300B4-103 airplanes by telegraphic AD T80-13-51, issued June 18, 1980. These conditions still exist and the AD is hereby published in the Federal Register as an amendment to § 39.13 of Part 39 of the Federal Aviation Regulations to make it effective as to all persons. Editorial changes have been made for ease of reading and clarifying language has been added concerning an FAA-approved equivalent.

Adoption of the Amendment

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

Airbus Industrie. Applies to Model A300B4-103 airplanes modified in accordance with Airbus Mod. 2150, certificated in all categories.

Compliance required as indicated, unless already accomplished.

To prevent possible operation at degraded performance levels due to inaccurate performance data presented in the airplane flight manual (AFM), accomplish the following:

(a) Prior to further flight, except that the airplane can be ferried in accordance with FAR §§ 21.197 and 21.199 to a place where replacement can be made, if CF-6-50C or CF-

6-50C1 engines are installed, replace with serviceable CF6-50C2 engines, and

(b) Within 20 hours time in service after the effective date of this AD, incorporate Airbus Industrie A300B4-103 AFM, Revision 6, dated May 28, 1980, or an FAA-approved equivalent, into the airplane flight manual and operate the airplane accordingly.

(c) If an equivalent means of compliance is used in complying with this AD, that equivalent must be approved by the Chief, Aircraft Certification Staff, AEU-100, Europe, Africa, and Middle East Office, FAA, c/o American Embassy, Brussels, Belgium.

This amendment becomes effective January 2, 1981, as to all persons except those persons to whom it was made immediately effective by telegraphic AD T80-13-51, issued June 18, 1980, which contained this amendment.

(Secs. 313(a), 601, and 603, Federal Aviation Act of 1958, as amended (49 U.S.C. 1354(a), 1421, and 1423); Sec. 6(c), Department of Transportation Act (49 U.S.C. 1655(c)); 14 CFR 11.89)

Note.—The FAA has determined that this document involves a regulation which is not significant under Executive Order 12044 as implemented by Department of Transportation Regulatory Policies and Procedures (44 FR 11034; February 26, 1979). This rule is a final order of the Administrator under the Federal Aviation Act of 1958, as amended. As such, it is subject to review only by the courts of appeals of the United States, or the United States Court of Appeals of the District of Columbia.

Issued in Washington, D.C., on December 23, 1980.

Jerold M. Chavkin,

Acting Director of Airworthiness.

[FR Doc. 80-40700 Filed 12-31-80; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 39

[Docket No. 80-NW-54-AD Amdt. 39-4003]

Airworthiness Directives: Boeing Model 727 Series Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This rule amends an existing Airworthiness Directive (AD) which requires installation of placard on a ventral stairway sidewall panel, stating that the ventral stairway is for emergency use only. This amendment allows the placard to be installed in other locations, and is necessary because certain airplanes do not have the panel which was specified in the original AD.

DATE: Effective date January 5, 1981.

FOR FURTHER INFORMATION CONTACT: Mr. Roger S. Young, Airframe Branch, ANW-120S, Seattle Area Aircraft

Certification Office, FAA Northwest Region, 9010 East Marginal Way South, Seattle, Washington 98108, telephone (206) 767-2516.

SUPPLEMENTARY INFORMATION:

Amendment 39-3735 (44 FR 67139) AD 80-08-01, requires installation of a placard in the ventral stairway to prohibit normal passenger access when the ventral stairway ceiling and sidewall panels are removed. This Amendment allows for approval of alternate placard locations. It is necessary because certain airplanes which are affected by the AD do not have ventral stairway sidewall panel P/N 65-70711.

Since this regulation provides an alternate means of compliance and imposes no additional burden, it is found that notice and public procedure hereon are unnecessary, and the amendment may be made effective in less than 30 days.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, Section 39.13 of the Federal Aviation Regulations (14 CFR 39.13) is amended by amending Airworthiness Directive 80-08-01, Amdt. 39-3735 (44 FR 67139) as follows:

By amending Paragraph A to read:

A. Normal passenger access to the ventral stairway is not permitted. Install a conspicuous placard having one-half inch high red letters on a white background containing the words, "Emergency Exit Only. Not for Normal Passenger Use," on the ventral stairway sidewall panel P/N 65-70711 or in a location approved by the Chief, Seattle Area Aircraft Certification Office, FAA Northwest Region. Alternate methods of compliance may be approved by the Chief, Seattle Area Aircraft Certification Office, FAA Northwest Region.

This amendment becomes effective January 5, 1981.

(Secs. 313(a), 601 and 603, Federal Aviation Act of 1958, as amended (49 U.S.C. 1354(a), 1421, and 1423); Sec. 6(c), Department of Transportation Act (49 U.S.C. 1655(c)); and 14 CFR 11.89)

Note.—The FAA has determined that this document involves a regulation which is not considered to be significant under the provisions of Executive Order 12044, as implemented by Department of Transportation Regulatory Policies and Procedures (44 F.R. 11034; February 26, 1979).

Issued in Seattle, Washington, on December 16, 1980.

Charles R. Foster,

Director, Northwest Region.

The incorporation by reference provisions in the document were approved by the

Director of the Federal Register on June 19, 1967.

[FR Doc. 80-40703 Filed 12-31-80; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 39

[Docket No. 80-NW-60-AD, Amdt. 39-4001]

Airworthiness Directive; Boeing Model 747 Series Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amends an existing Airworthiness Directive which requires inspection and replacement of the engine diagonal brace forward attach pins on some Boeing 747 series airplanes. A new pin has been developed which is resistant to fatigue cracking, and this amendment permits operators to discontinue the previously required periodic inspections if they install the new type pins.

DATE: Effective date January 5, 1981.

ADDRESSES: The Boeing Service Bulletin specified in this directive may be obtained upon request to the Boeing Commercial Airplane Company, P.O. Box 3707, Seattle, Washington 98124. This document may also be examined at FAA Northwest Region, 9010 East Marginal Way South, Seattle, Washington 98108.

FOR FURTHER INFORMATION CONTACT: Mr. William Perrella, Airframe Branch, ANW-120S, Seattle Area Aircraft Certification Office, FAA Northwest Region, 9010 East Marginal Way South, Seattle, Washington 98108, telephone (206) 767-2516.

SUPPLEMENTARY INFORMATION: Since issuance of Amendment 39-3634, the manufacturer has developed a new pin design which is more resistant to the fatigue cracking of the original design. The installation of the new pin is terminating action for the requirements of the AD, which is accordingly amended.

Since this amendment relieves a restriction and imposes no additional burden on any person, it is found that notice and public procedure hereon are unnecessary and the amendment may be made effective in less than 30 days.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator § 39.13 of the Federal Aviation Regulations (14 CFR) is amended by amending Airworthiness Directive 79-22-03 (Amend. 39-3598; 44 FR 61935, dated October 29, 1979) as amended by

Amendment 39-3634 (44 FR 70712, dated November 28, 1979) as follows:

Add a new paragraph F to read as follows:

F. The requirements of this AD are terminated if an improved pin is installed in accordance with Boeing Service Bulletin 747-54-2066 Revision 1 dated October 10, 1980, or later FAA approved revisions.

The manufacturer's specifications and procedures identified and described in this directive are incorporated herein and made a part hereof pursuant to 5 U.S.C. 552(a)(1).

All persons affected by this directive who have not already received these documents from the manufacturer, may obtain copies upon request to Boeing Commercial Airplane Company, P.O. Box 3707, Seattle, Washington 98124. These documents may also be examined at FAA Northwest Region, 9010 East Marginal Way South, Seattle, Washington 98108.

This amendment becomes effective January 5, 1981.

(Secs. 313(a), 601, and 603, Federal Aviation Act of 1958, as amended (49 U.S.C. 1354(a), 1421, and 1423); Sec. 6(c), Department of Transportation Act (49 U.S.C. 1655(c)); and 14 CFR 11.85)

Note.—The FAA has determined that this document involves a regulation which is not considered to be significant under the provisions of Executive Order 12044, as implemented by Department of Transportation Regulatory Policies and Procedures (44 FR 11034; February 26, 1979).

Issued in Seattle, Washington, on December 16, 1980.

Charles R. Foster,
Director, Northwest Region.

The incorporation by reference provisions in the document were approved by the Director of the Federal Register on June 19, 1967.

[FR Doc. 80-40701 Filed 12-31-80; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 39

[Docket No. 80-NW-61-AD; Amdt. 39-4002]

Airworthiness Directives; Lockheed-California Company Model L-1011-385 Series Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This rule adds a new Airworthiness Directive (AD) which requires inspection and replacement, as necessary, of outboard aileron damper support fittings and bracket fasteners on Lockheed Model L-1011-385 airplanes. An AD is necessary because there have been reports of structural cracks in the wing rear spar webs and aileron damper brackets. Accomplishment of this AD will result in detection of cracks before they develop to the point of allowing

wing flutter with subsequent structural damage and possible wing failure.

DATE: Effective date January 5, 1981. Compliance schedule—As prescribed in the body of the AD, unless already accomplished.

ADDRESS: The applicable service information may be obtained from: Lockheed-California Company, P.O. Box 551, Burbank, California 91520, Attn.: Commercial Support Contracts, Depart. 63-11, U-33, B-1.

Also, a copy of the service information may be reviewed at FAA Northwest Region, 9010 East Marginal Way South, Seattle, Washington 98108, or 15000 Aviation Boulevard, Hawthorne, California 90261, Room 6W14.

FOR FURTHER INFORMATION CONTACT: Mr. Harvey Chimerrine, Aerospace Engineer, Airframe Branch, ANW-120L, Los Angeles Area Certification Office, Federal Aviation Administration, Northwest Region, P.O. Box 92007, World Way Postal Center, Los Angeles, California 90009, Telephone: (213) 536-6359.

SUPPLEMENTARY INFORMATION: There have been reports of fatigue cracks in the wing rear spar web at OWS (Outer Wing Station) 476 and in the aileron damper brackets on Lockheed L1011-385 series aircraft. These cracks, if allowed to develop, could result in structural damage in this area of the aircraft. Such damage, in turn, could result in flutter within the normal operating speed range of the aircraft and, consequently, structural failure of the wing.

Since this condition is likely to exist or develop in other airplanes of the same type design, an Airworthiness Directive is being issued which requires inspection for cracks and replacement, as necessary, of defective parts.

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.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, Section 39.13 of Part 39 of the Federal Aviation Regulations (14 CFR 39.13) is amended, by adding the following new airworthiness directive:

Lockheed-California: Applies to Model L-1011-385-1, L-1011-385-1-14, L-1011-385-1-15, and L-1011-385-3 series airplanes certificated in all categories.

Compliance required as indicated, unless already accomplished.

To prevent crack development, which could result in flutter, accomplish the following:

I. Aircraft with Extended Span Wing.
A. Inspect all aircraft within 300 hours' time in service, after the effective date of this Airworthiness Directive, by accomplishing the following:

1. At OWS440 and 476, visually inspect the Hi-Tigues attaching outboard aileron support fittings to wing box lower skin, and rear spar web and caps, for cracks in accordance with Lockheed Service Bulletin 093-57-143, dated November 7, 1980. Pay particular attention to the fitting at the necked-down area near the top.

a. If cracks are found, repair or replace parts before further flight.

b. If Hi-Tigues are 3/16-inch diameter, replace with 1/4-inch diameter Hi-Tigues before further flight.

2. If Hi-Tigues are 1/4-inch or larger diameter, repeat inspection of (1.) above at intervals not to exceed 800 hours' time in service until the outboard aileron support fitting PN 1529413 is replaced with fitting PN 1633849 in accordance with Service Bulletin 093-57-144 dated October 30, 1980.

II. Aircraft with Standard Span Wing.

A. Inspect all aircraft within 800 hours' time in service, after the effective date of this Airworthiness Directive, by accomplishing the following:

1. At OWS440 and 476, visually inspect Hi-Tigues attaching outboard aileron support fitting to wing box lower skin, and rear spar web and caps, for cracks in accordance with Lockheed Service Bulletin 093-57-143, dated November 7, 1980. Pay particular attention to the fitting at the necked-down area near the top.

a. If cracks are found, repair or replace parts before further flight.

b. If Hi-Tigues are 3/16-inch diameter, replace with 1/4-inch diameter Hi-Tigues in accordance with Lockheed Service Bulletin 093-47-143 dated November 7, 1980, or modify in accordance with Service Bulletin 093-47-144, within 3,000 hours' time in service, after the effective date of this Airworthiness Directive.

2. Upon accumulation of 10,000 or more hours time in service, repeat the inspection of (1.) above at intervals not to exceed 4,000 hours time in service until the outboard aileron support fitting PN 1529413 with fitting PN 1633849 in accordance with Service Bulletin 093-47-144, dated October 30, 1980.

III. Alternative inspections, modifications, or other actions which provide an equivalent level of safety may be used when approved by the Chief, Los Angeles Area Aircraft Certification Office, FAA Northwest Region.

The manufacturer's specifications and procedures identified and described in this directive are incorporated herein and made a part hereof pursuant to 5 U.S.C. 552(a)(1).

All persons affected by this directive who have not already received these documents may obtain copies upon request to Lockheed-California Company, Post Office Box 551, Burbank, California 91520, Attention: Commercial Support Contracts. These documents may also be examined at FAA Northwest Region, 9010 East Marginal Way South, Seattle, Washington 98108 or 15000

Aviation Boulevard, Hawthorne, California 90281, Room 6W14.

This amendment becomes effective January 5, 1981.

(Secs. 313(a), 601, 603, Federal Aviation Act of 1958, as amended (49 U.S.C. 1354(a), 1421, and 1423); and Section 6(c) of the Department of Transportation Act (49 U.S.C. 1655(c); and 14 CFR 11.89))

Note.—The FAA has determined that this document involves a final regulation which is not considered to be significant under the provisions of Executive Order 12044 and as implemented by Department of Transportation Regulatory Policies and Procedures (44 FR 11034; February 26, 1979).

Issued in Seattle, Washington on December 16, 1980.

Charles R. Foster,
Director, Northwest Region.

Note.—The incorporation by reference provisions in the document were approved by the Director of the Federal Register on June 19, 1981.

(FR Doc. 80-40702 Filed 12-31-80; 8:45 am)

BILLING CODE 4910-13-M

14 CFR Part 39

[Docket No. 21230; Amdt. 39-4011]

Airworthiness Directives; Israel Aircraft Industries, Limited, Models 1121, 1121A, 1121B, 1123, and 1124 Series Airplanes

AGENCY: Federal Aviation Administration, (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD) which requires the installation of a placard in clear view of the pilots lowering the maximum operating speed (V_{MO}/M_{MO}) until additional rivets in the 25 percent wing spar are installed on certain Israel Aircraft Industries, Limited, Models 1121, 1121A, 1121B, 1123, and 1124 series airplanes. The AD is needed to preclude failure of the 25 percent wing spar and consequent loss of the airplane.

DATES: Effective January 16, 1981.

Compliance schedule—as prescribed in the body of the AD.

ADDRESSES: The applicable service bulletins may be obtained from: Israel Aircraft Industries, Limited, Ben Gurion Airport, Israel. Copies of the service bulletins are contained in the rules docket for this amendment in Room 916, 800 Independence Avenue, SW., Washington, DC 20591.

FOR FURTHER INFORMATION CONTACT: C. Christie, Chief, Aircraft Certification Staff, AEU-100, Europe, Africa, and Middle East Office, Federal Aviation Administration, c/o American Embassy, Brussels, Belgium, Telephone: 513.38.30,

or C. Chapman, Acting Chief, Technical Standards Branch, AWS-110, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591, Telephone: 202-426-8192.

SUPPLEMENTARY INFORMATION: The FAA has been informed by the Israeli CAA that, because of a discrepancy in the rivet pattern and the total bonding strength assumptions in the stress analysis for the wing root assembly, installation of additional rivets is necessary in the 25 percent wing spar on certain Israel Aircraft Industries, Limited, Models 1121, 1121A, 1121B, 1123, and 1124 series airplanes. The additional rivets are necessary to preclude the possibility of structural failure of the wing spar. Since this condition is likely to exist or develop on other airplanes of the same type design, an airworthiness directive is being issued which requires installation of a placard lowering the maximum approved operating speed until modification of the 25 percent wing spar is accomplished.

Since a situation exists that requires the 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.

Adoption of the Amendment

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

Israel Aircraft Industries, Limited (formerly Aero Commander, North American Rockwell Corporation): Applies to certain Model 1121, 1121A, 1121B, 1123, and 1124 airplanes, certificated in all categories.

Compliance required as indicated.

To preclude the possibility of structural failure of the 25 percent wing spar, accomplish the following:

(a) Within the next 10 hours time in service after the effective date of this AD, unless already accomplished, or the modification required by paragraph (b) of this AD has been accomplished, install a placard in clear view of the pilots in accordance with the instructions in PART A: PLACARD INSTALLATION, of the appropriate Israel Aircraft Industries, Limited, Service Bulletin, as indicated in the following list:

(1) No. CJ-25A, Revision No. 1, dated March 31, 1980, or an FAA-approved equivalent, for Models 1121, 1121A, and 1121B airplanes, serial numbers 94 through 106 and 108 through 150, the placard to read as follows:

"Maximum Operating Speed Limits (V_{MO}/M_{MO})

—Below 26,000 FT—315 Kts CAS
—Above 26,000 FT—0.765 M²;

(2) No. WW-23A, Revision No. 1, dated March 31, 1980, or an FAA-approved equivalent, for Model 1123 airplanes, serial numbers 107, 151, 153, 155 through 180, and 182 through 186, the placard to read as follows:

"Maximum Operating Speed Limits (V_{MO}/M_{MO})

—With or without fuel in tip tanks:
Below 22,500 FT—315 Kts CAS
Above 22,500 FT—0.710 M
—With autopilot engaged and without fuel in tip tanks:

Below 26,000 FT—315 Kts CAS
Above 26,000 FT—0.765 M²; or

(3) No. WW-24-17A, Revision No. 1, dated March 31, 1980, or an FAA-approved equivalent, for Model 1124 airplanes, serial numbers 152, 154, 181, 187 through 260, 262 through 264, and 266 through 268, the placard to read as follows:

"Maximum Operating Speed Limits (V_{MO}/M_{MO})

—With autopilot disengaged:
Below 22,500 FT—315 Kts CAS
Above 22,500 FT—0.710 M
—With autopilot engaged:
Below 26,000 FT—315 Kts CAS
Above 26,000 FT—0.765 M²

(b) Within the next 600 hours time in service or the next 90 days after the effective date of this AD, whichever occurs first, unless already accomplished, install additional rivets in the 25 percent wing spar between wing stations X_w-33 and X_w-47.5, left and right, in accordance with the instructions in PART B: RIVET INSTALLATION, of the appropriate Israel Aircraft Industries, Limited, Service Bulletin, as indicated in the following list:

(1) No. CJ-25A, Revision No. 1, dated March 31, 1980, or an FAA-approved equivalent, for Models 1121, 1121A, and 1121B airplanes, serial numbers 94 through 106 and 108 through 150;

(2) No. WW-23A, Revision No. 1, dated March 31, 1980, or an FAA-approved equivalent, for Model 1123 airplanes, serial numbers 107, 151, 153, 155 through 180, and 182 through 186; or

(3) No. WW-24A, Revision No. 1, dated March 31, 1980, or an FAA-approved equivalent, for Model 1124 airplanes, serial numbers 152, 154, 181, 187 through 260, 262 through 264, and 266 through 268.

(c) The placard required by paragraph (a) may be removed when the modification required by paragraph (b) is completed.

(d) If an equivalent means of compliance is used in complying with paragraphs (a) or (b) of this AD, that equivalent must be approved by the Chief, Aircraft Certification Staff, AEU-100, Europe, Africa, and Middle East Office, FAA, c/o American Embassy, Brussels, Belgium.

This amendment becomes effective January 16, 1981.

(Secs. 313(a), 601, and 603, Federal Aviation Act of 1958, as amended (49 U.S.C. 1354(a),

1421, and 1423); Sec. 6(c), Department of Transportation Act (49 U.S.C. 1655(c)); 14 CFR 11.89)

Note.—The FAA has determined that this document involves a regulation which is not significant under Executive Order 12044 as implemented by Department of Transportation Regulatory Policies and Procedures (44 FR 11034; February 26, 1979). This rule is a final order of the Administrator under the Federal Aviation Act of 1958, as amended. As such, it is subject to review only by the courts of appeals of the United States, or the United States Court of Appeals of the District of Columbia.

Issued in Washington, D.C., on December 23, 1980.

Jerold M. Chavkin,

Acting Director of Airworthiness.

[FR Doc. 80-40163 Filed 12-31-80; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Parts 71 and 73

[Airspace Docket No. 80-ASW-53]

Temporary Restricted Area

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment establishes temporary restricted areas in the vicinity of McGregor, N. Mex., to contain a major joint military exercise. The area will be included in the Continental Control Area. Federal Airway V-280 will be excluded within the restricted areas. This action prohibits unauthorized flight operations by nonparticipating aircraft within the proposed restricted areas during their designated times of use.

EFFECTIVE DATE: February 19, 1981.

FOR FURTHER INFORMATION CONTACT: George O. Hussey, Airspace Regulations and Obstructions Branch (AAT-230), Airspace and Air Traffic Rules Division, Air Traffic Service, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, D.C. 20591; telephone: (202) 426-3715.

SUPPLEMENTARY INFORMATION:

History

On November 20, 1980, the FAA proposed to amend Parts 71 and 73 of the Federal Aviation Regulations (14 CFR Parts 71 and 73) to designate temporary restricted areas identified as R-5103D, R-5103E, R-5103F, R-5103G, R-5103H and R-5103I, McGregor, N. Mex., to contain a major joint military readiness exercise entitled BORDER STAR 81 (45 FR 76694). This exercise will provide training for several military commands operating under the sponsorship of the U.S. Air Force

Readiness Command. The air activities associated with the exercise will be such that flight by nonparticipating aircraft cannot be safely conducted simultaneously within the temporary restricted areas when they are in use by the military. These activities will consist of air operations such as close air support, interdiction, air defense/counter air, electronic warfare, reconnaissance, tactical airlift missions, and aerial refueling. It is estimated that approximately 150 aircraft will be utilized to conduct approximately 100 fixed wing and 200 helicopter sorties daily. The boundary adjustments to the existing restricted areas are necessary to accommodate interarea transition into and out of R-5103 A, B, and C, which, along with existing Restricted Areas R-5107, R-5109, and R-5111, will be used extensively during the exercise. Communications equipment will be installed and maintained between the appropriate military and FAA facilities to coordinate movement of nonparticipating aircraft through the exercise area (except R-5107B) when military activity permits. Additionally, a reverse charge telephone number and VHF radio communication frequency will be established and published for pilots of nonparticipating aircraft to coordinate directly with the military if desired. This amendment is the same as it was proposed in the notice. The Department of the Air Force has certified that the requirements of the National Environmental Policy Act (NEPA) have been met. § 71.123 and § 71.151 of Part 71 and § 73.51 of Part 73 were republished in the Federal Register on January 2, 1981 (46 FR 307, 344, 709).

The Rule

These amendments to §§ 71.123 and 71.151 of Part 71 and § 73.51 of Part 73 (14 CFR Parts 71 and 73) designate temporary restricted areas identified as R-5103D, R-5103E, R-5103F, R-5103G, R-5103H, and R-5103I, McGregor, N. Mex. Unauthorized flight within the temporary restricted areas by nonparticipating aircraft is prohibited during the areas designated times of use. The military will provide aerial access to private or public use land that underlies the restricted airspace. The areas are designated for joint use and applicable portions are included in the Continental Control Area. Federal Airway V-280 is excluded within R-5103D and R-5103E during their designated times of use.

Discussion of Comments

Of the comments received on the notice, none were objections.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, Parts 71 and 73 of the Federal Aviation Regulations (14 CFR Parts 71 and 73) as republished (46 FR 307, 344, 709) are amended, effective 0901 GMT, February 19, 1981, as follows:

1. In § 71.123, under V-280 the following is added:

"The airspace within Temporary Restricted Areas R-5103D and R-5103E is excluded from 0100 April 1 until 2400 local time April 7, 1981."

2. In § 71.151, between "R-5103 McGregor, N. Mex.," and "R-5104A Melrose, N. Mex.," the following is added:

"R-5103E McGregor, N. Mex.
"R-5103F McGregor, N. Mex.
"R-5103H McGregor, N. Mex.
"R-5103I McGregor, N. Mex."

3. In § 73.51, between "R-5103C McGregor, N. Mex.," and "R-5104A Melrose, N. Mex.," the following is added:

"R-5103D McGregor, N. Mex.

Boundaries. Beginning at Lat. 32°00'15" N., Long. 105°56'40" W.; to Lat. 32°26'20" N., Long. 105°30'00" W.; to Lat. 32°16'00" N., Long. 105°30'00" W.; to Lat. 32°06'00" N., Long. 105°39'00" W.; to point of beginning.

Designated altitudes. 100 feet AGL to 8,000 feet MSL.

Time of designation. Continuous 0100 April 1 until 2400 local time April 7, 1981.

Controlling agency. FAA Albuquerque ARTC Center.

Using agency. U.S. Air Force Tactical Air Command/USAF Readiness Command (TAC), Langley AFB, Va.

R-5103E McGregor, N. Mex.

Boundaries. Beginning at Lat. 32°00'15" N., Long. 105°56'40" W.; to Lat. 32°26'20" N., Long. 105°30'00" W.; to Lat. 32°16'00" N., Long. 105°30'00" W.; to Lat. 32°06'00" N., Long. 105°39'00" W.; to point of beginning.

Designated altitudes. 15,000 feet MSL to unlimited.

Time of designation. Continuous 0100 April 1 until 2400 local time April 7, 1981.

Controlling agency. FAA Albuquerque ARTC Center.

Using agency. U.S. Air Force Tactical Air Command/USAF Readiness Command (TAC), Langley AFB, Va.

R-5103F McGregor, N. Mex.

Boundaries. Beginning at Lat. 32°04'00" N., Long. 106°17'00" W.; to Lat. 32°06'00" N., Long. 106°15'30" W.; to Lat. 32°05'20" N., Long. 106°09'20" W.; to Lat. 32°00'30" N., Long. 106°10'25" W.; to point of beginning.

Designated altitudes. 100 feet AGL to unlimited.

Time of designation. Continuous 0100 April 1 until 2400 local time April 7, 1981.

Controlling agency. FAA Albuquerque ARTC Center.

Using agency. U.S. Air Force Tactical Air Command/USAF Readiness Command (TAC), Langley AFB, Va.

R-5103G McGregor, N. Mex.

Boundaries. Beginning at Lat. 32°05'00" N., Long. 106°18'20" W.; to Lat. 32°25'00" N., Long. 106°06'00" W.; to Lat. 32°38'00" N., Long. 106°06'00" W.; to Lat. 32°38'00" N., Long. 105°59'00" W.; to Lat. 32°27'40" N., Long. 106°00'00" W.; to Lat. 32°28'00" N., Long. 106°02'00" W.; then along the Southern Railroad to Lat. 32°04'00" N., Long. 106°17'00" W.; to point of beginning.

Designated altitudes. 100 feet AGL to 6,000 feet MSL.

Time of designation. Continuous 0100 April 1 until 2400 local time April 7, 1981.

Controlling agency. FAA Albuquerque ARTC Center.

Using agency. U.S. Air Force Tactical Air Command/USAF Readiness Command (TAC), Langley AFB, Va.

R-5103H McGregor, N. Mex.

Boundaries. Beginning at Lat. 32°05'00" N., Long. 106°18'20" W.; to Lat. 32°25'00" N., Long. 106°06'00" W.; to Lat. 32°38'00" N., Long. 106°06'00" W.; to Lat. 32°38'00" N., Long. 105°59'00" W.; to Lat. 32°27'40" N., Long. 106°00'00" W.; to Lat. 32°28'00" N., Long. 106°02'00" W.; then along the Southern Railroad to Lat. 32°04'00" N., Long. 106°17'00" W.; to point of beginning.

Designated altitudes. 12,000 feet MSL to unlimited.

Time of designation. Continuous 0100 April 1 until 2400 local time April 7, 1981.

Controlling agency. FAA Albuquerque ARTC Center.

Using agency. U.S. Air Force Tactical Air Command/USAF Readiness Command (TAC), Langley AFB, Va.

R-5103I McGregor, N. Mex.

Boundaries. Beginning at Lat. 32°45'00" N., Long. 105°52'20" W.; to Lat. 32°33'20" N., Long. 105°30'00" W.; to Lat. 32°45'00" N., Long. 105°27'00" W.; to point of beginning.

Designated altitudes. 24,000 feet MSL to unlimited.

Time of designation. Continuous 0100 April 1 until 2400 local time April 7, 1981.

Controlling agency. FAA Albuquerque ARTC Center.

Using agency. U.S. Air Force Tactical Air Command/USAF Readiness Command (TAC), Langley AFB, Va.

(Secs. 307(a) and 313(a), Federal Aviation Act of 1958 (49 U.S.C. 1348(a) and 1354(a)); Sec. 6(c), Department of Transportation Act (49 U.S.C. 1655(c)); and 14 CFR 11.69)

Note.—The FAA has determined that this document involves a regulation which is not significant under Executive Order 12044, as implemented by DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979). Since this regulatory action involves an established body of technical requirements for which frequent and routine amendments are necessary to keep them operationally current and promote safe flight operations, the anticipated impact is so minimal that this action does not warrant preparation of a regulatory evaluation.

Issued in Washington, D.C. on December 23, 1980.

Shelomo Wugalter,

Acting Chief, Airspace and Air Traffic Rules Division.

[FR Doc. 80-40615 Filed 12-31-80; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 91

[Docket No. 18904; Amendment No. 91-172]

Transport Category Airplanes—Pitot Heat Indication Systems

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment suspends the April 12, 1981, compliance date specified in § 91.50(a) of the Federal Aviation Regulations for operation of transport category airplanes when they are used in general aviation operations and not operations conducted under Part 121, 123, 125, or 135 of the Federal Aviation Regulations. Section 91.50 provides that after April 12, 1981, with certain exceptions, no person may operate a transport category airplane equipped with a flight instrument pitot heating system unless the airplane is also equipped with an operable pitot heat indication system. The FAA is issuing a notice of proposed rulemaking which proposes to exclude general aviation operators from these requirements. Suspension of the April 12, 1981, compliance date enables the FAA to re-examine the regulation as applies to these operators before imposition of the requirement.

EFFECTIVE DATE: January 2, 1981

FOR FURTHER INFORMATION CONTACT: Eli S. Newberger, Regulatory Projects Branch, AVS-24, Safety Regulations Staff, Associate Administrator for Aviation Standards, Federal Aviation Administration, 800 Independence Avenue, S.W., Washington, D.C. 20591, Telephone (202) 755-8716.

Discussion

The FAA issued Amendment No. 91-148 on March 6, 1978, (43 FR 10339; March 13, 1978, Docket No. 15594) providing that after April 12, 1981, with certain exceptions, no person may operate a transport category airplane equipped with a flight instrument pitot heating system unless the airplane is also equipped with an operable pitot heat indication system that complies with § 25.1326. This rule applies to all transport category airplanes regardless of the type of operation being conducted.

On January 26, 1979, the National Business Aircraft Association, Inc. (NBAA), submitted a petition requesting that the April 12, 1981, compliance date be held in abeyance and also petitioned to amend the regulations to require that only transport category airplanes operated under Part 121, 123, 125, or 135 meet the requirement to have an operable pitot heat indication system. A summary of the NBAA's petition was published in the *Federal Register* on October 18, 1979 (44 FR 60107), and there were no comments. As the result of this petition, the FAA is issuing a notice of proposed rule making which proposes to exclude general aviation operations from these requirements. This will allow the FAA to re-examine the regulations as they apply to these operators before imposition of the requirement.

Accordingly, the FAA has determined that the public interest justifies a suspension of the compliance date of § 91.50, as it applies to operators of transport category airplanes used in general aviation operations and not in operations conducted under Part 121, 123, 125, or 135. Since this action is taken to avoid imposing an unnecessary burden on the public, I find that notice and public procedure are impracticable and that good cause exists for making this amendment effective in less than 30 days.

The Amendment

Accordingly, Part 91 of the Federal Aviation Regulations (14 CFR Part 91) is amended, effective January 2, 1981 as follows:

By amending § 91.50(a) by adding the phrase "and (c)" after the letter "(b)", and by amending § 91.50 by adding a new paragraph (c) to read as follows:

§ 91.50 Transport category airplanes—Pitot heat indication systems.

(c) Notwithstanding the provisions of paragraph (a) of this section, the compliance date of April 12, 1981, is suspended for operators of transport category airplanes when conducting operations that are not conducted under Part 121, 123, 125, or 135 of the Federal Aviation Regulations.

(Secs. 303(d), 313(a), 601, and 603, Federal Aviation Act of 1958, as amended (49 U.S.C. 1354(a), and 1423); sec. 6(c), Department of Transportation Act (49 U.S.C. 1655(c)))

Note.—The FAA has determined that this document involves a regulation which is not significant under Executive Order 12044, as implemented by Department of Transportation Regulatory Policies and Procedures (44 FR 11034; February 26, 1979) and the expected impact of this amendment is so minimal that it does not warrant a regulatory evaluation. Additionally, this rule

is a final order of the Administrator as defined by Section 1005 of the Federal Aviation Act of 1958, as amended (49 U.S.C. 1465). As such, it is subject to review only by the courts of appeals of the United States or the United States Court of Appeals for the District of Columbia.

Issued in Washington, D.C. on December 22, 1980.

Langhorne Bond,
Administrator.

[FR Doc. 80-40613 Filed 12-31-80; 8:45 am]
BILLING CODE 4910-13-M

DEPARTMENT OF COMMERCE

International Trade Administration

15 CFR Parts 371 and 374

Expansion of General License GLR and Permissive Reexport Provisions

AGENCY: Office of Export Administration, International Trade Administration, U.S. Department of Commerce.

ACTION: Final rule.

SUMMARY: This rule amends General License GLR to permit a U.S. importer to return unwanted commodities for any reason to the country from which they were imported provided their capabilities are not enhanced while in the United States. By giving broader coverage to the GLR procedure, this change will eliminate the burden of a U.S. importer obtaining a validated export license when returning unwanted foreign-origin commodities. Prior to this amendment, unwanted foreign-origin commodities could only be returned to the foreign country of origin under GLR if they failed to conform to specifications or were shipped without the consent of the consignee.

This rule also amends the permissive reexport provisions of § 374.2 to permit:

(1) Reexport of U.S.-origin commodities to a third country in Country Group T or V (except Afghanistan) for servicing and return of the serviced commodities to the original consignee, and/or

(2) Reexport of replacements for defective or unacceptable U.S.-origin parts or equipment, without obtaining prior written authorization from the Office of Export Administration.

Expansion of the permissive reexport provisions of the Export Administration Regulations will reduce the time required to service many U.S.-origin commodities.

EFFECTIVE DATE OF ACTION: January 2, 1981.

FOR FURTHER INFORMATION CONTACT: Archie Andrews, Director, Exporters' Service Staff, Office of Export Administration, U.S. Department of Commerce, Washington, D.C. 20230, Telephone: (202) 377-5247 or 377-4811.

SUPPLEMENTARY INFORMATION: Section 13(a) of the Export Administration Act of 1979 ("the Act") exempts regulations promulgated thereunder from the public participation in rulemaking procedures of the Administrative Procedure Act. Section 13(b) of the Act, which expresses the intent of Congress that where practicable "regulations imposing controls on exports" be published in proposed form, is not applicable because these regulations do not impose controls on exports. It has been determined that these regulations are not "significant" within the meaning of Department of Commerce Administrative Order 218-7 (44 FR 2082, January 9, 1979) and International Trade Administration Administrative Instruction 1-6 (44 FR 2093, January 9, 1979) which implement Executive Order 12044 (43 FR 12661, March 23, 1978), "Improving Government Regulations." Therefore, these regulations are issued in final form. Although there is no formal comment period, public comments on these regulations are welcome on a continuing basis.

Accordingly, the Export Administration Regulations (15 CFR Part 368 *et seq.*) are amended as follows:

PART 371—GENERAL LICENSES

1. Section 371.17(c) is revised to read as follows:

§ 371.17 General license GLR; return or replacement of certain commodities.

(c) *Unwanted Foreign-Origin Commodities.* A foreign-origin commodity may be returned under this general license to the country from which it was imported if its characteristics and capabilities have not been enhanced while in the United States. This procedure applies to all Country Groups except S and Z.

PART 374—REEXPORTS

2. Section 374.2 is amended by revising paragraphs (a) and (f) to read as follows:

§ 374.2 Permissive reexports.¹

(a) Reexports of any commodity that at the time of reexport—

¹ See § 374.9 for effect on foreign laws.

(1) May be exported directly from the United States to the new country of destination under General License G-DEST, GTE, G-NNR, or G-FTZ;

(2) Are valued at an amount that does not exceed the GLV value on the Commodity Control List for the new country of destination;²

(3) Could be exported under General License *Ship Stores* or *Plane Stores* if the same vessel or aircraft were departing from a U.S. port, except that the equipment and spare parts described in §§ 371.9(a)(3) and 371.10(a)(3) may not be included in such reexport; or

(4) May be exported directly from the United States to the country of destination under subsection (f) of General License GLR (§ 371.17(f)). A firm reexporting replacements for defective or unacceptable U.S.-origin parts or equipment to consignees in Country Group P, Q, W, and Y shall:

(i) Ensure that the replaced commodity is either destroyed or returned to the United States or to the foreign firm in Country Group T or V that shipped the replacement part or equipment into Country Groups P, Q, W, or Y. Destruction or return shall be effected prior to, or promptly after, reexporting the replacement.

(ii) Submit the following written certification on letterhead stationery within 60 days of the reexport to the Director, Operations Division, Office of Export Administration, Room 1617M, U.S. Department of Commerce, Washington, D.C. 20230:

I (We) certify that the commodity(ies) described below were reexported under the provisions of § 374.2 of the Export Administration Regulations to replace a defective or otherwise unusable U.S.-origin part or equipment previously (exported from the United States under validated export license number _____) (reexported from (name of country) under OEA Authorization No. _____). I (We) further certify that the defective or otherwise unusable part or equipment [was returned to the United States on (date of shipment to U.S.); [was returned to (name of foreign firm) on (date of receipt by foreign firm)]; [was destroyed abroad on (date) by (name of foreign firm)].

² The permissive reexport provisions set forth above relating to the reexport of commodities within the established GLV dollar-value limits do not apply to exports, reexports, or distributions made under the Distribution License, or Aircraft and Vessel Repair Station Procedures. (See §§ 373.3 and 373.8).

Quantity	Description of commodity	Dollar value
	(Include characteristics such as model no., horsepower, size, etc.)	

(f) Reexports to a destination in Country Group T or V of a U.S.-origin commodity for servicing, and subsequent return of the serviced commodity to the original consignee, provided that the return of the serviced commodity complies with the conditions of § 371.17(a). When the serviced commodity will be returned to Country Groups P, Q, W, or Y, the reexporter must submit a report as required by § 371.17(a)(4).

Sections 4, 13, 15 and 21 Pub. L. 96-72, 50 U.S.C. App. section 2401 *et seq.*; Executive Order 12214 [45 FR 29783, May 6, 1980]; Department Organization Order 10-3 [45 FR 6141, January 25, 1980]; International Trade Administration Organization and Function Order 41-1 [45 FR 11862, February 22, 1980] and 41-4 (effective August 26, 1980)

Dated: December 29, 1980.

Kent N. Knowles,
Director, Office of Export Administration.

FR Doc. 80-6080 Filed 12-31-80; 8:45 am]

BILLING CODE 3510-25-M

COMMODITY FUTURES TRADING COMMISSION

17 CFR Part 1

General Regulations; Inspection of Books and Records

AGENCY: Commodity Futures Trading Commission.

ACTION: Final rule.

SUMMARY: The Commission has amended § 1.31(a) to specify that a copy of any book or record required to be kept under the Commodity Exchange Act or the Commission's rules must be provided upon the request of a Commission representative. Instead of furnishing a copy, the original book or record be provided for reproduction, which the representative may temporarily remove for this purpose. Upon request, the representative will issue a receipt for any document received.

EFFECTIVE DATE: February 2, 1981.

FOR FURTHER INFORMATION CONTACT: Donald R. Levine, Esquire, Assistant Director, Division of Trading and Markets, Commodity Futures Trading Commission, 2033 K Street N.W.,

Washington, D.C. 20581, telephone (202) 254-8955.

SUPPLEMENTARY INFORMATION: The examination of books and records is one of the Commission's principal means of determining compliance with the Commodity Exchange Act ("Act"),¹ and the Commission's rules thereunder. Various provisions of the Act require persons regulated by the Commission to maintain specific books and records and to permit the Commission to inspect those documents.² In addition, pursuant to its general rulemaking authority and other provisions, the Commission has required certain records to be kept and made available for inspection by the Commission.³

On-site inspection of books and records is often adequate for the Commission's purposes. However, at times the Commission has found it necessary to obtain copies, or to obtain original documents for reproduction, in order to conduct a thorough inspection. In addition, in the midst of a thorough inspection, the obtaining of copies by the Commission may intrude less into the business operations of a regulated person than would a lengthy on-site investigation by Commission representatives. Accordingly, in order to make clear that the right to inspect includes the right to obtain copies and to remove books and records temporarily for reproduction, the Commission proposed an amendment to Rule 1.31,⁴ the general recordkeeping rule that describes the manner in which books and records must be kept and produced for inspection. 43 FR 50699 (October 31, 1978). Under the proposal, Commission representatives could temporarily remove books and records unless the person obligated to keep them promptly provided copies at such person's own expense.⁵

After considering the comments on the proposal, the Commission has decided to adopt the amendment with several modifications. The proposal provided for the temporary removal of a

¹ 7 U.S.C. 1, *et seq.* (1976), as amended by the Futures Trading Act of 1978, Pub. L. 95-405, 92 Stat. 865, *et seq.* (1978).

² See, e.g., Sections 4, 4g, 4i, 4n, 5 and 5a.

³ See, e.g., Rules 1.35 and 1.37, 17 CFR 1.35 and 1.37.

⁴ 17 CFR 1.31.

⁵ The proposed amendment, Rule 1.31(a)(2), stated:

Without limiting the provisions of paragraph (c) of this section, to facilitate effective completion of such inspections, any representative of the Commission may obtain and/or remove temporarily such books and records for reproduction, unless the person required to keep such books and records immediately provides copies thereof, at his own expense, and continues to keep the original books and records readily accessible for inspection in accordance with this section.

book or record unless a copy was "immediately" furnished. As adopted, the rule requires a copy to be furnished promptly. The recordkeeper is obligated by this requirement to furnish a copy of the original of a book or record as expeditiously as reasonably can be expected.⁶ This modification is not intended to permit any person to avoid the responsibility to provide any member of the Commission staff with prompt, complete access to any books and records required to be maintained. Rather, it is a recognition that in practice a requirement to furnish copies immediately in all instances, depending upon the extent or nature of a staff request, could impose an unwarranted burden upon the recordkeeper.

The proposed rule has been further modified to provide that, upon the recordkeeper's request, the Commission representative will issue a receipt provided by the recordkeeper for any copy or original book or record received. The Commission expects that, except in unusual situations, an original will be returned promptly following the date of receipt. The Commission intends to monitor closely the operation of the regulation as revised to be certain that it does not impede efficient staff operation. If the Commission finds that, based upon experience with the revised regulation, this is the case, it will consider further rulemaking.

Several commentators stated that the Commission lacks authority to adopt a rule authorizing removal of original books and records. They asserted that the Commission's inspection power is limited to on-site inspections, citing certain sections of the Act that provide for books and records to be "open to inspection."⁷ The Commission disagrees. First, the Commission's inspection power reflects a Congressional judgment that the business records of regulated persons should be subject to scrutiny from time to time in order to ascertain whether those businesses are being conducted lawfully. This Congressional purpose would be thwarted if the Commission were unable thoroughly to scrutinize

⁶ Rule 1.31(a) presently provides that required books and records must be kept for five years and must be "readily accessible during the first 2 years of the 5-year period." Thus, required documents that are more than two years old might not be readily accessible. In this situation new Rule 1.31(a)(2) imposes upon the recordkeeper the obligation to retrieve the documents requested as expeditiously as is reasonable in light of the circumstances. The adoption of Rule 1.31(a)(2) does not, however, affect the recordkeeper's obligation under existing Rule 1.31(c)(3) immediately to provide a "facsimile enlargement" of any records kept on microfilm as permitted by Rule 1.31.

⁷ Sections 4, 4g, 4n, 5 and 5a of the Act.

these records in order to discharge its statutory responsibilities. And the nature of these records frequently has required more thorough study than can be accomplished during an on-site review.

Second, Section 8a(5) of the Act authorizes the Commission to adopt such rules as, in its judgment, are reasonably necessary to effectuate the provisions or to accomplish the purposes of the Act. Since on-site inspection has not always been sufficient for the Commission to conduct thorough inquiries, a rule that provides for furnishing copies of required books and records or originals for reproduction is reasonably necessary to effectuate the Act's recordkeeping and inspection provisions.*

Some commentators pointed to the Commission's express authority to subpoena documents¹⁵ as support for the view that the Commission lacks authority to require that copies of original books and records be furnished, or in the alternative, originals be provided for reproduction. These commentators were of the view that the subpoena power was intended to be the Commission's sole means of obtaining possession of documents. These commentators confuse the Commission's inspection power with the Commission's investigatory power. Though the method and the circumstances of the exercise may differ in particular cases, both powers permit the Commission to obtain access to and copies of documents.¹⁶

Several commentators stated that to avoid unnecessarily burdensome demands, a request under Rule 1.31(a) should be made pursuant to the written authorization of a senior staff member. The Commission has no reason to assume that its representatives will conduct themselves otherwise than as directed by their supervisors and in a

reasonable and lawful manner. Further, Commission representatives must be permitted reasonable flexibility in conducting on-site inspections in the field. For these reasons, the Commission believes that the recordkeeper can be protected sufficiently from unnecessarily burdensome and unreasonable requests by existing Commission procedures.

Representatives of the Commission, conducting inspections, act under the supervision of the Director of one of the Commission's Divisions: the Director of the Division of Enforcement, the Director of the Division of Trading and Markets, or the Director of the Division of Economics and Education. If a recordkeeper questions the authority of a Commission representative to make an inspection or the reasonableness of that representative's request, those questions easily can be resolved by a telephone call to the Director of the appropriate division, or to the Director's assistant. Accordingly, no legitimate purpose which benefits the public can be served by requiring of the Commission greater formality than is necessary.

In addition, several commentators mentioned the possibility of duplicative requests for identical books or records from Commission representatives. The final rule, however, provides that, upon request, the Commission representative shall issue a receipt provided by the recordkeeper for the documents furnished. In the event a duplicative request is made, the recordkeeper may inform the Commission representative of that fact and produce the receipt previously issued for the books and records. If the Commission representative persists in his request, the recordkeeper may contact the Director of the appropriate Commission Division. Although the Commission will strive not to make duplicative requests, such requests may be necessary under some circumstances. In those instances, the prior issuance of a receipt by a Commission representative will not excuse a failure promptly to comply with the request. And, in all cases, the furnishing of copies in satisfaction of prior requests will not excuse the recordkeeper from compliance with all subsequent requests for on-site inspection. In this connection the Commission wishes to make clear that copies furnished must be true and accurate (and additional inspection may be required to verify the validity of accuracy of copies).

Further, the Commission does not agree with those commentators who

stated that the Commission should reimburse recordkeepers for the cost of providing copies. This cost is one which the regulations permit a recordkeeper to elect in lieu of providing the original record to a Commission representative for temporary removal and copying at the Commission's expense.

In consideration of the foregoing and pursuant to the authority in sections 4, 4g, 4i, 4n, 5, 5a and 8a of the Commodity Exchange Act, 7 U.S.C. 6, 6i, 6n, 7, 7a and 12a (1976), as amended by Pub. L. 95-405, 92 Stat. 865 *et seq.* (1978), the Commission hereby amends Part 1 of Chapter I of Title 17 of the Code of Federal Regulations by redesignating § 1.31(a)(1) and by adding a new § 1.31(a)(2) as follows:

§ 1.31 Books and records; keeping and inspection.

(a)(1) All books and records required to be kept by the Act or by these regulations shall be kept for a period of five years from the date thereof and shall be readily accessible during the first 2 years of the 5-year period. All such books and records shall be open to inspection by any representative of the Commission or the United States Department of Justice.

(2) A copy of any book or record required to be kept by the Act or by these regulations shall be provided, at the expense of the person required to keep the book or record, to a Commission representative upon the representative's request. Instead of furnishing a copy, such person may provide the original book or record for reproduction, which the representative may temporarily remove from such person's premises for this purpose. All copies or originals shall be provided promptly. Upon request, the Commission representative shall issue a receipt provided by such person for any copy or original book or record received. At the request of the Commission representative, such person shall, upon the return thereof, issue a receipt for any copy or original book or record returned by the representative.

Issued in Washington, D.C. on December 23, 1980, by the Commission.

Jane K. Stuckey,
Secretary of the Commission.

[FR Doc. 80-4009 Filed 12-31-80; 8:45 am]

BILLING CODE 8351-01-M

*One commentator suggested that adoption of Rule 1.31(a)(2) would result in unreasonable searches and seizures of the type proscribed by the Fourth Amendment to the United States Constitution. Even if the inspection of books and records required by the Act to be kept "open to inspection" were construed to be a search and seizure within the meaning of the Fourth Amendment, a Government agency's inspection authority is reasonable and satisfies the Fourth Amendment where applied to pervasively regulated businesses, and closely regulated industries, long subject to close supervision and inspection.

¹⁵ See Section 6(b) of the Act.

¹⁶ The Commission emphasizes that the procedures covered by Rule 1.31 do not affect the obligations of any person to produce books, records or other documents through the exercise of Commission subpoena power during the course of a formal investigation.

**DELAWARE RIVER BASIN
COMMISSION****18 CFR Part 430****Ground Water Protection,
Southeastern Pennsylvania; Special
Regulation****AGENCY:** Delaware River Basin
Commission.**ACTION:** Final rule.

SUMMARY: The Delaware River Basin Commission has designated a section of southeastern Pennsylvania a ground water protected area. It has also enacted a regulatory program in the protected area imposing conditions and restrictions on new wells to forestall continued depletion of the overused subsurface resource. The protected area comprises all of Montgomery County; 36 municipalities in Bucks County; 25 communities in eastern and northern Chester County; 3 townships in eastern Berks County, and 1 township in Lehigh County. Within the protected area all wells that draw more than 10,000 gallons per day are subject to the new regulations, including those of municipalities, authorities, water companies, industries and businesses, institutions and housing developments.

The Commission action was taken pursuant to Article 10 of the Delaware River Basin Compact (75 Stat. 688) authorizing the Commission to determine and delineate areas within the basin wherein demands upon supply made by water users have developed or threaten to develop to such a degree as to create a water shortage or to impair or conflict with the Commission's Comprehensive Plan.

EFFECTIVE DATE: January 1, 1981.**ADDRESS:** Copies of the regulation are available at: Delaware River Basin Commission, 25 State Police Drive, Post Office Box 7360, West Trenton, New Jersey 08628.**FOR FURTHER INFORMATION CONTACT:** Herbert A. Howlett, Chief Engineer, Delaware River Basin Commission, Post Office Box 7360, West Trenton, New Jersey 08628, 609-883-9500.**SUPPLEMENTARY INFORMATION:** Use of ground water resources in the Triassic lowland and adjacent areas in southeastern Pennsylvania has increased substantially in recent decades. Interference and conflicts among users of the same ground water resource in the area has become more frequent, giving rise to administrative and legal proceedings before regulatory bodies and in the courts. As a result of hearings by the Commission in 1979 and

1980, many public representatives, water purveyors and private citizens urged the Commission to utilize its authority under Article 10 of the Compact to prevent depletion of ground water, protect the just and equitable interests and rights of lawful users of the same water source, and balance and reconcile alternative and conflicting uses of limited water resources in the area.

Approximately one million residents of southeastern Pennsylvania are presently reliant, entirely or substantially, on the ground water resources underlying Berks, Bucks, Chester, Montgomery and Lehigh Counties for supplies of domestic, municipal, commercial, industrial and agricultural water. Assessments of available water resources in relation to current and projected uses establish that ground water withdrawals in portions of these counties exceed or threaten soon to exceed the sustainable yields of local ground water basins. Rock formations underlying much of the area experience low recharge rates during dry years which can lead to declines in water table levels, diminished flow in adjacent streams and cessation of flow from springs.

Significant portions of the area have experienced total ground water withdrawals which approached or exceeded the dry period annual recharge rates for the respective formations. Since 1975, major ground water withdrawals in the region (those withdrawals exceeding 100,000 gallons per day) have increased by over 13 million gallons per day, and additional quantities have been taken by the cumulative effect of small withdrawals. Ground water use information compiled for the Pennsylvania State Water Plan, the Comprehensive Water Quality Management Plan/208 Study for Southeastern Pennsylvania, the DRBC Level B Study, and similar reports prepared by county and regional agencies, indicate that in large portions of the affected area, pumping rates exceed 100,000 gallons per day per square mile. In substantial parts of the area, pumping rates exceed 500,000 gallons per day per square mile.

Many public water supply systems in the area which rely on ground water sources have peak and/or average demands which closely approach or exceed the dry period capacity of their existing wells. Dry periods with reduced recharge rates and declining water tables have in the past resulted in reductions of public water well yields by 30 to 40 percent. As a result of past reliance on wells producing peak rates during high and normal recharge

conditions, such systems become seriously overtaxed when recharge falls below normal levels. Lowered water tables, and fluctuations in ground water levels during dry periods, periodically interfere with and in some cases cut off normal access to ground water resources by users in the area, particularly residential users reliant on individual domestic wells. Communities and individual users in the region have periodically experienced sharp reductions or total loss of available supplies or loss of system pressure. Lowered water tables resulting from withdrawals in excess of recharge rates have resulted in reduction of flows in some perennial streams in the region, and have dried up some stream reaches which previously flowed all year. Such reductions in base flow interfere with instream and downstream water uses, adversely affect fisheries and aquatic life, and threaten to reduce the capacity of streams in the region to assimilate natural and man-made point and non-point discharges of potential pollutants.

In June 1979, two hearings were held by the Commission to seek public comment as to whether a protected area should be declared in the region, and on the nature of possible management action that might be implemented in such a protected area. Notice of these hearings appeared at 44 FR 28092. In June of 1980, two additional hearings were held by the Commission on a draft regulation to declare a ground water protected area in the region pursuant to Article 10 of the Delaware River Basin Compact. Notice of these hearings appeared at 45 FR 30105. In December 1980, another hearing was held on the proposed inclusion of five additional townships within the protected area, and two minor clarifying amendments to the regulation. Notice of this hearing appeared at 45 FR 80327. Transcripts of these hearings may be examined at the Commission offices upon request.

The draft regulation as originally proposed was modified as the result of comment received at the public hearings. Significant changes are:

- (1) Restricting the geographic area covered by the regulation to portions of Chester and Bucks Counties rather than the entire area of those counties (§ 430.7);
- (2) providing for the right of appeal by an applicant from the decision of the Commission's Executive Director (§ 430.25);
- (3) reducing the number and nature of technical determinations required of an applicant in preparing an application (§ 430.13).

The Commission's ground water protected area regulation is contained in

Resolution No. 80-18, adopted October 8, 1980, and amended in Resolution No. 80-27, adopted December 16, 1980. The Commission is codifying the regulatory portion of these resolutions as Part 430 of 18 CFR, Chapter III. The regulation as amended is set forth below.

SUBCHAPTERS A AND B [ADDED]

Accordingly, a new Subchapter A entitled "Administrative Manual" is added to 18 CFR Chapter III consisting of existing Parts 401, 410, 415, and 420.

In addition, a new Subchapter B entitled "Special Regulations" is added consisting of new Part 430, which reads as follows:

SUBCHAPTER A—ADMINISTRATIVE MANUAL

SUBCHAPTER B—SPECIAL REGULATIONS

PART 430—GROUND WATER PROTECTION AREA: PENNSYLVANIA

- Sec.
- 430.1 Policy.
- 430.3 Purpose.
- 430.5 Definitions.
- 430.7 Determination of protected areas and restriction on water use.
- 430.9 Comprehensive plan policies.
- 430.11 Advance notice of exploratory drilling.
- 430.13 Protected area permits for new withdrawals.
- 430.15 Conservation requirements.
- 430.17 Registration of existing withdrawals.
- 430.19 Protection of existing users.
- 430.21 Technical determinations and procedures.
- 430.23 Other permit requirements.
- 430.25 Appeals.
- 430.27 Sanctions: Civil and criminal.
- 430.29 Duration.
- 430.31 Amendments.

Authority: Pub. L. 87-328 (75 Stat. 688).

§ 430.1 Policy.

The provisions of this part implement Commission Resolutions 80-18 and 80-27 relating to ground water protection in southeastern Pennsylvania.

§ 430.3 Purpose.

The purpose of this regulation is to protect the ground water resources in the Triassic lowland and adjacent area of southeastern Pennsylvania and the public interest in those resources. In particular this regulation is to:

(a) Assure the effective management of water withdrawals to avoid depletion of natural stream flows and ground waters and to protect the quality of such water.

(b) Assure that ground water withdrawals are undertaken consistent with the policies stated in the Comprehensive Plan.

(c) Protect the just and equitable interests and rights of present and future

lawful users of water resources, giving due regard to the need to balance and reconcile alternative and conflicting uses in view of present and threatened shortages of water of the quality required to serve such uses.

(d) Provide a mechanism for the acquisition of additional information necessary to more accurately plan and manage water resources.

(e) Encourage all water users to adopt and implement reasonable water conservation measures and practices, to assure efficient use of limited water supplies.

§ 430.5 Definitions.

For purposes of this regulation, except as otherwise required by the context:

"*Aquifer*" means waterbearing formation that contains sufficient ground water to be important as a source of supply.

"*Comprehensive Plan*" means the plans, policies and programs adopted as part of the Comprehensive Plan of the Delaware Basin in accordance with § 3.2 and Article 13 of the Delaware River Basin Compact.

"*Ground water*" means all water beneath the surface of the ground.

"*Ground water basin*" means a subsurface structure having the character of a basin with respect to the collection, retention and outflow of water.

"*Ground water protected area*" means the areas declared and delineated by the Commission to be a ground water protected area pursuant to Article 10 of the Delaware River Basin Compact and this regulation.

"*Ground water recharge*" means the addition of water to an aquifer by infiltration of precipitation through the soil, infiltration from surface streams, lakes or reservoirs, flow of ground water from another aquifer, or pumpage of water into the aquifer through wells.

"*Project*" means the same word as defined by § 1.2(g) of the Delaware River Basin Compact.

"*Protected area permit*" means a permit to divert or withdraw ground water within the ground water protected area for domestic, municipal, agricultural or industrial uses, granted pursuant to § 10.3 of the Delaware River Basin Compact and this regulation.

§ 430.7 Determination of protected areas and restriction on water use.

In consideration of the foregoing facts and for the purposes cited above:

(a) The Commission hereby determines and delineates the following area to be a protected area within the meaning and for the purpose of Article

10 of the Delaware River Basin Compact:

Southeastern Pennsylvania Ground Water Protected Area

The "Southeastern Pennsylvania Ground Water Protected Area" shall consist of those portions of the following listed counties and political subdivision located within the Delaware Basin:

	Townships
Berks County	Douglas, Hereford, Union.
Bucks County	Bedminster, Buckingham, Doylestown, East Rockhill, Hilltown, Lower Southampton, Middletown, Milford, New Britain, Newtown, Northampton, Plumstead, Richland, Upper Southampton, Warmster, Warrington, Warrick, West Rockhill, Wrightstown.
	Boroughs
	Chalfont, Doylestown, Dublin, Haverhill, Ivyland, Langhorne, Langhorne Manor, New Britain, Newtown, Pennel, Perkasie, Quakertown, Richlandtown, Sellersville, Silverdale, Telford, Trumbauersville.
	Townships
Chester County	Birmingham, Charlestown, East Coventry, East Bradford, East Goshen, East Pikeland, Easttown, East Vincent, East Whiteland, North Coventry, Schuylkill, South Coventry, Thornbury, Tredyfrin, Warwick, West Bradford, West Goshen, Westtown, Willistown, West Whiteland.
	Boroughs
	Elverson, Malvern, Phoenixville, Spring City, West Chester.
	Townships
Lehigh County	Lower Milford.
Montgomery County	All of the area within the county boundary.

(b) The Commission hereby determines that within the Southeastern Pennsylvania Ground Water Protected Area demands upon available ground water supplies have developed or threaten to develop to such a degree as to create a water shortage or to impair or conflict with the requirements or effectuation of the Comprehensive Plan. Accordingly, no person, firm, corporation or other entity within the area shall withdraw ground water for any purpose at a rate exceeding 10,000 gallons per day, except as prescribed by this regulation.

§ 430.9 Comprehensive plan policies.

The water resources within the Southeastern Pennsylvania Ground Water Protected Area shall be managed consistent with the Comprehensive Plan policies. For purposes of this ground water protected area, § 2.20.4 of the Water Code of the Delaware River Basin shall be applied using the following definition of the term "withdrawal limits":

(a) *Withdrawal Limits*. Except as may be otherwise determined by the

Commission to be in the public interest, withdrawals from the underground waters of the basin shall be limited to the maximum draft of all withdrawals from a ground water basin, aquifer, or aquifer system that can be sustained without rendering supplies unreliable, causing long-term progressive lowering of ground water levels, water quality degradation, permanent loss of storage capacity, or substantial impact on low flows of perennial streams.

§ 430.11 Advance notice of exploratory drilling.

The Commission encourages consultation with any project sponsor who is considering development of a new or expanded ground water withdrawal that is being planned for any purpose when the daily average withdrawal during any calendar month exceeds 10,000 gallons to insure proper implementation of this regulation and to reduce the possibility of investment in new ground water development facilities which may not be approved hereunder. Such consultation should occur early in the planning stage of a new project and prior to initiation of exploratory drilling.

(a) Any person, firm, corporation or other entity planning a new or expanded ground water withdrawal that may be operated at a daily average withdrawal during any calendar month in excess of 10,000 gallons shall notify the Executive Director not less than 30 days prior to initiation of exploratory drilling. Such notice shall be in writing and shall specify the location of proposed new facility, the anticipated rate of withdrawal, and the general purpose of the proposed water use. The notice shall also state the location of existing wells within the radius set forth in § 430.21(a).

(b) Whenever the Executive Director shall deem necessary, or upon request of a party proposing a new or expanded withdrawal of ground water, an informal conference may be scheduled to review the nature of the proposed withdrawal, the applicability of the Commission's standards relating to ground water, and the requirements of a protected area permit under this regulation.

§ 430.13 Protected area permits for new withdrawals.

Any person, firm, corporation or other entity who proposes to develop a new ground water withdrawal or expand an existing ground water withdrawal for any purpose within the Southeastern Pennsylvania Ground Water Protected Area shall be required to obtain a protected area permit under this regulation if the proposed new or increased rate of withdrawal from a

well or group of wells operated as a system average more than 10,000 gallons per day over a 30-day period. Whenever the Executive Director, upon investigation or upon a reference from a state or federal agency, determines that a new or increased withdrawal from a group of wells within the protected area, whether or not such wells are operated as a system, may have a substantial effect on the water resources of the basin or is likely to have a significant adverse effect on other water uses within the protected area, the Commission may direct a notice to the owners or sponsors of such wells, and require such owners or sponsors to apply for and obtain a protected area permit under this regulation.

(a) Applications for a protected area permit shall be submitted to the Commission on forms approved by the Executive Director. Each application shall be accompanied by the following information:

(1) A map indicating the location of existing wells and perennial streams.

(2) A written report prepared by a hydrogeologist describing the expected effects of the proposed withdrawal on existing wells, flows of perennial streams and the long-term lowering of ground water levels.

(3) A log showing the nature of subsurface material encountered during the construction and installation of the exploratory or production well(s).

(4) The detailed results of extended pump tests, of not less than 48 hours duration, and records of observations during such pump tests from representative monitoring wells.

(b) Applications for a protected area permits whose daily average withdrawal during any calendar month is in excess of 10,000 gallons shall be accompanied by an application fee of \$100. Government agencies shall be exempt from such application fee.

(c) If the application for a protected area permit is for a daily average withdrawal during any calendar month in excess of 100,000 gallons, it shall be accompanied by such other information or exhibits required by Article 3 of the Commission's Rules of Practice and Procedure. In such cases, only the application fee required by the Rules will be assessed.

(d) To qualify for approval of a protected area permit, the owner or sponsor of the proposed withdrawal shall demonstrate that:

(1) The proposed withdrawal is consistent with the Commission's Comprehensive Plan and the policies and purposes of these regulations.

(2) Opportunities to satisfy water requirements on a timely basis from

existing available supplies and facilities have been explored and found infeasible.

(3) The proposed withdrawal, in conjunction with other withdrawals in the applicable ground water basin, will not exceed withdrawal limits of a ground water basin, aquifer or aquifer system.

(4) The proposed withdrawal will not significantly impair or reduce the flow of perennial streams in the area.

(5) Existing ground and surface water withdrawals will not be adversely impacted, or will be otherwise assured of adequate supplies in accordance with the requirements of § 430.19 of this regulation.

(6) The proposed withdrawal will not cause substantial, permanent adverse impact to the overlying environment.

(7) The owner or sponsor has adopted and will implement conservation and management programs as required by § 430.15 of this regulation.

(e) Protected area permits shall be approved or disapproved by the Executive Director with the concurrence of the Pennsylvania member of the Commission or his alternate.

§ 430.15 Conservation requirements.

The following conservation requirements shall apply to all existing, new or expanded ground water withdrawals for municipal, public, industrial or commercial water supply whose cumulative daily average withdrawal from one or more wells during any calendar month exceeds 10,000 gallons.

(a) Each person, firm, corporation or other entity withdrawing ground water within the Southeastern Pennsylvania Ground Water Protected Area for purposes of municipal or public water supply shall comply with the following conservation requirements:

(1) Water connections shall be metered, and water charges collected shall be based on metered usage.

(2) A water conservation program shall be initiated and diligently pursued within the service area of the municipal or public water supply. Such program shall include a program for leakage control providing for the monitoring, prevention and repair of significant leakage, and the provision of customer information relating to water-saving devices.

(3) Interconnections with adjacent water systems shall be considered to assure more reliable supplies of water during emergencies.

(4) A drought emergency plan specifying actions which would be taken to reduce demand and assure supplies to priority uses in the event of drought

conditions shall be prepared in cooperation with the municipalities in the service area. The plan shall be filed with the Commission.

(b) Each person, firm, corporation or other entity withdrawing ground water within the Southeastern Pennsylvania Ground Water Protected Area for purposes of industrial or commercial water supply shall comply with the following conservation requirements:

(1) Opportunities for water conservation shall be investigated and all feasible conservation measures shall be implemented at the earliest practicable time.

(2) Water uses shall be monitored, and a systematic process shall be adopted and implemented to provide for the detection and expeditious correction of leakage.

(3) A drought emergency plan specifying the actions to be taken to reduce demand in the event of drought conditions shall be prepared and filed with the Commission.

(c) Permits issued pursuant to these regulations shall be conditioned upon compliance with the requirements of this section.

§ 430.17 Registration of existing withdrawals.

(a) Existing users of ground water within the Southeastern Pennsylvania Ground Water Protected Area whose lawful use commenced prior to the effective date of this regulation, whose cumulative monthly average daily withdrawal from one or more wells exceeds 10,000 gallons and whose withdrawal has not previously been approved by DRBC, pursuant to § 3.8 of the Compact, shall, prior to July 1, 1981, register their use with the Pennsylvania Department of Environmental Resources acting as agent for the Commission. Registration is required as a condition for such existing users being eligible for the protection afforded by this regulation. Such registration shall include withdrawals from quarries that are not fed by surface streams.

(b) Registrations shall be filed on forms approved by the Executive Director of the Commission. Each registrant shall provide, without limitation thereto, the following:

(1) A description of the location, size and depth of each well and the pump facilities installed therein.

(2) The estimated quantity of water withdrawn from each well, or related group of wells, during each month of 1980.

(3) The purposes for which the water is withdrawn, its place of use, and the approximate quantity of water used for each purpose.

(4) The location and method of wastewater disposal and discharge.

(5) A registration fee of \$5 for each well.

§ 430.19 Protection of existing users.

(a) Protected area permits issued under this regulation for new or expanded withdrawals of ground water shall include conditions to protect the owners of existing wells in accordance with the provisions of this section.

(b) Any person, firm, corporation or other entity who commences a new or expanded withdrawal of ground water that is subject to the requirement of a protected area permit under this regulation shall provide mitigating measures if the withdrawal significantly affects or interferes with any existing well. Mitigation measures may consist of:

(1) Providing an alternative water supply, of adequate quantity and quality, to the effected well owner(s);

(2) Providing financial compensation to the affected well owner(s) sufficient to cover the costs of acquiring an alternative water supply of adequate quantity and quality; or

(3) Such other measures as the Commission shall determine to be just and equitable under the circumstances present in the case of any individual application.

§ 430.21 Technical determinations and procedures.

(a) The radius to be considered in assessing the potential impact of a proposed new or expanded ground water withdrawal, as required by § 430.11 and § 430.13 of this regulation shall be as follows:

Quantity of cumulative proposed withdrawal (gpd)	Radius from the proposed withdrawal to be considered (miles)
10,000 to 50,000	0.5
50,000 to 100,000	0.75
In excess of 100,000	1.0

(b) Ground water withdrawal limits, as defined in § 2.20.4 of the Water Code of the Delaware River Basin and § 430.9 of this regulation, shall be calculated on the basis of the average recharge rate to the basin, aquifer, or aquifer system during repetition of a period which includes the worst recorded drought.

(c) The requirement of (a) or (b) of this section may be modified or waived by the Executive Director or the Commission if an applicant adopts and implements a program for coordinated

use of ground and surface water, and the applicant demonstrates that operation of the coordinated program will be consistent with the policies contained in the Comprehensive Plan and the purposes of these regulations.

§ 430.23 Other permit requirements.

(a) Except to the extent provided in these regulations, registration of existing ground and surface water withdrawals and the issuance of withdrawal permits hereunder shall not create any private or proprietary rights in the water of the basin and the Commission reserves the right to amend, alter, or repeal these regulations and to amend, alter or rescind any actions taken hereunder in order to insure the proper control, use and management of the water resources of the basin.

(b) Neither the obligation to obtain a protected area permit under this regulation, nor the receipt thereof, shall relieve the sponsor of a new or expanded ground water withdrawal project of the obligation to obtain any other applicable permits required by federal, state or local government agencies.

(c) A new or expanded ground water withdrawal subject to the requirement of a protected area permit under this regulation shall not require any further approval by the Commission if the daily average withdrawal during any calendar month is less than 100,000 gallons. If the new or expanded withdrawal exceeds a daily average of 100,000 gallons during any calendar month, the project shall be subject to review and approval by the Commission pursuant to § 3.8 of the Delaware River Basin Compact, and the requirement of a protected area permit for such a project shall be in addition to other requirements of the Commission and its Rules of Practice and Procedure.

§ 430.25 Appeals.

Any person aggrieved by any action or decision of the Executive Director taken under these regulations shall be entitled upon timely filing of a request therefor, to a hearing in accordance with Article 6 of the Commission's Rules of Practice and Procedure.

§ 430.27 Sanctions: Civil and criminal.

(a) Any person, association, corporation, public or private entity who or which violates or attempts or conspires to violate any provision of this regulation, or any order, regulation or permit issued in furtherance thereof, shall be punishable as provided in § 14.17 of the Compact.

(b) General Counsel of the Commission may, in his discretion, request the appropriate law enforcement

officers of the Commonwealth of Pennsylvania to prosecute any or all violations of this regulation in accordance with the Compact and the laws of the Commonwealth, and for recovery of the fines fixed by § 14.17 of the Compact, in the name and on behalf of the Commission. The Commonwealth of Pennsylvania and its law enforcement officers are hereby requested pursuant to § 10.1 and § 11.5 of the Compact, to provide such technical, professional and administrative services as may be required for such enforcement.

(c) In addition to such penal sanctions as may be imposed pursuant to this section, any violation of this regulation shall be subject to such civil remedies by injunction and otherwise as provided by law.

§ 430.29 Duration.

The delineation and declaration of the Southeastern Pennsylvania Ground Water Protected Area made pursuant to this regulation, and the requirements established hereby, shall continue until terminated by specific action of the Commission.

§ 430.31 Amendments.

Upon request by any interested party, or on its own motion, the Commission may consider amendment of this regulation, and modify the geographic boundaries of the protected area, in accordance with Article 10 of the Compact.

W. Brinton Whittall,

Secretary.

[FR Doc. 80-48538 Filed 12-31-80; 8:45 am]

BILLING CODE 6360-01-M

DEPARTMENT OF HEALTH AND HUMAN SERVICES

Food and Drug Administration

21 CFR Part 178

[Docket Nos. 80F-0220 and 80F-0222]

Indirect Food Additives: Adjuvants, Production Aids, and Sanitizers; Tris (2,4-Di-Tert-Butylphenyl) Phosphite

AGENCY: Food and Drug Administration.

ACTION: Final rule.

SUMMARY: The Food and Drug Administration (FDA) amends the food additive regulations to provide for the safe use of tris(2,4-di-*tert*-butylphenyl) phosphite as an antioxidant and/or stabilizer for nylon resins, polycarbonate resins, polystyrene, rubber-modified polystyrene, and olefin polymers. This action is based on two

petitions filed by Ciba-Geigy Corp., Ardsley, NY 10502.

DATES: Effective January 2, 1981; objections by February 2, 1981.

ADDRESS: Written objections to the Dockets Management Branch (formerly the Hearing Clerk's office) (HFA-305), Food and Drug Administration, Rm. 4-62, 5600 Fishers Lane, Rockville, MD 20857.

FOR FURTHER INFORMATION CONTACT: Garnett R. Higginbotham, Bureau of Foods (HFF-334), Food and Drug Administration, 200 C St. SW., Washington, DC 20204, 202-472-5690.

SUPPLEMENTARY INFORMATION: In a notice published in the *Federal Register* of June 27, 1980 (45 FR 43473), FDA announced that a food additive petition (FAP 0B3485) had been filed by Ciba-Geigy Corp., Ardsley, NY 10502, proposing that § 178.2010 *Antioxidants and/or stabilizers for polymers* (21 CFR 178.2010) be amended to provide for the safe use of tris(2,4-di-*tert*-butylphenyl) phosphite as an antioxidant and/or stabilizer for nylon resins, polycarbonate resins, polystyrene and rubber-modified polystyrene.

In another notice published in the *Federal Register* of July 8, 1980 (45 FR 45961), FDA announced that a food additive petition (FAP 9B3477) had been filed by Ciba-Geigy Corp., Ardsley, NY 10502, proposing that § 178.2010 *Antioxidants and/or stabilizers for polymers* (21 CFR 178.2010) be amended to provide for the safe use of tris(2,4-di-*tert*-butylphenyl) phosphite as an antioxidant and/or stabilizer for olefin polymers.

Having evaluated data in the petitions and other relevant material, FDA concludes that the food additive regulations should be amended to provide for the use of tris(2,4-di-*tert*-butylphenyl) phosphite, as set forth below.

The agency has considered the potential environmental effects of this action and has concluded that the action will not have a significant impact on the human environment and that an environmental impact statement is not required. The agency's findings of no significant impact and its environmental assessment may be seen in the Dockets Management Branch (HFA-305), Food and Drug Administration, Rm. 4-62, 5600 Fishers Lane, Rockville, MD 20857, between 9 a.m. and 4 p.m., Monday through Friday.

Therefore, under the Federal Food, Drug, and Cosmetic Act (secs. 201(s), 409, 72 Stat. 1784-1788 as amended (21 U.S.C. 321(s), 348)) and under authority delegated to the Commissioner of Food and Drugs (21 CFR 5.1), Part 178 is

amended in § 178.2010(b) by adding five new limitations to the listing for the substance "Tris(2,4-di-*tert*-butylphenyl)phosphite," to read as follows:

§ 178.2010 Antioxidants and/or stabilizers for polymers.

Substances	Limitations
Tris(2,4-di- <i>tert</i> -butylphenyl)phosphite. (CAS Reg. No. 31570-04-4).	<p>(b) * * *</p> <p>For use only:</p> <ol style="list-style-type: none"> * * * At levels not to exceed 1 percent by weight of nylon resins complying with § 177.1500 of this chapter. <i>Provided</i>, That the finished polymer contacts food only under conditions of use E, F, and G described in table 2 of § 176.170(c) of this chapter. At levels not to exceed 0.3 percent by weight of polycarbonate resins complying with § 177.1580 of this chapter. <i>Provided</i>, That the finished polymer contacts food only under conditions of use E, F, and G described in table 2 of § 176.170(c) of this chapter. At levels not to exceed 0.2 percent by weight of polystyrene and rubber-modified polystyrene polymers complying with § 177.1640 of this chapter. <i>Provided</i>, That the finished polymer contacts food only under conditions of use E, F, and G described in table 2 of § 176.170(c) of this chapter. At levels not to exceed 0.25 percent by weight of olefin polymers complying with § 177.1520(c) of this chapter, item 1.1, 1.2, or 1.3. <i>Provided</i>, That the finished polymer contacts food only under conditions of use E, F, and G described in table 2 of § 176.170(c) of this chapter. At levels not to exceed 0.2 percent by weight of olefin polymers complying with § 177.1520(c) of this chapter, item 2.1, 2.2, 2.3, 3.1, 3.2, 3.3 or 4. <i>Provided</i>, That the finished polymer contacts food only under conditions of use E, F, and G described in table 2 of § 176.170(c) of this chapter.

Any person who will be adversely affected by the foregoing regulation may at any time on or before February 2, 1981, submit to the Dockets Management Branch (formerly the Hearing Clerk's office) (HFA-305), Food and Drug Administration, Rm. 4-62, 5600 Fishers Lane, Rockville, MD 20857, written objections thereto and may make a written request for a public hearing on

the stated objections. Each objection shall be separately numbered and each numbered objection shall specify with particularity the provision of the regulation to which objection is made. Each numbered objection on which a hearing is requested shall specifically so state; failure to request a hearing for any particular objection shall constitute a waiver of the right to a hearing on that objection. Each numbered objection for which a hearing is requested shall include a detailed description and analysis of the specific factual information intended to be presented in support of the objection in the event that a hearing is held; failure to include such a description and analysis for any particular objection shall constitute a waiver of the right to a hearing on the objection. Four copies of all documents shall be submitted and shall be identified with the docket number found in brackets in the heading of this regulation. Received objection may be seen in the office above between 9 a.m. and 4 p.m., Monday through Friday.

Effective date. This regulation shall become effective January 2, 1981.

(Secs. 201(s), 409, 72 Stat. 1784-1788 as amended (21 U.S.C. 321(s), 348))

Dated: December 19, 1980.

William F. Randolph,
Acting Associate Commissioner for
Regulatory Affairs.

[FR Doc. 80-40609 Filed 12-31-80; 8:45 am]

BILLING CODE 4110-03-M

21 CFR Part 203

[Docket No. 79N-0186]

Prescription Drug Products That Require Patient Package Inserts; Ampicillin and Phenytoin

AGENCY: Food and Drug Administration.
ACTION: Final rule.

SUMMARY: The Food and Drug Administration (FDA) amends its patient package insert regulations to list ampicillin and phenytoin as drugs that must be dispensed with patient package inserts. The ampicillin patient package insert applies to drug products containing amoxicillin, ampicillin, or hetacillin. Elsewhere in this issue of the *Federal Register*, FDA announces the availability of final guideline patient package inserts for ampicillin and phenytoin and applies the agency's patient package insert regulations to them.

EFFECTIVE DATE: July 1, 1981.

FOR FURTHER INFORMATION CONTACT: Stephen C. Groft, Bureau of Drugs (HFD-107), Food and Drug

Administration, 5600 Fishers Lane, Rockville, MD 20857, 301-443-4893.

SUPPLEMENTARY INFORMATION: In the *Federal Register* of September 12, 1980 (45 FR 60754), FDA adopted final regulations establishing requirements and procedures for the preparation and distribution of patient package inserts for prescription drugs for human use. The agency also published in that issue of the *Federal Register* (45 FR 60785) 10 draft guideline patient package inserts for the following drugs and drug classes: ampicillin, benzodiazepines, cimetidine, clofibrate, digoxin, methoxsalen, propoxyphene, phenytoin, thiazides, and warfarin. In the *Federal Register* of December 5, 1980 (45 FR 80740), FDA published a draft guideline patient package insert for Bendectin and the agency announced that it would remove warfarin and add Bendectin to the drugs and drug classes subject to the initial application of the patient package insert regulations.

Under § 203.30(a) (21 CFR 203.30(a)), FDA's patient package insert regulations apply to a drug or drug class 180 days after the agency publishes a notice in the *Federal Register* announcing the applicability of the requirements to the drug or to a drug class. In the *Federal Register* of November 25, 1980 (45 FR 78516), the agency announced the applicability of the regulations to cimetidine, clofibrate, and propoxyphene and published final guideline patient package inserts for those drugs. Elsewhere in this issue of the *Federal Register*, FDA is publishing a notice making available final guideline patient package inserts for ampicillin and phenytoin and applying the agency's patient package insert regulations to those drugs. Use of the guidelines by manufacturers, distributors, and dispensers constitutes compliance with the agency's patient package insert regulations governing the content of the inserts, except that certain items of information must be filled in by the person responsible for preparing the actual patient package inserts dispensed to patients. Use of the guideline patient package inserts is not required, however. This final rule amends § 203.31 (21 CFR 203.31) to list ampicillin and phenytoin as drugs that require patient package inserts and provides a permanent inventory in the Code of Federal Regulations to help persons who review the regulations determine to which drugs and drug classes they apply. The list contains the name of the drug or drug class and the effective date on which the patient package insert regulations apply to it. In the case of a drug class, the members of

the drug class are also identified in the list.

The patient package insert regulations apply to all dosage forms and to both single-entity and combination products, unless the notice under § 203.30(a) specifically limits the applicability of the regulations. The notice under § 203.30(a) for phenytoin, published elsewhere in this issue of the *Federal Register*, applies the regulations to all dosage forms of phenytoin except parenteral dosage forms.

Therefore, under the Federal Food, Drug, and Cosmetic Act (secs. 201, 502, 503, 505, 507, 701, 52 Stat. 1041 as amended, 1050-1053 as amended, 1055-1056 as amended, 55 Stat. 851, 59 Stat. 463 as amended (21 U.S.C. 321, 352, 353, 355, 357, 371)) and the Public Health Service Act (sec. 351, 58 Stat. 702 as amended (42 U.S.C. 262)) and under authority delegated to the Commissioner of Food and Drugs (21 CFR 5.1), Part 203 is amended in § 203.31, by revising the list therein to read as follows:

§ 203.31 Drugs which require patient package inserts.

Drug or drug class	Effective
Ampicillin	See ampicillin.
Ampicillin and related drugs (consisting of amoxicillin, ampicillin, and hetacillin).	July 1, 1981.
Cimetidine	May 25, 1981.
Clofibrate	Do.
Hetacillin	See ampicillin.
Phenytoin (except parenteral dosage forms)	July 1, 1981.
Propoxyphene	May 25, 1981.

Effective date. This regulation becomes effective July 1, 1981.

(Secs. 201, 502, 503, 505, 507, 701, 52 Stat. 1041 as amended, 1050-1053 as amended, 1055-1056 as amended, 55 Stat. 851, 59 Stat. 463 as amended (21 U.S.C. 321, 352, 353, 355, 357, 371); sec. 351, 58 Stat. 702 as amended (42 U.S.C. 262))

Dated: December 22, 1980.

Mark Novitch,
Acting Commissioner of Food and Drugs.

[FR Doc. 80-40584 Filed 12-31-80; 8:45 am]

BILLING CODE 4110-03-M

21 CFR Parts 203 and 431

[Docket No. 79N-0186]

Prescription Drug Products; Patient Package Insert Requirements

AGENCY: Food and Drug Administration.
ACTION: Final rule.

SUMMARY: The Food and Drug Administration (FDA) is amending its patient package insert regulations to make the distribution requirements for

patient package inserts for drug products in unit-of-use containers the same as the requirements for products in bulk containers. The agency is also amending its antibiotic drug regulations to permit manufacturers and distributors of antibiotics to make changes in labeling to comply with the patient package insert regulations without advance approval by FDA. This action will conform the requirements for implementing FDA's patient package insert regulations for antibiotics to the requirements currently applicable to the other drugs in the program.

DATES: Effective January 2, 1981; comments by March 3, 1981.

ADDRESS: Written comments to the Dockets Management Branch (formerly the Hearing Clerk's office) (HFA-305), Food and Drug Administration, Rm. 4-62, 5600 Fishers Lane, Rockville, MD 20857.

FOR FURTHER INFORMATION CONTACT: Michael C. McGrane, Bureau of Drugs (HFD-30), Food and Drug Administration, 5600 Fishers Lane, Rockville, MD 20857, 301-443-5220.

SUPPLEMENTARY INFORMATION: In the Federal Register of September 12, 1980 (45 FR 60754), FDA adopted final regulations establishing requirements and procedures for the preparation and distribution of patient package inserts for prescription drugs for human use. Included in the final rule was a requirement initially proposed on July 6, 1979 (44 FR 40016) that for drugs in unit-of-use containers the patient package insert must be provided in or with each package of the drug product that the manufacturer or distributor intends to be dispensed to a patient. Comments were not received on this specific issue and it was adopted as proposed. On November 24, 1980, the Pharmaceutical Manufacturers Association (PMA) met with FDA to discuss questions about the implementation of the agency's patient package insert regulations. Among the issues discussed at that meeting was a question about the distribution requirements for patient package inserts intended to be dispensed with products in unit-of-use containers. It was noted that the final regulations made several changes from the proposed requirement, providing greater flexibility to manufacturers and distributors to develop their own mechanisms for providing patient package inserts to distributors and dispensers for drug products in bulk containers. At the meeting, and in a followup letter to that meeting dated November 26, 1980, PMA asked that FDA amend § 203.24(a) (21 CFR 203.24(a)) to give manufacturers the same flexibility in the distribution of

inserts for unit-of-use products that the regulations permit for the distribution of inserts for drugs in bulk containers. (A copy of the minutes of the November 24 meeting and a copy of the PMA's November 26 letter have been placed on file in the office of FDA's Dockets Management Branch at the address given above.)

PMA suggested that a requirement that patient package inserts be distributed in or with unit-of-use containers is burdensome for the following reasons: (1) some current unit-of-use containers are too small to add a patient package insert, (2) a manufacturer may find it more practical and economical to establish a single system for providing distributors and dispensers with patient package inserts for products distributed both in bulk containers and in unit-of-use containers, and (3) requiring patient package inserts to be included in a unit-of-use container would limit manufacturers in the size of paper, size of print, and quality of paper they could use in preparing inserts.

FDA sees many benefits from its requirement that the patient package insert for a product already packaged in a unit-of-use container be incorporated in the container. For example, burdens on distributors and dispensers are greatly reduced, patients are virtually guaranteed to receive the proper package insert, and recalls of labeling are easier to perform. Nevertheless, on reconsideration of the issue, the agency is persuaded that the existing requirement may present unnecessary burdens in the distribution of unit-of-use products and that the flexibility provided in the regulations for distributing patient package inserts to distributors and dispensers of products in bulk containers should also be applied to drug products in unit-of-use containers. The agency is persuaded that manufacturers and distributors may be able to implement the patient package insert program at less cost if they are free to use other mechanisms than the physical combination of the insert and the unit-of-use package to meet their obligation to provide patient package inserts. Thus, the agency is amending its patient package insert regulations to establish the same obligations for manufacturers and distributors for products in both bulk and unit-of-use containers.

Approval of Antibiotic Labeling Changes

The PMA also noted at the meeting and in the letter described above that manufacturers of antibiotic drugs, such as ampicillin, are required to obtain prior approval from FDA of labeling

changes. The holder of an approved antibiotic Form 5 or 8 for a drug product for which a patient package insert is required must submit an amendment under § 431.16 (21 CFR 431.16) to provide for the patient package insert and to provide for a change in the bulk container label under § 203.24(a) to instruct the dispenser to provide a patient package insert to each patient to whom the drug is dispensed. PMA points out that § 431.16 does not provide for putting labeling changes into use prior to obtaining FDA approval, while § 203.30(c) (21 CFR 203.30(c)) states that the patient package insert may be put into use without advance approval by the agency. PMA asked that FDA either amend its regulations to eliminate the requirement for prior approval of these labeling changes or institute a system to ensure that approval can be obtained expeditiously.

The agency intended in adopting § 203.30(c) that drug manufacturers, including antibiotic drug manufacturers, not be burdened by a requirement for advance approval from FDA before implementing labeling changes required by the patient package insert regulation. Therefore, FDA is amending § 431.16 to conform it to § 203.30(c) by providing that changes in labeling of antibiotic drugs to comply with the agency's patient package insert regulations may be made without advance approval by the agency.

The agency has determined pursuant to 21 CFR 25.24(d)(13) (proposed December 11, 1979; 44 FR 71742) that this action is of a type that does not individually or cumulatively have a significant impact on the human environment. Therefore, neither an environmental assessment nor an environmental impact statement is required.

Therefore, under the Federal Food, Drug, and Cosmetic Act (secs. 201, 502, 503, 505, 507, 701, 52 Stat. 1041 as amended, 1050-1053 as amended, 1055-1056 as amended, 55 Stat. 851, 59 Stat. 463 as amended (21 U.S.C. 321, 352, 353, 355, 357, 371)) and the Public Health Service Act (sec. 351, 58 Stat. 702 as amended (42 U.S.C. 262)) and under authority delegated to the Commissioner of Food and Drugs (21 CFR 5.1), Parts 203 and 431 are amended as follows:

PART 203—PATIENT PACKAGE INSERTS FOR PRESCRIPTION DRUG PRODUCTS

1. In Part 203, § 203.24(a)(2) is revised to read as follows:

§ 203.24 Distribution and dispensing of patient package inserts.

(a) * * *

(2) For a drug product in a unit-of-use container, the manufacturer and distributor shall provide a patient package insert (i) in or with each package of the drug product that the manufacturer or distributor intends to be dispensed to a patient or; (ii) in accordance with paragraph (a)(1) of this section.

PART 431—CERTIFICATION OF ANTIBIOTIC DRUGS

2. In Part 431, § 431.16 is revised by redesignating existing paragraph (b) as new paragraph (c) and by adding a new paragraph (b) to read as follows:

§ 431.16 Changes in facilities or controls; changes in mailing or promotional pieces.

(b) Advance approval is not required to implement labeling changes under a patient package insert requirement under Part 203 of this chapter. However, the applicant shall submit specimens of the labeling when first used.

These amendments involve reconsideration of issues which were the subject of recent rulemaking, and implement conforming changes consistent with previously expressed agency intentions. Moreover, they do not impose additional duties or burdens on any person but instead relieve requirements and facilitate compliance with regulations requiring patient package inserts. Accordingly, the Food and Drug Administration finds that notice and public procedure and delayed effective date are unnecessary and not in the public interest, and that the amendments may become effective upon the date of publication in the *Federal Register*. However, interested persons may, on or before March 3, 1981, submit to the Dockets Management Branch (HFA-305), Food and Drug Administration, Rm. 4-62, 5600 Fishers Lane, Rockville, MD 20857, written comments on this final rule. Four copies of any comments are to be submitted, except that individuals may submit one copy. Comments are to be identified with the docket number found in brackets in the heading of this document. Received comments may be seen in the office above between 9 a.m. and 4 p.m., Monday through Friday.

Any person who will be adversely affected by the amendment of § 431.16 may file objections to it, request a hearing, and show reasonable grounds

for the hearing. Any person who decides to seek a hearing must file (1) on or before February 2, 1981, a written notice of participation and request for hearing, and (2) on or before March 3, 1981, the data, information, and analyses on which the person relies to justify a hearing, as specified in 21 CFR 430.20. A request for a hearing may not rest upon mere allegations or denials, but must set forth specific facts showing that there is a genuine and substantial issue of fact that requires a hearing. If it conclusively appears from the face of the data, information, and factual analyses in the request for a hearing that no genuine and substantial issue of fact precludes the action taken by this order, or if a request for hearing is not made in the required format or with the required analyses, the Commissioner of Food and Drugs will enter summary judgment against the person(s) who request(s) the hearing, making findings and conclusions and denying a hearing.

The procedures and requirements governing the amendment of § 431.16, a notice participation and request for hearing, a submission of data, information, and analyses to justify a hearing, other comments, and grant or denial of a hearing are contained in 21 CFR 430.20.

All submissions under this amendment must be filed in four copies, identified with the docket number appearing in the heading of this order and filed with the Dockets Management Branch (formerly the Hearing Clerk's office) (HFA-305), Food and Drug Administration, Rm. 4-62, 5600 Fishers Lane, Rockville, MD 20857.

Effective date. This regulation shall be effective January 2, 1981.

(Secs. 201, 502, 503, 505, 507, 701, 52 Stat. 1041 as amended, 1050-1053 as amended, 1055-1056 as amended, 55 Stat. 851, 59 Stat. 463 as amended (21 U.S.C. 321, 352, 353, 355, 357, 371); (sec. 351, 58 Stat. 702 as amended (42 U.S.C. 262)))

Dated: December 22, 1980.

Mark Novitch,

Acting Commissioner of Food and Drugs.

[FR Doc. 80-40583 Filed 12-31-80; 8:45 am]

BILLING CODE 4110-03-M

21 CFR Part 522

Implantation or Injectable Dosage Form New Animal Drugs Not Subject to Certification; Oxytetracycline Hydrochloride Injection

AGENCY: Food and Drug Administration.

ACTION: Final rule.

SUMMARY: The Food and Drug Administration (FDA) amends the

animal drug regulations to reflect approval of a supplemental new animal drug application (NADA) filed by Diamond Shamrock Corp. providing for safe and effective use of a 100-milligram-per-milliliter (mg/ml) oxytetracycline (as oxytetracycline hydrochloride or OTC HCl) injection for treating certain infections of swine.

EFFECTIVE DATE: January 2, 1981.

FOR FURTHER INFORMATION CONTACT:

Richard A. Carnevale, Bureau of Veterinary Medicine (HFV-125), Food and Drug Administration, 5600 Fishers Lane, Rockville, MD 20857, 301-443-1788.

SUPPLEMENTARY INFORMATION: Diamond Shamrock Corp., 1100 Superior Ave., Cleveland, OH 44114, filed a supplemental NADA (97-452) providing for use of a 100 mg/ml OTC HCl injection in swine for treating bacterial enteritis, pneumonia, and leptospirosis. The firm currently holds approval for use of this product in sows as an aid in controlling infectious enteritis in suckling pigs and in cattle for treating pneumonia and shipping fever complex.

Several OTC HCl injectable preparations manufactured by Pfizer, Inc., were subjects of a review by a National Academy of Sciences/National Research Council (NAS/NRC), Drug Efficacy Study Group. The evaluation was published in the *Federal Register* of July 21, 1970 (35 FR 11646). In that document, the NAS/NRC and FDA concluded that the preparations were probably effective for treating infections in cattle, sheep, swine, horses, cats, dogs, chickens, and turkeys caused by pathogens sensitive to OTC HCl. Holders of NADA's were provided 6 months to submit revised labeling that reflected the NAS/NRC evaluation or adequate documentation in support of the labeling used.

Pfizer responded to the evaluation notice by submitting a supplemental NADA (8-789) that revised the labeling for safe and effective use of injections containing 50 mg/ml of OTC HCl for treating cattle, swine, and poultry. The supplemental application was approved by a regulation published in the *Federal Register* of September 18, 1974 (39 FR 33509). The regulation reflecting this approval amended 21 CFR 135b.65 (recodified as 21 CFR 522.1662a) by adding new paragraph (d). This regulation contains provisions for intramuscular use of the drug in swine at 3 to 5 milligrams per pound (mg/lb) of body weight per day for treating bacterial enteritis (scours, colibacillosis) caused by *Escherichia coli*, pneumonia caused by *Pasteurella multocida*, and

leptospirosis caused by *Leptospira pomona*.

Diamond Shamrock submitted bioequivalency (cross-over blood level) studies justifying agency approval of use of its product in swine based on a showing of biocomparability between Pfizer's 50 mg/ml OTC HCl injection and Diamond Shamrock's 100 mg/ml OTC HCl injection. The conditions of use are identical to those approved for the Pfizer product. Accordingly, the regulations are amended to add provisions for use of the Diamond Shamrock product in swine.

This approval poses no increased human risk from exposure to oxytetracycline residues because the number of food-producing animals receiving medication will not significantly increase since the product will likely be used in place of another proprietary oxytetracycline injectable currently approved for the same claims. The drug is already regulated at the requested final use level (3 to 5 mg/lb of body weight). Accordingly, under the Bureau of Veterinary Medicine's supplemental approval policy (42 FR 64367; December 23, 1977), this approval did not require reevaluation of the human safety data supporting the parent application.

In accordance with the freedom of information provisions of Part 20 (21 CFR Part 20) and § 514.11(e)(2)(ii) (21 CFR 514.11(e)(2)(ii)), a summary of safety and effectiveness data and information submitted to support approval of this application may be seen in the Dockets Management Branch (formerly the Hearing Clerk's office) [HFA-305], Food and Drug Administration, Rm. 4-62, 5600 Fishers Lane, Rockville, MD 20857, from 9 a.m. to 4 p.m., Monday through Friday.

The agency has determined pursuant to 21 CFR 25.24(d)(1)(i) (proposed December 11, 1979; 44 FR 71742) that this action is of a type that does not individually or cumulatively have a significant impact on the human environment. Therefore, neither an environmental assessment nor an environmental impact statement is required.

Therefore, under the Federal Food, Drug, and Cosmetic Act (sec. 512(i), 82 Stat. 347 (21 U.S.C. 360b(i))) and under authority delegated to the Commissioner of Food and Drugs (21 CFR 5.1) and redelegated to the Bureau of Veterinary Medicine (21 CFR 5.83), Part 522 is amended in § 522.1662a by revising

paragraph (g)(3)(ii) to read as follows:

§ 522.1662a Oxytetracycline hydrochloride injection.

(g) * * *

(3) * * *

(ii) *Swine*—(a) *Amount*. 3 to 5 milligrams of oxytetracycline per pound of body weight per day. Sows: Administer once 3 milligrams of oxytetracycline per pound of body weight, approximately 8 hours before farrowing or immediately after completion of farrowing.

(b) *Indications for use*. For treatment of bacterial enteritis (scours, colibacillosis) caused by *Escherichia coli*, pneumonia caused by *Pasteurella multocida*, and leptospirosis caused by *Leptospira pomona*. Sows: As an aid in control of infectious enteritis (baby pig scours, colibacillosis) in suckling pigs caused by *Escherichia coli*.

(c) *Limitations*. Administer intramuscularly. If no improvement is noted within 24 hours, consult a veterinarian. Do not inject more than 5 milliliters per site. Discontinue treatment at least 20 days prior to slaughter.

Effective date. This regulation is effective January 2, 1981.

(Sec. 512(i), 82 Stat. 347 (21 U.S.C. 360b(i)))

Dated: December 18, 1980.

Gerald B. Guest,

Acting Director, Bureau of Veterinary Medicine.

[FR Doc. 80-40610 Filed 12-31-80; 8:45 am]

BILLING CODE 4110-03-M

21 CFR Part 558

Antibiotic, Nitrofurantoin, and Sulfonamide Drugs in the Feed of Animals

AGENCY: Food and Drug Administration

ACTION: Final rule.

SUMMARY: The Food and Drug Administration (FDA) amends the animal drug regulations to provide for the interim marketing of nitarsone in combination with bacitracin zinc in turkey feeds. The sponsors, A.L. Laboratories, Inc., International Minerals & Chemical Corp., and Salsbury Laboratories, requested that the agency amend the regulations to provide for the interim use of this combination.

EFFECTIVE DATE: March 26, 1976.

FOR FURTHER INFORMATION CONTACT: David P. Ducharme, Bureau of Veterinary Medicine (HFV-140), Food and Drug Administration, 5600 Fishers Lane, Rockville, MD 20857, 301-443-2280.

SUPPLEMENTARY INFORMATION: In a notice published in the Federal Register of August 6, 1974 (corrected September 27, 1974), the agency proposed to amend 21 CFR 135.109 (recodified 21 CFR 558.15) by listing those drug sponsors and drug premixes and combinations for which the sponsors provided commitments to comply with the requirements of the regulation. The final rule was published in the Federal Register of February 25, 1976 and became effective on March 26, 1976. Salsbury Laboratories, Charles City, IA 50616, responded by submitting a commitment to generate the required safety and efficacy data for nitarsone and bacitracin zinc in turkey feeds. Such commitments are required for interim marketing of the drug combinations until such time as the agency made a determination of sufficiency of the submitted material. In the proposed rule and in the final rule the agency failed to reflect that this firm had submitted a commitment and should be permitted interim marketing of the combination drug product. The firm had not informed the agency of the omission until International Minerals & Chemicals' letter of March 4, 1980. The agency reviewed its records and confirmed that Salsbury Laboratories, in their letter of April 6, 1972, submitted test protocols for nitarsone with bacitracin zinc, which the Bureau responded to on April 28, 1972. As a result of this submission, 21 CFR 558.15(g)(2) should have included approval for interim use for this combination drug. The agency now amends the regulations to provide for approval of interim use of the combination.

Therefore, under the Federal Food, Drug, and Cosmetic Act (sec. 512(i), 82 Stat. 347 (21 U.S.C. 360b(i))) and under authority delegated to the Commissioner of Food and Drugs (21 CFR 5.1), § 558.15(g)(2) is amended in the table by adding an additional combination to read as follows:

§ 558.15 Antibiotic, nitrofurantoin, and sulfonamide drugs in the feed of animals.

(g) * * *

(2) * * *

Drug sponsor	Drug premix	Species	Use levels	Indications for use
Salsbury Laboratories	Nilarson and bacitracin zinc	Turkeys	0.01875 percent (4 to 50 g/ton)	As an aid in the prevention of black head. To increase rate of weight gain and improve feed efficiency.

Effective date: March 26, 1976.

(Sec. 512(i), 82 Stat. 347 (21 U.S.C. 360(b)(1)))

Dated: December 19, 1980

William F. Randolph,
Acting Associate Commissioner for
Regulatory Affairs.

[FR Doc. 80-40787 Filed 12-31-80; 8:45 am]

BILLING CODE 4110-03-M

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

23 CFR Part 1217

[Docket No. 79-11, Notice 5]

Highway Safety Innovative Project Grants Program; Correction

AGENCY: National Highway Traffic Safety Administration (NHTSA), Department of Transportation.

ACTION: Final rule; correction.

SUMMARY: This document corrects a rule on the highway safety innovative project grants program which was published on December 22, 1980 (45 FR 84037).

FOR FURTHER INFORMATION CONTACT: Charles F. Livingston, Office of Traffic Safety Programs, 400 Seventh Street SW., Washington, D.C. 20590, (202) 426-0837.

In the *Federal Register* (Vol. 45, No. 247) from Monday, December 22, 1980, p. 84038, FR Doc. 80-39792, Section 1217.6 "Project review procedure," paragraph (a) should read as follows:

(a) The agency shall review each preapplication to determine which ones warrant further development. The agency shall notify each preapplicant of its determination within 45 days of its receipt of the preapplication. The agency shall request detailed proposals that clarify and amplify the preapplications from those applicants whose projects were determined to warrant further development.

Joan Claybrook,

Administrator, National Highway Traffic Safety Administration.

[FR Doc. 80-40800 Filed 12-29-80; 3:40 pm]

BILLING CODE 4910-59-M

Federal Highway Administration

23 CFR Ch. I

[FHWA Docket No. 80-25]

Maximum Width of Trucks on the Interstate Highway System; Notice of Interpretation and Solicitation of Comments

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of interpretation of the maximum width of trucks on the Interstate System.

SUMMARY: Notice is given that the FHWA is interpreting the maximum width provision which may not be exceeded on the Interstate System pursuant to 23 U.S.C. 127 and which must be enforced by the States pursuant to 23 U.S.C. 141. The FHWA solicits comments on the interpretation of the statute as it relates to the inclusion of safety devices.

DATES: This interpretation will take effect upon expiration of a 30-day public comment period. Comments must be received on or before February 2, 1981.

ADDRESS: FHWA Docket No. 80-25, Federal Highway Administration, HCC-10, Room 4205, 400 Seventh Street, SW., Washington, D.C. 20590. All comments received will be available for examination at the above address between 7:45 a.m. and 4:15 p.m., ET, Monday through Friday. Those desiring notification of receipt of comments must include a self-addressed, stamped postcard.

FOR FURTHER INFORMATION CONTACT: Mr. David C. Oliver, Attorney-Advisor, Motor Carrier and Highway Safety Law Division, Office of the Chief Counsel, (202) 426-0825. Office hours are from 7:15 a.m. to 3:45 p.m. ET, Monday through Friday.

SUPPLEMENTARY INFORMATION: The FHWA continues to receive inquiries from industry sources, State enforcement agencies, and the public in general concerning the application of the maximum vehicle width provision for vehicles using the Interstate System of Highways. Section 127 provides that the maximum width of vehicles using the Interstate System of Highways cannot exceed 96 inches, unless a wider width was authorized by State law or

regulation as of July 1, 1956. In the case of buses, widths of up to 102 inches are permitted on lanes 12 feet or more wide. The States are required to certify to the Secretary of Transportation on an annual basis that vehicles using the Interstate System are in compliance with 23 U.S.C. 127, and that the State is enforcing these provisions in accordance with 23 U.S.C. 141. There is no definition of width provided in section 127, nor does the legislative history add any definitive direction on the question of appendages or safety devices.

The maximum width limitation has remained unchanged in the law since 1956. It originated in the 1946 "Recommended Policy on Maximum Dimensions and Weights of Motor Vehicles To Be Operated Over The Highways of the United States" issued by the American Association of State Highway and Transportation Officials (AASHTO), which in turn incorporated the width limitations which had been standard for some time. The definition of width as provided in the AASHTO policy states:

Width: The total outside transverse dimension of a vehicle including any load or load-holding devices thereon, but excluding approved safety devices and tire bulge due to load.

Vehicle unit width is important and the Congress has determined that it needs to be controlled simply because of the safety aspects of the available lane width which a vehicle occupies. Presuming a lane width of at least 10 feet, and more likely 12 feet on the Interstate System, a 96-inch wide vehicle will have up to 4 feet separating it from a similar vehicle in the next lane. There will be considerably more distance if the other vehicle is a passenger car.

The AASHTO policy itself has been modified since 1956 to recommend a maximum vehicle width of 102 inches. The AASHTO policy constitutes a guide to State highway officials and industry sources and it is of significant interest that the recommendation of 102 inches for vehicle width includes the Interstate System, notwithstanding the fact that the Congress has not yet acted to modify section 127. The AASHTO policy does recommend that the Congress continue to set ceilings on vehicle size as provided in section 127, incorporating the maximum recommended by the AASHTO. In this respect, the intent statement of the AASHTO policy is important as it states that the operative intent of the AASHTO recommendations are, *inter alia*:

(a) Absolute maximum limits which are inclusive of all enforcement, weighing, scale, or other tolerances * * *

Definitional problems with "width" have arisen in the past as a result of technological developments in the industry, the modification of the AASHTO's policy, and action at the State legislative level reflecting these developments.

The limitations enacted by the Congress in 1956 were to have been temporary pending the conclusion of a study and recommendations by the Department of Commerce (which had jurisdiction over these matters prior to the creation of the Department of Transportation). This study was published in 1964 as House Document No. 354, "Maximum Desirable Dimensions and Weights of Vehicles Operated On The Federal-Aid Systems," and furnished the basis for amending the law in the Federal-Aid Highway Amendments of 1974. Early interpretations of the Federal Highway Administration were designed to preserve the status quo pending further action by the Congress and, as a result, inadvertently froze State limitations into the exact pattern in existence on July 1, 1956. Thus, the maximum width limitation was considered inclusive on all devices, unless a State had a "grandfather right" or pre-July 1, 1956, legalization of any other width.

Almost three-fourths of the States did have such rights applicable to buses and trucks, to vehicles and loads, to safety devices, load-bearing devices, and to other exemptions on a commodity or industry basis. Some States allowed all vehicles up to 102 inches, others established relations between vehicle widths and minimum highway widths. States specifically provided for wider widths for forest products, agricultural implements and products, concrete pipe, and vehicles which occasionally use the highway, such as firefighting, construction, drilling, snow removal, and other specialized equipment. Some States excluded pneumatic tires while others defined width as the overall distance across the vehicle body, load, or axles.

These latter administrative exceptions usually permitted safety devices such as tire chains, rearview mirrors, clearance lights, and turn signals. At the same time, these exceptions were often wide enough to permit mudflaps, door handles, and miscellaneous devices as weevil pin holders to exceed general width limitations.

The strict construction viewpoint held by the FHWA, when considered together with the patchwork of

exceptions discussed above, has led to anomalous effects: stretched to absurdity it is possible that a truck traversing several States can encounter a situation wherein door handles are safe but door latches are not; a hinge is safe, but a lifting cable is unsafe; a chain binder is safe, but a cable hook is unsafe. It is conceivable that none of these devices will extend any more than 3 inches on each side of the vehicle.

The equipage with which a modern vehicle can be manufactured is numerically difficult to limit by definition. Door handles, hinges, cable cinches, chain binders, drip rails, awning rails, drip caps, rub rails, grab rails, electrical receptacles, bumper guards, window louvers, window frames, exhaust fans, lifting eyes, lifting cables, cable hooks, door latches, hinged unloading doors, and portable beds are all commercially necessary items which may be added to the list already discussed above. Many of these appendages have a useful safety purpose.

A great deal of confusion has resulted from application of a strict construction approach to safety devices. For example, a recent question has arisen in Wyoming as a result of increased oil-drilling in the Rocky Mountain basin. Vehicles are being equipped with "pin-pockets" which are adduced as having safety functions. As the pin-pockets extend beyond the 96-inch width limit of § 127, the State of Wyoming was informed of a violation. Some of the misunderstanding arose over the interpretation of a safety device. The industry appeared to believe that the violation occurred because a pin-pocket was deemed to be a load-holding device as opposed to a safety device and that chains, for example, were legitimate safety devices which were suggested in lieu of pin-pockets. This is not the case. Under the prior strict construction approach of the FHWA, it did not matter if an appendage was a safety device or a load-bearing device. The sole criterion of acceptability was whether it was permitted by law or regulation in the State as of July 1, 1956. If the appendage was not permitted at that time, it would not be consonant with § 127 today.

The Congress has not changed the law with respect to the basic width maximum of 96 inches. Accordingly, we can make no administrative changes which would permit wider vehicles to use the Interstate Highway System. Thus, no basic vehicle configuration or vehicle load can exceed 96 inches. This is pertinent in the case of certain kinds of standardized shipments such as building panels and containers.

However, there is no rational reason for maintaining a strict construction approach on the question of legitimate safety appendages, as in view of the continuing nature of the width limitation, a restriction on safety appendages creates a situation inimical to the basic purpose of the law, which is, of course, to promote highway safety.

Based on the foregoing considerations, the FHWA is interpreting § 127 to require that unless specifically excepted on July 1, 1956, vehicles shall not exceed a maximum vehicle width of 96 inches exclusive of all safety appendages, and that such safety appendages when affixed to any vehicle using the Interstate System may not extend the overall maximum width beyond 102 inches (or 108 inches in the case of buses).

At the same time, the FHWA will institute research into the number and types of appendages in use as safety devices and the incidence of problems. Pending the conclusion of such research, each State may continue to make the determination of what is a legitimate safety device or appendage for the purposes of enforcement and certification pursuant to 23 U.S.C. § 141.

Issued on: December 29, 1980.

John S. Hassell, Jr.,

Federal Highway Administrator.

[FR Doc. 80-40642 Filed 12-31-80; 8:45 am]

BILLING CODE 4910-22-M

DEPARTMENT OF THE INTERIOR

Bureau of Indian Affairs

25 CFR Part 256

Off-Reservation Treaty Fishing; Great Lakes and Connecting Waters in Michigan Ceded in Treaty of 1836

AGENCY: Department of the Interior.

ACTION: Amendment to amended interim rule.

SUMMARY: The Interior Department's current amended interim rule governing treaty fishing in Michigan waters of the Great Lakes expires on January 1, 1981. In order to implement the treaty fishing right and to provide for the conservation of the fish resource during the winter fishing months, this amendment extends the period of effectiveness of the amended interim rule to May 11, 1981. The Secretary has determined that promulgation of this amendment to the amended interim rule is necessary on an emergency basis in order to implement the treaty right, preserve the fish resource, and maintain law and order in the exploitation of the resource. By so

extending the period of effectiveness of the amended interim rule, this amendment preserves the status quo pending the beginning of the 1981 fishing season. It is currently anticipated that regulations governing treaty fishing in the Michigan waters of the Great Lakes during the 1981 fishing season will be published in April, 1981.

EFFECTIVE DATE: This amendment to the amended interim rule is effective on December 31, 1980 and expires May 11, 1981.

FOR FURTHER INFORMATION CONTACT: Robin A. Friedman, Attorney-Advisor, Department of the Interior, Division of Indian Affairs, 18th and C. Sts. NW., Washington, D.C. 20240, (202) 343-8526.

SUPPLEMENTARY INFORMATION: The Department of the Interior is responsible for the supervision and management of Indian affairs under 43 U.S.C. Section 1457, 25 U.S.C. §§ 2, 9 and the Reorganization Plan No. 3 of 1950 (64 Stat. 1262), including the protection and implementation of federally reserved treaty fishing rights. The Bay Mills Indian Community, the Sault Ste. Marie Tribe of Chippewa Indians, and the Grand Traverse Band of Ottawa and Chippewa Indians have off-reservation fishery rights secured by the Treaty of March 28, 1836, 7 Stat. 491, as affirmed in *People v. LeBlanc*, 399 Mich. 31, 248 N.W. 2d 199 (1976) and *United States v. Michigan*, 471 F. Supp. 192 (W.D. Mich. 1979). The fishery rights include the right to take fish for commercial purposes in the Great Lakes and connecting waters ceded by the tribes in that treaty. This area includes the Michigan waters of Lake Michigan east of Escanada and north of the mouth of the Grand River, of Lake Huron north of Alpena, and the entire St. Mary's River system.

After the decision of the United States District Court in *United States v. Michigan*, 471 F. Supp. 192, the Interior Department and the tribes entered into a Memorandum of Understanding which clarified mutual regulatory responsibilities. The Interior Department then promulgated on November 15, 1979 an Interim Rule governing treaty fishing in Michigan (44 Fed. Reg. 65747). The Department published an amended interim rule on April 28, 1980 (45 Fed. Reg. 28100). After the publication of the interim rule and the amended interim rule, the Department solicited comments and received many in both instances. In addition, the Department held public hearings on the interim rule on February 20 and 22, 1980 in Sault Ste. Marie and Lansing, Michigan.

In *United States v. Michigan*, 623 F.2d 448 (6th Cir. 1980) the Sixth Circuit remanded the case to the district court

for a decision on the preemptive effect of the Interior Department regulations. That issue remains pending before the district court.

Because this amendment to the amended interim rule simply maintains the status quo pending the anticipated promulgation of regulations for the 1981 fishing season in April 1981, the Department will not at this time discuss the many comments it has already received or solicit additional comments. In this regard, it should be noted that this amendment does not increase the total allowable catches (TACS) of the various species of fish provided for in the April 28, 1980 amended interim rule; these TACS remain in effect. The comments which have been received will be fully considered and discussed upon promulgation of the regulations for the 1981 fishing season in April 1981.

The Department prepared an environmental assessment for the November 15, 1979 interim rule which concluded that the interim rule did not constitute major federal action which would significantly affect the quality of the human environment within the meaning of section 102 (2) (3) of the National Environmental Policy Act of 1969. Subsequently, the Department determined that the April 28, 1980 amended interim rule did not substantially change the November 15, 1979 interim rule and that the environmental assessment remained in effect. This amendment to the amended interim rule does not increase the total allowable catch figures established in the April 28, 1980 amended interim rule; instead it simply extends the period of applicability of the rule through a period of reduced fishing activity in the winter months. Thus, the Department has determined that the environmental assessment now in effect remains applicable to this amendment. A new environmental study will be conducted prior to the promulgation of the regulations for the 1981 fishing season in April, 1981.

The Department has also determined that this document is not a significant rule and does not require a regulatory analysis under Executive Order 12044 and 43 CFR Part 14.

The primary author of this document is—Hans Walker, Associate Solicitor, Division of Indian Affairs, Department of the Interior, 18th and C Sts., NW., Washington, D.C. 20240.

EFFECTIVE DATE: This rule takes effect on December 31, 1980.

25 CFR Part 256 Subpart D is amended as follows:

PART 256—SUBPART D [AMENDED]

1. The authority citation for Subpart D reads as follows:

Authority: 25 U.S.C. §§ 2, 9; 43 U.S.C. 1457; Reorganization Plan No. 3 of 1950 (64 Stat. 1262); Treaty of March 29, 1836 (7 Stat. 491); and 25 CFR Part 256, Subpart A.

2. In Part 256 Subpart D, § 256.50 is revised to read as follows:

§ 256.50 Term of regulations.

The regulations in this subpart take effect on April 23, 1980 and expire on May 11, 1981.

Dated: December 30, 1980.

Cecil D. Andrus,

Secretary.

[FR Doc. 80-40820 Filed 12-30-80; 11:35 am]

BILLING CODE 4310-17-M

DEPARTMENT OF LABOR

Office of the Secretary

29 CFR Part 2

General Regulations; Rulemaking

AGENCY: Office of the Secretary, Labor.

ACTION: Final rule.

SUMMARY: This document rescinds the regulation waiving the exemption to the Administrative Procedure Act (5 U.S.C. 553) for rules relating to public property, loans, grants, benefits or contracts as it pertains to the information-gathering procedures of the Bureau of Labor Statistics. This amendment is necessary due to confusion that has arisen concerning applicability of APA requirements to certain information-gathering procedures which have not heretofore been regarded by the Department as "rules". This will allow the Department to utilize the exemption provided by Congress for information-gathering procedures of the Bureau of Labor Statistics.

EFFECTIVE DATE: February 2, 1981.

FOR FURTHER INFORMATION CONTACT: Sofia P. Petters, Counsel for Administrative Legal Services, Office of the Solicitor, U.S. Department of Labor, Room N2464, 200 Constitution Avenue, N.W., Washington, D.C. 20210. Telephone: 202-523-6807.

SUPPLEMENTARY INFORMATION: On November 21, 1980, a Notice of Proposed Rulemaking was published in this publication (45 FR 77047) which revoked in part the waiver of the exemption from rulemaking requirements of the Administrative Procedure Act (5 U.S.C. 553) for matters relating to public property, loans, grants, benefits or

contracts in order to assure that information-gathering procedures like those used by the Bureau of Labor Statistics are not subject to APA rulemaking requirements. Pursuant to a recommendation of the Administrative Conference of the United States, the Secretary of Labor waived his entitlement to the exemption. However, the U.S. Court of Appeals for the D.C. Circuit has recently held that methodology developed by the Bureau of Labor Statistics to establish unemployment figures used for allotment of funds under Title VI of the Comprehensive Employment and Training Act are "rules" which must be promulgated pursuant to APA notice and comment procedures. *Batterton v. Marshall*, No. 78-1414 (August 28, 1980). The Court of Appeals' decision makes clear, however, that such methodology would ordinarily be exempt from APA procedures as a matter relating to public benefits, under 5 U.S.C. 553(a)(2).

The Department's position has been that information-gathering procedures are not rules within the meaning of the APA, but rather investigatory functions not subject to APA requirements. Had the Department anticipated that such procedures could be deemed "rules" subject to APA notice and comment requirements, it would not have waived its right to invoke the exemption for information gathering relating to "public property, loans, grants, benefits, or contracts." The Department's concern is for the Bureau of Labor Statistics. The Bureau's statutory role is to accumulate information on labor-related subjects for use of the Congress, other government agencies, and the public. The Bureau's information-gathering activities are statistical in nature and are conducted on the basis of scientific principles. To subject purely statistical decisionmaking to procedures required for review of policy decisions under the Administrative Procedure Act might subject BLS methodology to nonstatistical policy influences. It is essential to avoid equating statistical and policy decisions.

The Secretary has therefore determined that it is necessary to amend the existing regulation and reclaim the right to invoke the 5 U.S.C. 553(a)(2) exemption insofar as it covers the Bureau's information-gathering procedures. The Department does not intend to invoke the exemption for any other matters "relating to public property, loans, grants, benefits, or contract," but will continue its practice of using APA notice and comment procedures for any such matters other than data collection procedures.

The Department received no comments during the comment period and the regulation is being published with no changes from the proposed rule.

The Department of Labor has determined that this document is not a "major regulation" that requires preparation of a regulatory analysis under Executive Order 12044 and the Department's guidelines published at 44 FR 5570 (January 26, 1979).

Accordingly, the Department of Labor hereby amends Part 2, Subtitle A of Title 29, Code of Federal Regulations, as set forth below.

PART 2—GENERAL REGULATIONS

1. The authority citation for Part 2 reads as follows:

Authority: 5 U.S.C. 301 and 5 U.S.C. 552-556, unless otherwise noted.

2. Section 2.7 is revised to read as follows:

§ 2.7 Rulemaking.

It is the policy of the Secretary of Labor, that in applying the rulemaking provisions of the Administrative Procedure Act (5 U.S.C. § 553), the exemption therein for matters relating to public property, loans, grants, benefits or contracts shall not be relied upon as a reason for not complying with the notice and public participation requirements thereof except for all information-gathering procedures adopted by the Bureau of Labor Statistics.

Signed at Washington, D.C. this 29th day of December, 1980.

Ray Marshall,
Secretary of Labor.

[FR Doc. 80-40821 Filed 12-31-80; 8:45 am]
BILLING CODE 4510-23-M

POSTAL SERVICE

39 CFR Part 111

Third-Class Carrier Route Presort; Extension of Time

AGENCY: Postal Service.

ACTION: Extension of time for compliance with certain endorsement regulations in the final rule.

SUMMARY: Implementing regulations for the third-class carrier route presort level rate were set forth as a final rule on December 2, 1980 (45 FR 79804) (corrections at 45 FR 81563). The effective date of the final rule was December 2, 1980, except that mailers were given until January 1, 1981, to show the abbreviation *CAR-RT* contained in the interim rules rather than *CAR-RT SORT*, contained in section 662.3 of the

final rule. Mailers were also given until January 1, 1981, to present mailings which do not contain the *Bulk Rate* endorsement in addition to the *Carrier Route Presort* endorsement (section 662.2 of the final rule). Mailers have indicated they need additional time to use mailing pieces which have been prepared or are in the process of being prepared that do not meet these provisions of sections 662.2 and 662.3 of the final rule. It has also been brought to our attention that many mailers have pieces prepared which show the abbreviation *CAR-RT Presort*. Accordingly, until July 1, 1981, mailers may show the abbreviation *CAR-RT* or *CAR-RT Presort* rather than *CAR-RT SORT* contained in section 662.3 of the final rule. Likewise, mailings which do not contain the *Bulk Rate* endorsement in addition to the *Carrier Route Presort* endorsement (section 662.2 of the final rule) will be accepted until July 1, 1981.

EFFECTIVE DATE: The time for compliance with the aforementioned endorsement regulation has been extended from January 1, 1981 to July 1, 1981.

FOR FURTHER INFORMATION CONTACT: Lynn M. Martin, (202) 245-4353.

(39 U.S.C. 401(2), 404(2))

W. Allen Sanders,
Associate General Counsel, General Law and Administration.

[FR Doc. 80-40624 Filed 12-31-80; 8:45 am]

BILLING CODE 7710-12-M

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 52

[A-10-FRL 1709-4]

Revision to Oregon Implementation Plan

AGENCY: Environmental Protection Agency (EPA).

ACTION: Final rule.

SUMMARY: By this Notice, EPA today announces its approval of portions of the State Implementation Plan (SIP) for Oregon which were received by EPA on July 26, 1980. These SIP elements consist of the Oregon Department of Environmental Quality (DEQ) operating rules for their vehicle inspection and maintenance (I/M) program. The Oregon I/M rules were submitted and are approved to meet the requirements of Part D (plan requirements for nonattainment areas) of the Clean Air Act (hereinafter referred to as the Act), as amended in August 1977.

DATE: January 2, 1981.

ADDRESSES: Copies of the related material for this revision may be examined during normal business hours at the following locations:

The Office of the Federal Register, 1100 L Street, NW., Room 8401, Washington, D.C.
 Central Docket Section (10A-79-2), West Tower Lobby, Gallery I, Environmental Protection Agency, 401 M Street SW., Washington, D.C. 20460
 Air Programs Branch, Environmental Protection Agency, Region 10, 1200 Sixth Avenue, Seattle, Washington 98101

FOR FURTHER INFORMATION CONTACT: Michael Gearheard, Air Programs Branch, Environmental Protection Agency, 1200 Sixth Avenue M/S 625, Seattle, Washington 98101, Telephone No.: (206) 442-1226, FTS: 399-1226.

SUPPLEMENTARY INFORMATION: On June 24, 1980, EPA published in the *Federal Register* (45 FR 42265) Final Rulemaking on Part D revisions to the Oregon SIP. As part of that action, EPA approved the ongoing Portland I/M program on the condition that Oregon DEQ submit adequate operating regulations for this program by July 15, 1980. DEQ responded on July 26, 1980 by submitting (1) copies of those sections of the Oregon Administrative Rules, Chapter 340, that apply to their I/M program and (2) documentation that the rules were adopted in accordance with the requirements of 40 CFR 51.4. The subject regulations are OAR 340-24-300 through 340-24-350.

On October 14, 1980, EPA proposed in the *Federal Register* (45 FR 67886) to approve this portion of the Oregon SIP including the Portland I/M rules. EPA received no comments on this proposed action. Therefore, EPA is today approving this revision of the Oregon SIP to include OAR 340-24-300 through 340-24-350.¹

EPA finds that good cause exists for making the action in this notice immediately effective for the following reasons: (1) implementation plan revisions are already in effect under State law and EPA approval poses no additional regulatory burden, and (2) EPA has a responsibility under the Act to take final action on the portion of the SIP which addresses Part D requirements by July 1, 1979 or as soon thereafter as possible.

Under Section 307(b)(1) of the Clean Air Act, the requirements which are the subject of today's notice may not be challenged later in civil or criminal

proceedings brought by EPA to enforce these requirements.

Under Executive Order 12044, EPA is required to judge whether a regulation is "significant" and therefore subject to the procedural requirements of the Order or whether it may follow other specialized development procedures: I have reviewed this regulation and determined that it is a specialized regulation not subject to the procedural requirements of Executive Order 12044.

(Sections 110(a) and 172 of the Clean Air Act (42 U.S.C. 7410(a) and 7502))

Dated: December 22, 1980.

Douglas M. Costle,
 Administrator.

Note.—Incorporated by reference of the State Implementation Plan for the State of Oregon was approved by the Director of the Federal Register on July 1, 1980.

Part 52 of Chapter I, Title 40, Code of Federal Regulations is amended as follows:

Subpart MM—Oregon

1. In § 52.1970, paragraph (c)(33) is added as follows:

§ 52.1970 Identification of Plan.

(c) * * *
 (33) Oregon Administrative Rules (OAR) Chapter 340, sections 24-300 through 24-350 for the vehicle inspection and maintenance program, submitted on July 26, 1980 by the Oregon Department of Environmental Quality.

[FR Doc. 80-40096 Filed 12-31-80; 8:45 am]
 BILLING CODE 6560-38-M

40 CFR Part 52

[A-5-FRL 1717-3]

Approval and Promulgation of Implementation Plans, Indiana; Carbon Monoxide and Ozone

AGENCY: U.S. Environmental Protection Agency (USEPA).

ACTION: Final rulemaking.

SUMMARY: On October 14, 1980 (45 FR 67883), USEPA proposed conditional approval of the vehicle inspection and maintenance (I/M) program for the Indiana portion of the Chicago urban area (Lake and Porter Counties) and the Indiana portion of the Louisville urban area (Clark and Floyd Counties), and invited public comments. On November 13, 1980, Indiana responded to USEPA's Notice of Proposed Rulemaking. The state made a subsequent SIP submission on November 24, 1980. No other public comments were received. Based on its review of the State's response, USEPA

today conditionally approves the I/M program for the Indiana Portion of the Chicago urban area and the Indiana portion of the Louisville urban area.

EFFECTIVE DATE: This final rulemaking is effective February 2, 1981.

ADDRESSES: Copies of these revisions to the SIP are available for inspection at the following addresses:

U.S. Environmental Protection Agency, Air Programs Branch, Region V, 230 South Dearborn Street, Chicago, Illinois 60604
 U.S. Environmental Protection Agency, Public Information Reference Unit, 401 M Street, S.W., Washington, D.C. 20460
 Indiana State Board of Health, Air Pollution Control Division, 1330 W. Michigan, Indianapolis, Indiana 46206

FOR FURTHER INFORMATION CONTACT: Gerald S. Kellman, Air Planning Section, Air Programs Branch, Region V, U.S. Environmental Protection Agency, 230 South Dearborn Street, Chicago, Illinois 60604, (312) 886-6070.

SUPPLEMENTARY INFORMATION: On March 3, 1978 (43 FR 9862) and October 5, 1978 (43 FR 45933) pursuant to the requirements of section 107 of the Clean Air Act (Act) as amended, USEPA designated certain areas in each Region V State as not meeting the National Ambient Air Quality Standards (NAAQS) for carbon monoxide and ozone. Part D of the Act, which was added by the 1977 Amendments, requires each State to revise its State Implementation Plan (SIP) to meet specific requirements for areas designated as nonattainment. These SIP revisions must demonstrate attainment of the primary standard as expeditiously as practicable, but not later than December 31, 1982. Under certain conditions, that date may be extended to no later than December 31, 1987, for ozone and/or carbon monoxide.

The requirements for an approvable SIP are described in a *Federal Register* notice published on April 4, 1979 (44 FR 20372). Supplements to the April 4, 1979 notice were published on July 2, 1979 (44 FR 38583), August 28, 1979 (44 FR 50371), September 17, 1979 (44 FR 53781) and November 23, 1979 (44 FR 87182).

On June 26, 1979, the State of Indiana submitted to USEPA, pursuant to Part D of the Clean Air Act as amended in 1977, a plan for the implementation of a vehicle emission control inspection and maintenance (I/M) program in the Indiana portion of the Chicago metropolitan area (Lake and Porter counties) and in the Indiana portion of the Louisville metropolitan area (Clark and Floyd Counties). USEPA discussed the State's submissions in the March 27,

¹ This approval should not be construed however, as precluding review of the Oregon I/M Program and of the programs operating Regulations during the 1982 SIP review process.

1980 Federal Register (45 FR 20432). In this notice USEPA stated that the I/M plan could not be approved unless the State corrected certain identified deficiencies. The State made subsequent submissions further describing its plan for an I/M program on April 7, 1980, June 12, 1980, and August 27, 1980. On October 14, 1980 (45 FR 67683), USEPA issued a supplemental Notice of Proposed Rulemaking. In this Notice, USEPA proposed conditional approval of the I/M program for the Indiana portion of the Chicago urban area (Lake and Porter Counties) and the Indiana portion of the Louisville urban area (Clark and Floyd counties), and USEPA invited public comments. This proposal contained a summary of the requirements for an approvable I/M program, a description of Indiana's proposal for the Indiana portion of the Chicago and Louisville urban areas and proposed schedules for the correction of minor deficiencies. The State responded to USEPA's Supplemental Notice of Proposed Rulemaking on November 13, 1980. The State made a subsequent SIP submittal on November 24, 1980. No other public comments were received.

USEPA's final determinations take one of three forms: approval, conditional approval, or disapproval. A discussion of conditional approval and its practical effects appears in the July 2, 1979 Federal Register (44 FR 38583) and in the November 23, 1979 Federal Register (44 FR 67182). A conditional approval requires the State to submit additional materials by specified deadlines which have been agreed upon by the State and the USEPA.

USEPA will follow the procedures described below when determining if requirements of conditional approval have been met:

1. If the State submits the required additional documentation according to schedule, USEPA will publish a notice in the Federal Register announcing receipt and availability of the material for public comment. The notice will also announce that the conditional approval is continuing pending USEPA's final action on the submission.

2. USEPA will evaluate the State's submission and public comment on the submission to determine if noted deficiencies have been fully corrected. After review is complete, a Federal Register notice will be published proposing or taking final action either to fully approve the plan if all conditions have been met, or to withdraw the conditional approval and disapprove the plan if all conditions have not been met. If the plan is disapproved, the Section 110(a)(2)(I) restrictions on construction will be in effect.

3. If the State fails to submit the required materials according to the agreed upon schedule, USEPA will publish a Federal Register notice shortly after the expiration of the time limit for submission. The notice will announce that the conditional approval is withdrawn, the SIP is disapproved, and Section 110(a)(2)(I) restrictions on growth are in effect.

The State of Indiana has demonstrated that attainment of the National Ambient Air Quality Standards (NAAQS) for carbon monoxide and ozone in Lake County and for ozone in Clark, Floyd, and Porter Counties is not possible by December 31, 1982, despite the implementation of all reasonable emission control measures. Therefore, the State requested an extension until December 31, 1987 to demonstrate attainment of the standards for these four counties.

For areas granted such an extension, section 172(b)(11) of the Act requires an I/M program. On June 26, 1979, the State requested an extension until December 31, 1987 to demonstrate attainment of the carbon monoxide and ozone NAAQS in the Indiana portion of the Chicago urban area and an extension until December 31, 1987 to demonstrate attainment of the ozone NAAQS in the Indiana portion of the Louisville urban area. At the same time, the State submitted its proposal for an I/M program in these areas.

The following section of the notice discusses USEPA's proposed rulemaking action on Indiana's I/M plan which appeared in the October 14, 1980 Federal Register, discusses Indiana's response to that notice, and states USEPA's final determinations.

(1) Proposed action: Approval of Indiana's legal authority to implement and enforce an I/M program.

State Response: None

Final Determination: Approval of Indiana's legal authority to implement and enforce an I/M program.

(2) Proposed action: Approval of the State's commitment to implement and enforce an I/M program, with the following two conditions:

A. By December 31, 1980, the State must submit a further detailed description of the exact procedures involved in enforcing an I/M program as part of the SIP. The State submittal must address the following questions:

a. How will local law enforcement officers identify non-complying vehicles and prevent these vehicles from operating on the public roads?

b. What penalties will be imposed for non-compliance and who has the authority to impose these penalties?

c. What schedule and procedures will be used to issue the general order which the State has informed USEPA it will use to require compliance by vehicle owners in the affected areas? Items such as method of notification, and the opportunity for public hearings and public comment should be included.

B. By June 30, 1981, the State must submit, as a revision to the SIP, the general order it has issued to vehicle owners in affected areas and the commitments by responsible enforcement officials to ensure compliance with the general order.

State Response: Indiana committed itself to provide USEPA with the following in its November 13, 1980 submission:

A: A more detailed description of its enforcement procedures by December 31, 1980, including an answer to the questions raised in the October 14, 1980 Federal Register.

B. The general order it has issued to vehicle owners in affected areas by June 30, 1981. Also, the State committed itself to the following by the same date:

"In the detailed description of enforcement procedures . . . , the (Indiana Air Pollution Control) Board will determine the necessity of obtaining commitments from responsible enforcement officials to ensure compliance with the general order. Should this prove necessary, the Board will commit to obtaining commitments from responsible enforcement officials by June 30, 1981. Such commitments would be submitted to USEPA as a revision to Section 3.3.29 of the Indiana SIP."

Final Determination: Conditional approval of Indiana's commitment to implement and enforce an I/M program. USEPA believes that the State's commitment to meet the conditions specified in the October 14, 1980 Federal Register is generally adequate.

USEPA, however, continues to interpret section 172(b)(10) of the Act as requiring the submission of commitments from responsible enforcement officials to ensure compliance with the general order. Such commitments must be included in the June 30, 1981, submittal in order to satisfy this condition.

(3) Proposed action: Approval of the State's commitment of the necessary finances and resources to carry out the I/M program.

State Response: None.

Final Determination: Approval of the State's commitment of the necessary finances and resources to carry out the I/M program.

(4) Proposed action: Approval of the State's I/M implementation schedule on

the condition that the schedule was finally adopted and submitted to USEPA prior to final rulemaking.

State Response: Submission on November 13, 1980, to USEPA of a finally adopted revised I/M implementation schedule. This schedule was slightly amended from the preliminarily adopted schedule which the State submitted on August 27, 1980. In a letter accompanying the schedule, the State explained that the slight change in schedule was due to unexpected administrative delays, but still committed itself "to have the I/M program operational by January 1, 1983."

Final Determination: Approval of the Indiana schedule for the implementation of an I/M program. Although the schedule does not specifically address the milestones for initiation of a public information program, for the adoption of procedures and guidelines for testing and quality control, and for the adoption of cutpoints (all of which are listed in USEPA's July 17, 1978, memorandum), it is USEPA's understanding that the accomplishment of these tasks is addressed through other milestones in the schedule. These include the milestone to issue a request for Proposal and to adopt Rules and Regulations for the program. USEPA finds that the State's revised schedule contains the necessary implementation milestones and provides for implementation dates consistent with the State's legal authority and USEPA guidance.

(5) Proposed action: Approval of Indiana's demonstration or commitment to obtain the necessary emissions reduction if prior to final rulemaking, the State submitted this demonstration or commitment.

State Response: Submission on November 13, 1980 of the following statement:

Using USEPA's definition of I/M program effectiveness that based on an implementation date of December 31, 1982, and a 20 percent stringency factor, USEPA predicts that reductions of both CO (carbon monoxide) and HC (hydrocarbon) exhaust emissions of 25 percent can be achieved by December 31, 1987, the (Indiana Air Pollution Control) Board commits to a 20 percent stringency factor. Based on operating data from established I/M programs, the Board projects that this stringency factor will result in an approximate 25 percent reduction in both CO and HC exhaust emissions.

Final Determination: Approval of Indiana's commitment to obtain the necessary emissions reduction. USEPA finds that the above statement meets its criteria for a commitment to obtain the necessary emission reduction.

Conclusion: USEPA approves

Indiana's authority to implement and enforce an I/M program. Indiana's commitment of the necessary finances and resources to carry out the program. Indiana's commitment of the necessary finances and resources to carry out the program. Indiana's commitment to obtain the necessary emissions reduction, and Indiana's schedule for implementation of the program. USEPA conditionally approves Indiana's commitment to implement and enforce the program. Conditional approval of Indiana's I/M plan today does not lift the section 110(a)(2)(I) growth restrictions at this time because an I/M program is only a portion of the ozone and carbon monoxide plan. USEPA has not yet proposed rulemaking on the ozone and carbon monoxide plans for these two areas, but expects to do so shortly. If USEPA ultimately does approve or conditionally approve the ozone and carbon monoxide plan for Lake County and the ozone plan for Floyd, Clark, and Porter Counties, then the section 110(a)(2)(I) growth restrictions will be lifted if the I/M portion of the plan is approved or still conditionally approved at that time.

The conditional approval granted through this notice will remain in effect as long as the State meets its commitments according to the agreed upon schedule. Failure to submit the necessary material by the scheduled dates or inadequate submittals will result in SIP disapproval by USEPA (44 FR 67182, November 23, 1979). This would result in the imposition of the growth restrictions of section 110(a)(2)(I) of the Act in counties with a disapproved plan.

Under Executive Order 12044, USEPA is required to judge whether a regulation is "significant" and, therefore, subject to the procedural requirements of the Order or whether it may follow other specialized development procedures. USEPA labels these other regulations "specialized." I have reviewed this regulation and determined that it is a specialized regulation not subject to the procedural requirements of Executive Order 12044.

Under Section 307(b)(1) of the Clean Air Act, judicial review of this SIP action is available *only* by the filing of a petition for review in the United States Court of Appeals for the appropriate circuit within 60 days of today. Under Section 307(b)(2) of the Clean Air Act, the requirements which are the subject of today's notice may *not* be challenged later in civil or criminal proceedings brought by USEPA to enforce these requirements.

(Sections 110 and 172 of the Clean Air Act, as amended)

Dated: December 24, 1980.

Douglas M. Costle,
Administrator.

Note.—Incorporation by reference of the State Implementation Plan for the State of Indiana was approved by the Director of the Federal Register on July 1, 1980.

Title 40 of the Code of Federal Regulations, Chapter 1, Part 52, Subpart P—Indiana is amended as follows:

1. Section 52.770(c) is amended by adding subparagraph (21).

§ 52.770 Identification of plan.

* * * * *

(c) * * *

(21) On June 26, 1979 Indiana submitted a motor vehicle inspection and maintenance program for Clark, Floyd, Lake, and Porter Counties. Additional commitments were submitted on April 7, 1980; June 12, 1980; August 27, 1980; November 13, 1980 and November 24, 1980.

* * * * *

2. Section 52.773 is amended by adding paragraph (d).

52.773 Approval status.

* * * * *

(d) The Administrator finds that the motor vehicle inspection and maintenance program satisfies all requirements of Part D, Title 1 of the Clean Air Act, as amended in 1977, except as noted below.

* * * * *

3. Section 52.786 is amended by adding paragraph (h)

§ 52.786 Inspection and maintenance program.

* * * * *

(h) Part D—Conditional Approval—The Indiana I/M Plan for Clark, Floyd, Lake and Porter Counties is approved provided that the following conditions are met.

(1) The State must submit a detailed description of its enforcement procedures by December 31, 1980.

(2) The State must submit by June 30, 1981 the general order issued to vehicle owners in the affected areas and the commitments by responsible enforcement officials to ensure compliance with the general order.

[FR Doc. 80-40819 Filed 12-31-80; 8:45 am]

BILLING CODE 6560-38-M

DEPARTMENT OF TRANSPORTATION
Research and Special Programs
Administration

Materials Transportation Bureau
49 CFR Part 192

[Amdt. 192-34B, Docket No. PS-54]

Transportation of Natural and Other
Gas by Pipeline; Joining of Plastic Pipe

AGENCY: Materials Transportation Bureau (MTB).

ACTION: Final rule.

SUMMARY: This final rule permits a burst test in accordance with Paragraph 8.5 (Minimum Hydrostatic Burst Pressure) or Paragraph 8.9 (Sustained Static Pressure Test) of ASTM D2517 in qualifying joining procedures for thermosetting plastic pipe. In addition, the rules for qualifying joining personnel are clarified by permitting any one of three tests required to qualify a specific joining procedure to be used to qualify persons to make joints under that procedure.

EFFECTIVE DATE: January 2, 1981. Since this final rule clarifies existing rules and does not add to the regulatory burden, no further public proceeding is necessary, and it may become effective upon publication in the Federal Register.

FOR FURTHER INFORMATION CONTACT: Paul Cory, (202) 426-2082.

SUPPLEMENTARY INFORMATION: A final rule was published on July 23, 1979, (Amdt. 192-34, 44 FR 42068) and revisions thereto on February 14, 1980, (Amdt. 192-34A, 45 FR 9931), establishing tests for qualifying procedures and personnel to make all types of joints in plastic pipelines used in transportation of natural and other gas by pipeline.

Section 192.283(a) sets forth three test methods for qualifying joining procedures that use heat fusion, solvent cement, or adhesive techniques. It was MTB's intent that any one of these three methods be permitted to qualify joining personnel. In the preamble to Amdt. 192-34A in discussing Qualifying Persons to Make Joints, MTB stated: "Convincing arguments were presented for using as a qualifying test any of the test methods permitted under § 192.283(a) for qualifying joining procedures." To carry out this intent, the final wording of § 192.285(b)(2)(i) reads, "tested under § 192.283." At least two operators, Atlanta Gas Light Company and Mountain Fuel Supply Company, have pointed out that this wording indicates that each of the three tests under § 192.283(a) must be employed,

not just one. This final rule clarifies § 192.285(b)(2)(i) to eliminate this potential point of misunderstanding.

The wording of § 192.283(a) requires all plastic pipe to be burst tested under Paragraph 8.6 or Paragraph 8.7 of ASTM D2513. However, ASTM D2513 specifically applies to thermoplastic piping materials and does not adequately test thermosetting resin plastic pipe. The comparable appropriate tests for use with thermosetting resin pipe are set forth in Paragraph 8.5 or Paragraph 8.9 of ASTM D2517. This distinction and the need to establish a valid test for thermosetting pipe were inadvertently omitted from Amdt. 34A. This final rule amends § 192.283(a) by adding the necessary reference for thermosetting pipe.

In consideration of the foregoing, Part 192 of Title 49 of the Code of Federal Regulations is amended as follows:

1. Section 192.283(a)(1) is revised to read as follows:

§ 192.283 Plastic pipe; qualifying joining procedures.

(a) * * *

(1) The burst test requirements of—
 (i) In the case of thermoplastic pipe, Paragraph 8.6 (Sustained Pressure Test) or Paragraph 8.7 (Minimum Hydrostatic Burst Pressure) of ASTM D2513; or

(ii) In the case of thermosetting plastic pipe, Paragraph 8.5 (Minimum Hydrostatic Burst Pressure) or Paragraph 8.9 (Sustained Static Pressure Test) of ASTM D2517;

2. Section 192.285(b)(2)(i) is amended to read as follows:

§ 192.285 Plastic pipe; qualifying persons to make joints.

(b) * * *

(2) * * *

(i) Tested under any one of the test methods listed under § 192.283(a) applicable to the type of joint and material being tested;

(49 USC 1672; 49 USC 1804 with regard to offshore gathering lines; 49 CFR 1.53 and Appendix A of Part 1)

Issued in Washington, D.C., on December 22, 1980.

L. D. Santman,

Director, Materials Transportation Bureau.

[FR Doc. 80-40474 Filed 12-31-80; 8:45 am]

BILLING CODE 4910-60-M

49 CFR Part 195

[Amdt. 195-20; Docket No. PS-56A]

Transportation of Liquids by Pipeline;
Addition of Water to Pipelines
Transporting Anhydrous Ammonia

AGENCY: Materials Transportation Bureau (MTB), DOT.

ACTION: Final rule.

SUMMARY: This final rule prescribes periodic monitoring of the water content of pipelines transporting anhydrous ammonia and the addition of water to such pipelines if the water content is less than 0.2 percent by weight. The purpose of this final rule is to reduce the potential for stress corrosion cracking.

EFFECTIVE DATE: The effective date of the final rule is February 2, 1981, for hazardous liquid pipelines currently subject to Part 195. Upon reissuance of Part 195 under the authority of the Hazardous Liquid Pipeline Safety Act of 1979 (Title II of Pub. L. 96-129, November 30, 1979) and in accordance with the notice of proposed rulemaking (NPRM) in this docket, the effective date of this final rule for intrastate liquid pipelines not now subject to Part 195 will be announced.

FOR FURTHER INFORMATION CONTACT: Frank S. Robinson (202) 426-2392.

SUPPLEMENTARY INFORMATION: An advance notice of proposed rulemaking (Docket PS-56, Notice 1, 44 FR 6961, February 5, 1979) solicited comments on the need to amend Part 195 to require the use of water as an inhibitor in ammonia pipelines. As a result of the information gained from the publication of the advance notice, MTB issued an NPRM on February 7, 1980 (45 FR 8323), proposing to amend Section 195.418, "Internal Corrosion Control," by adding a paragraph to require monitoring of the water content of pipelines transporting anhydrous ammonia and the addition of water to such pipelines if the water content is less than 0.2 percent by weight. The purpose of the proposed rule was to reduce the potential for stress corrosion cracking.

The American Petroleum Institute (API), the American Society of Mechanical Engineers' B31.4 Code Section Committee for Liquid Petroleum Transportation Piping Systems, and one major carrier of anhydrous ammonia responded to the notice.

The API stated that (1) it is not aware of any stress corrosion cracking problems peculiar to pipelines which transport anhydrous ammonia; (2) the MTB should publish a cost/benefit

evaluation of the proposed rule; (3) the rule should be written in performance language which allows the affected carriers flexibility to achieve the regulatory goal; and (4) the proposed rule is redundant in view of the regulatory requirements of § 195.6 and the fact that carriers have been required as a condition of operation under that rule to maintain 0.2 percent water in the anhydrous ammonia they transport. MTB recognizes all of these issues, but believes that they were addressed adequately in the NPRM in justification of the proposal. Since there has been no additional information submitted, there is no need for further assessment or evaluation of the issues in this document.

The major carrier recognized the need to add water to anhydrous ammonia pipelines. It argued against the proposal, however, on the basis that (1) § 195.418 adequately addresses the requirement in a general manner, and (2) means to inhibit stress corrosion cracking other than the addition of water might be developed in the future. The MTB does not agree that § 195.418 adequately covers the problem of stress corrosion cracking in ammonia pipelines. Section 195.418 is written in very general terms, and does not reflect the singular remedy available to combat stress corrosion cracking. Although this rulemaking does not foreclose the opportunity for future rule changes if other means are developed in the future to deal with the problem, MTB believes that stress corrosion is of such significance that the Part 195 regulations must reflect the only known remedy available, the addition of water.

The B31.4 Code Section Committee supported the proposed rule for the reasons set forth in the notice, and advised that the 1979 edition of the B31.4 Code issued February 28, 1980, incorporated the same requirements for the addition of water to anhydrous ammonia pipelines as those proposed in the notice.

In view of (1) the information in Docket HM-113 indicating that stress corrosion cracking in facilities handling anhydrous ammonia can be inhibited with the addition of water, (2) the recognition by most of the commenters to the advance notice and the NPRM that the addition of water will combat stress corrosion cracking and the fact that no other remedy is available for the purpose, and (3) the use of this means as demonstrated by the incorporation into the B31.4 Code of requirements to add water to pipelines transporting anhydrous ammonia, 49 CFR Part 195 is

amended by adding a new § 195.418(e) as follows:

§ 195.418 Internal corrosion control.

(e) Anhydrous ammonia must contain at least 0.2 percent water by weight. Each carrier of anhydrous ammonia must monitor the water content of each pipeline weekly, but with intervals of not more than 10 days. Also, the monitoring must be performed for each source of supply for the pipeline.

(49 USC 2002; 49 CFR 1.53(a), and Appendix A to Part I)

Issued in Washington D.C., on December 19, 1980.

L. D. Santman,

Director, Materials Transportation Bureau.

[FR Doc. 80-40828 Filed 12-31-80; 8:45 am]

BILLING CODE 4910-60-M

National Highway Traffic Safety Administration

49 CFR Part 571

[Docket 70-7; Notice 7]

Fields of Direct View

AGENCY: National Highway Traffic Safety Administration (NHTSA).

ACTION: Final rule.

SUMMARY: This notice establishes a new Federal motor vehicle safety standard, Standard No. 128, *Fields of Direct View*, that sets performance requirements for: the maximum permissible size of obstructions (e.g., roof pillars) in the field of view of the driver, a minimum field of view for the driver through the windshield, and the light transmittance of the windshield. The requirements set by this notice only apply to passenger cars. The agency plans to issue the remaining portion of the rule applicable to trucks, multipurpose passenger vehicles and buses during the summer of 1981. The effect of this standard is to reduce traffic fatalities and injuries by establishing comprehensive requirements for a safe level of driving visibility.

DATES: The effective date of the standard is September 1, 1984.

ADDRESSES: Petitions for reconsideration should refer to the docket number and be submitted to: Docket Section, Room 5108, 400 Seventh Street, S.W., Washington, D.C. 20590.

FOR FURTHER INFORMATION CONTACT: Charles Kaehn, Office of Vehicle Safety Systems, National Highway Traffic Safety Administration, 400 Seventh Street, S.W., Washington, D.C. 20590 [202-426-1351].

SUPPLEMENTARY INFORMATION: This notice establishes a new Federal motor vehicle safety standard, Standard No. 128, *Fields of Direct View*. The standard sets requirements on maximum permissible obstructions in the driver's field of view, minimum size of the field of view through the windshield, and light transmittance of the vehicle's windshield.

This final rule is the product of more than 10 years of agency rulemaking on driver visibility, beginning with an advance notice of proposed rulemaking in March 1970 (35 FR 4266) and continuing through the November 1978 notice (43 FR 51677) proposing a rule similar to the one that is adopted today. Consumers, public interest groups, vehicle and equipment manufacturers and others submitted comments on the proposed standard. The final rule is based on an evaluation of all data obtained in NHTSA testing and research, data submitted in the comments, and data obtained from other pertinent documents and test reports. Significant comments submitted to the docket are addressed below.

Applicability of Standard

The November 1978 notice proposed setting field of direct view requirements for passenger cars, trucks, multipurpose passenger vehicles (MPV's) and buses. This notice sets the performance requirements for passenger cars. The agency is still evaluating the performance requirements for trucks, MPV's and buses and plans to issue a final rule for those vehicles, based on the November 1978 notice, during the summer of 1981.

International Harmonization

In developing this final rule, the agency has attempted to promote the harmonization of international vehicle safety standards consistent with the National Traffic and Motor Vehicle Safety Act ("the Act", 15 U.S.C. 1392 *et seq.*) and the Trade Agreements Act of 1979 (Pub. L. 96-39). The test procedures and performance requirements are based, in large part, on the test procedures and performance requirements contained in the Economic Commission for Europe draft regulation on fields of direct view, "Uniform Provisions Concerning the Approval of Vehicles with Regard to the Driver's Field of View, W/TRANS/WP29/431/Rev. 2, 26 February 1975" (ECE draft regulation). The agency's standard and the ECE draft regulation, however, are not identical. As explained below, the agency's standard is more comprehensive and, in some cases, more stringent than the ECE draft regulation.

Several commenters, such as the Motor Vehicle Manufacturers Association (MVMA) and the United Kingdom's Department of Transport, requested the agency to make its standard identical in all respects with the test procedures and performance requirements of the ECE draft regulation. The agency's issuance of a Federal motor vehicle safety standard must be carried out in accordance with the criteria specified in the Act. The Act requires the agency to make an independent evaluation of whether a standard meets the need for motor vehicle safety, is practicable and is objective.

The principal shortcoming of the ECE draft regulation is that it is too limited in scope. It does not cover several important safety problems, such as visual obstructions caused by a vehicle's C pillars (the rearmost roof support in a car). To ensure that the field of direct view standard meets the need for motor vehicle safety, the agency has set additional requirements to assist a driver in obtaining adequate view.

Orthogonal Reference System

Most of the performance requirements of the standard are expressed in terms of planes, zones and points that together constitute an orthogonal reference system. Draft regulations proposed by ECE and by the International Standards Organization (ISO) and recommended practices adopted by the Society of Automotive Engineers (SAE) were used in the development of the orthogonal reference system.

MVMA and Ford criticized the proposed reference system saying that it is not consistent with existing industry practice. In particular, they were critical of the use of the R-point as the reference point upon which the rest of the orthogonal reference system is based. (The R-point is based on the two-dimensional coordinates of the seating reference point, which is defined in 49 CFR Part 571.3. In addition, it includes a lateral coordinate.)

MVMA said that a current SAE recommended practice, "Motor Vehicle Fiducial Marks" (SAE J182a, September 1973), the ECE draft regulation and a draft ISO international standard, "Three-dimensional Reference System and Fiducial Marks" (IS/DIS 4130), allow manufacturers to designate the starting point for the reference system, which could be other than the R-point. MVMA said that requiring manufacturers to use the agency's reference system would "compel manufacturers to employ dual dimensioning of vehicle bodies and would introduce the probability of

confusion in recording and reporting locational information."

In addition, Ford and MVMA argued that the use of the R-point as the starting point for a reference system could require manufacturers who offer different seats for one model to calculate two sets of orthogonal referencing systems for the same vehicle, if the R-points differ.

They also said that although the nomenclature used in the agency's reference system is the same as the nomenclature used in the ECE draft regulation, it differs from the nomenclature used in the existing SAE recommended practice (SAE J182a) and the draft ISO International Standard (ISO/DIS 4130) on vehicle reference systems.

In response to the Ford and MVMA comments, the agency has decided to modify the reference system to make it consistent with existing industry practice and the draft ECE and ISO regulations. As modified, the system will allow the manufacturer to designate the starting point for the reference system. As before, the system will consist of three orthogonal reference planes. To be consistent with the draft ECE regulation, the agency will continue to use the nomenclature used in that proposal to refer to the planes generated by the reference system. If a consistent nomenclature eventually can be worked out between ECE, ISO and SAE, the agency will gladly adopt that nomenclature.

The reference system will use the seating reference point to dimensionally locate the vision reference points, V_1 and V_2 , that approximate the eye location of tall and short drivers. Likewise, the location of the neck pivot points, P_1 and P_2 , used to represent the points about which the driver's head rotates when he or she views objects to the left or right, will also be located from the seating reference point. Changing the standard in this manner will make it consistent with the ECE draft regulation.

Definitions

A number of commenters raised questions about some of the definitions proposed in the November 1978 notice. As proposed, "design attitude" would have been defined as the vehicle at its curb weight with one 165-pound occupant in the driver seat. Chrysler, Ford, GM and others requested the agency to use a 150 pound occupant, which is the weight used by the domestic industry for design purposes.

In addition, GM requested the agency not to specify how many occupants are to be in the car. GM suggested that instead manufacturers be allowed to

specify the design attitude at what they deem is its "most probable loading."

Several other manufacturers, such as Saab and Volkswagen, said that the ECE draft regulation bases design attitude on a vehicle loaded with two 165 pound occupants. They urged the agency to harmonize its standard with the ECE draft regulation.

The agency has decided to base design attitude on a 150 pound occupant in the driver's designated seating position. Using a 150 pound occupant is consistent with the practice followed by domestic manufacturers and the occupant weight used in several of the agency's other standards. Since the proposed ECE occupant loading is greater, manufacturers designing their vehicles to that loading generally should be able to determine if their vehicles will comply when tested with the agency's occupant loading.

The notice proposed two definitions, "longitudinal seat adjustment range" and "recommended seat back angle" to be used in determining the location of various vision points for assessing obstructions to the driver's vision. Ford objected that the proposed definitions did not adequately specify how the adjustment range and seat back angle were to be determined. It recommended that the agency use two definitions set out in the SAE recommended practice on motor vehicle dimensions (J1100a, September 1975). Since the SAE definitions more precisely specify how the adjustment range and seat back angle are to be determined, the agency has modified its definitions to conform with the SAE definitions.

The proposed definition of "obstruction" expressly provided that the outside rearview mirror and its support structure would not be considered an obstruction. Chrysler, Ford, GM and others requested the agency expressly to provide that other items of vehicle equipment such as, exterior antennas, wiper arms and blades, hood ornaments, fender sight rods, and turn signal indicators are not considered obstructions. They argued that such small components do not obstruct the driver's forward view. The agency agrees and has modified the definition of obstruction to provide that those items of vehicle equipment are not obstructions.

GM also pointed out that the standard does not consider heater and antenna wires mounted in the windshield to be obstructions so long as they meet certain size limitations and spacing requirements. GM requested the agency to categorically exclude such wires since they "are not normally placed in such close proximity so as to

cumulatively introduce an obstruction." The agency agrees that current industry practice on heater and antenna wire placement does not pose an obstruction and has modified the definition of obstruction to exclude heater and antenna wires.

The agency requested comments on whether restraint systems (i.e., head restraints and automatic and manual belts) should be covered by the obstruction limits of the standard. No commenter supported applying the obstruction limits to restraint systems. The commenters argued that obstruction limits would seriously hamper them in designing restraints and anchorages with adequate structural integrity. To provide manufacturers with sufficient design flexibility, the agency has decided not to apply the obstruction limits to restraint systems.

Several commenters, including Ford and MVMA, pointed out that the agency's definition of "luminous transmittance" was incorrectly expressed in terms of photometric brightness, which is a property of an illuminated surface, rather than in terms of luminous intensity, which is a measurement of the quantity of the light. The agency has corrected the definition.

Obstruction Limits

The November 1978 notice proposed detailed procedures for measuring obstructions to the driver's field of view and specified requirements to limit the maximum size of the obstructions. The proposal limited obstructions to those which were within angular limits measured by means of a binocular test (i.e., a test that simulates the ability of the eyes to "look around" narrow objects) and a monocular test (i.e., a test simulating the obstruction that would be presented to one eye). The purpose of the proposed requirements was to prevent obstructions to the driver's field of view caused by such vehicle components as overly large "A" pillars (the forwardmost roof support in the car) and overly low inside rearview mirrors. An important distinction between the monocular and binocular requirements is that the monocular requirements check for obstructions posed for both tall and short drivers, while the binocular requirements only check for obstructions posed for medium size drivers.

The agency's proposal sets obstruction limits for passenger cars throughout the 360 degrees of the field of view. Many commenters, such as GM, MVMA and the Japan Automobile Manufacturers Association (JAMA), urged the agency to limit the requirements to the 180-degree forward

view of the driver, as is done in the ECE draft regulation. As explained previously, the agency has attempted to harmonize the requirements of its standard with those of the ECE draft regulation. At the same time, the agency's ability to address an identified safety problem (obstructions in the rearward 180-degree field of view) should not be limited by an ECE standard that does not address that problem.

In addition to arguing that the rear performance requirements for the rearward field of direct view should be dropped for international harmonization reasons, GM and others also argued that the requirements should be deleted from the direct field of view standard and intergrated with the indirect vision requirements proposed for Standard No. 111, *Rearview Mirror Systems*.

The agency agrees that a driver's view to the rear of the car is a systems consideration that involves both direct views and indirect views through the mirrors. The limitations on rearward obstruction to a driver's direct view are necessary since research done by GM and others shows that drivers supplement the view provided by their mirrors by quickly glancing over their shoulders prior to making a lane change. The agency wants to ensure that when drivers take the foreseeable action of turning their heads for a direct view to the rear, they can obtain an adequate view that is not obscured by overly wide "C" pillars (the rearmost roof support in the vehicle). If the "C" pillar is overly wide it can, for example, block the driver's view of a motorcycle located to the side and rear of the car.

Binocular Obstruction Limits

In the November 1978 notice, the agency proposed that passenger cars have only one binocular obstruction in each half of the driver's forward field of view and limited the width of that one obstruction to 6 degrees measured horizontally. The ECE draft regulation also permits only one binocular obstruction with a width no greater than 6 degrees in each half of the forward field of view.

A number of manufacturers, such as Ford, GM, Saab and Volvo, did not oppose the binocular obstruction requirements, saying that their vehicles already met them or would meet them with minor modification. Other manufacturers, such as Chrysler and Toyota, asked the agency to increase the permissible width of the binocular obstruction from 6 to 8 degrees.

Chrysler said that although its current and future models generally comply with the binocular obstruction limit, it

was requesting an increase for a number of reasons. It said that because of normal production variations the amount of binocular obstruction caused by the combination of the "A" pillar, weatherstripping, door frame and interior and exterior trim could vary by more than one degree from car to car on the same model. To account for this production variability, Chrysler said it would have to further reduce its roof pillars and possibly compromise occupant crash protection in rollovers and frontal collisions.

Chrysler also argued that the binocular obstruction requirements are more difficult to meet in small cars, where the "A" pillars are closer to the driver's eyes and thus present more of an obstruction.

Finally, Chrysler argued that the binocular obstruction limits would preclude the use of front vent windows. It said that the combination of the "A" pillar, weatherstripping and the vent window frame obstructions would exceed the 6 degree limit. Similar arguments concerning reduced roof strength, front window vents and the increased difficulty of meeting the binocular obstruction requirements in small cars were made by JAMA, Toyota and others.

In determining what level of obstruction to permit, the agency surveyed current vehicles to determine the existing level of obstruction. The survey showed that almost all of the cars had no binocular obstructions larger than 6 degrees. Even smaller cars, which as Chrysler correctly points out have more difficulty in meeting the obstruction limits, have few binocular obstructions greater than 6 degrees. For example, the largest binocular obstruction in the Plymouth Horizon, which is the smallest car currently manufactured by Chrysler, was only 4½ degrees. Other cars, such as the Volvo station wagon, had maximum obstructions of between 2 and 3 degrees.

The binocular obstruction limit does not pose a structural integrity problem, since all of the cars examined, even those with maximum obstructions of only 2 and 3 degrees, were certified to comply with Standard No. 216, *Rollover Crash Protection*. Thus, manufacturers can use "A" pillars that are within the binocular obstruction limits without compromising current occupant crash protection requirements. The 6 degree limit set by the agency also allows manufacturers more than enough tolerance for normal production variations in widths of "A" pillar and other structural supports.

So as not to preclude the use of vent windows, the agency has decided to

specifically provide that they are not considered obstructions. Changing the standard in this manner will make it consistent with the ECE draft regulation.

Monocular Obstruction Limit

The November 1978 notice proposed that passenger cars meet monocular obstruction limits throughout the 360 degrees of the field of view of the driver. Ford challenged the validity of using a monocular test to measure obstruction, saying that because it is a one-eyed test, it does not realistically simulate a driver's ability to see outside the car. GM, on the other hand, agreed with the agency that a number of small monocular obstructions can create a binocular obstruction to the driver's field of view. GM, however, argued that the agency had not justified the particular monocular limits proposed in the notice.

As discussed earlier, an important distinction between the monocular and binocular requirements is that the monocular requirements check for obstructions posed for both tall and short drivers, while the binocular requirements only check for obstructions for medium-size drivers. Research done for the agency by Digitek and others found that improperly designed inside rearview mirrors may not pose a problem to small or medium-size drivers but can present an obstruction to the tall driver. For example, when small drivers look to the right at an intersection, their line of sight passes underneath the rearview mirror. When taller drivers turn to the right, their line of sight is often blocked by the inside mirror. For that reason, the agency has decided to retain the monocular obstruction test.

The notice proposed that the sum of the monocular obstruction angles not exceed 11 degrees in either Zones I or II (respectively, the left and right forward quarters of the car). The sum of monocular obstruction angles for Zone IV (the right rear quarter of the car) was not to exceed 24 degrees and no single obstruction in that zone could exceed 15 degrees. Finally, the actual width of obstructions in Zone III (the left rear quarter of the car) could not exceed the actual width of obstructions in Zone IV by more than 5 percent.

Several commenters, such as GM and MVMA, requested the agency to provide its rationale for setting an 11 degree limit on monocular obstructions. A number of the commenters, such as Chrysler, JAMA and Rolls Royce, requested the agency to increase the permissible total monocular obstruction angle by 2 to 5 degrees in Zones I and II.

The monocular obstruction limits for Zone IV were supported by British Leyland and, in part, by Porsche. Porsche supported the 15 degree limit on individual obstruction but asked that the agency not set a limit on the total of all the individual obstruction angles. Although it said that many of its current and future models will meet the proposed limit, Chrysler asked that the limits be increased to 17 degrees for individual obstruction and 28 degrees for all obstructions. Chrysler said the changes were necessary to allow for production variations in pillar and other structural widths.

JAMA and Nissan asked for an increase to 17 degrees for individual obstructions and 29 degrees for the total amount of obstruction. They argued the increase was needed to accommodate the large roof pillars on some hatchback models. Volkswagen and Rolls Royce both sought increases in the limits arguing that their convertible models could not meet the proposed limits.

GM argued that the rearward monocular obstruction limits could restrict a manufacturer's design flexibility in developing automatic belt systems. GM said that in some vehicles additional posts or similar vehicle structure would have to be added to anchor automatic belts. Such structure would increase the amount of monocular obstruction. Finally, GM said that specialty type vehicles, such as the Cadillac limousine, will require redesign to comply with the monocular obstruction limits.

The agency's obstruction limits were based on field of view research by Digitek and an assessment of current vehicle designs. The Digitek research developed a technique to evaluate and rate the field of view provided in vehicles. The agency then compared the accident rates of the vehicles evaluated by Digitek and found that there was a correlation between the amount of obstruction measured by Digitek and the vehicle's involvement in accidents. This finding is consistent with the agency's engineering judgment that reducing the size of objects that can obscure other vehicles and pedestrians in potential accident situations will promote vehicle safety.

In addition, the agency funded research by Dynamic Science, General Testing Laboratories and Tracor Jitco to evaluate the amount of obstruction present in current cars. Those studies evaluated 61 different domestic and imported passenger cars (1969-1978 models). The most recent study found that 75 percent of the 1978 models tested were already using designs that met all the proposed obstruction limits.

In order to provide manufacturers with more flexibility in designing structural supports for occupant restraint systems, the agency has decided to slightly increase the obstruction limits, from 15 to 17 degrees for individual obstructions and from 24 to 25 degrees for the total amount of monocular obstruction. The agency has also decided to exempt specialty type vehicles, such as limousines, since they are produced in such low volumes and would require substantial costs to redesign.

GM questioned the need for applying the monocular obstruction requirements to Zone III. GM argued that because of the driver's proximity to the side window, he or she would normally look directly through the window to the left rear or use the combination of his or her peripheral vision and the left side mirror to see objects located by the left side of the car. Thus, obstructions immediately behind the driver on the left side of the vehicle will not be in the driver's line of sight. The agency agrees and has dropped the requirements for Zone III.

Viewing Area A

In the November 1978 notice, the agency proposed that a specified area of the windshield (Viewing Area A), which is most critical to the driver's forward field of view, must be free of any obstructions, except for antenna wires and electrical conductors. The size of Viewing Area A, which is a six-sided figure projected on the windshield, is determined by six planes that pass through the V-points and intersect the windshield.

Several commenters, such as Peugeot-Renault, JAMA and British Leyland, objected to the specifications for determining the upper boundary of Viewing Area A. Depending on the height of the vehicle's R-point above the ground, the upper boundary of the viewing area is determined by upward angles from V_1 that range from 7.5 to 12 degrees.

They requested the agency to set the upper boundary of Viewing Area A on the basis of the draft ECE regulation. The ECE draft regulation proposes a minimum obstruction free area on the windshield, whose upper boundary is determined by a maximum upward angle of 7 degrees from V_1 . They said to meet the upper edge requirements of Viewing Area A, they would have to make structural changes to increase the height of their windshields.

Several of the commenters, such as British Leyland and Toyota, also asked the agency to redefine the horizontal boundaries of Viewing Area A. They said that in small cars, the right

boundary of Viewing Area A would extend beyond the centerline of the vehicle. They said that, as a result, they would have to mount the rearview mirror on the passenger side of the centerline, which would make it difficult to meet the rearward field of view requirements of Standard No. 111, *Rearview Mirrors*, or they would have to increase the size of their windshields to locate the rearview mirror above the upper boundary of Viewing Area A.

The specifications defining Viewing Area A were based on research done by Ford to establish the minimum obstruction-free area on the windshield necessary to see pedestrians, intersecting vehicles, and road signals. Using a 7 degree angle to set the upper boundary would allow obstructions that block the driver's view of overhead road signs and signals. Likewise, allowing rearview mirrors within Viewing Area A would block the driver's view of vehicles and pedestrians approaching from the right. The agency's testing of current small cars, such as the Chevrolet Chevette, show that they can be designed to comply with the requirements.

Luminous Transmittance

The amount of light transmitted through vehicle glazing affects the ability of the driver to see other objects on the road. Low light transmittance can make it particularly difficult to spot objects, such as pedestrians, whose illumination and coloring allows them to blend in with the background of the roadside environment. The effect of low light transmittance levels on the driver's vision is most pronounced at dusk and night when the ambient light level is low, particularly for older drivers who have poor night time vision.

Standard No. 205, *Glazing Materials*, currently requires vehicle windshields to have a luminous transmittance of at least 70 percent. Standard No. 205, however, uses a laboratory test in which the luminous transmittance of the windshield is measured when the windshield is perpendicular to the measuring device instead of at the angle at which it is actually mounted in the vehicle. As explained below, the latter testing technique is more appropriate.

The November 1978 notice proposed that vehicle glazing have a luminous transmittance of 70 percent when measured by a new in-vehicle test. The in-vehicle test more accurately evaluates the effect of the angle of the windshield on the driver's vision since it measures the luminous transmittance of the windshield as it is mounted in the vehicle. A windshield transmits the maximum amount of light when it is

mounted at an angle of 90 degrees, as in the current Standard No. 205 test. As the mounting angle decreases, so does the amount of light transmitted by the windshield. For example, a windshield whose light transmittance is 73 percent when tested at 90 degrees, would have a light transmittance of 65 percent when mounted at 60 degrees, a typical windshield mounting angle.

Ford and GM agreed that an in-vehicle test is a more accurate way of evaluating the effect of the windshield on the driver's vision. They, however, argued that the proposed test is more complex and subject to more measurement error than the laboratory test currently used in Standard No. 205. GM urged the agency to modify the laboratory test procedure used in Standard No. 205 so that it measures the light transmittance of the windshield as it is mounted in a simulated in-vehicle position or at the designated installation angle. Ford urged that the agency use a laboratory test in which the windshield is mounted at 90 degrees and the light transmittance of the windshield at its installation angle is mathematically calculated.

Other commenters, such as Chrysler, JAMA, Libbey-Owens-Ford, and MVMA, urged retention of the 90 degree test used in both the Standard No. 205 and the proposed ECE regulation on vehicle glazing.

In response to the comments, the agency has decided to adopt a laboratory test instead of an in-vehicle test. The laboratory procedure will test the windshield mounted at its installation angle. The laboratory test procedure was developed for the agency by the National Bureau of Standards (NBS) at the same time NBS developed the in-vehicle test procedure.

The NBS laboratory procedure uses the same test equipment as used in the proposed in-vehicle test. It, however, will be simpler to perform than the in-vehicle test. In a series of tests, beginning in 1972 and continuing through 1976, NBS has refined the laboratory procedure for the luminous transmittance test so that it is accurate and repeatable.

Many commenters, such as GM, Triplex Safety Glass Co., and Libbey-Owens-Ford opposed the proposed 70 percent luminous transmittance requirement. They agreed that tinted windshields cause an approximate 3 to 6 percent reduction in night time seeing distances. Such reductions have been consistently reported by all of the researchers that have examined the effects of tinted windshields on driver seeing distances. They, however, argued that accident studies do not show that

cars with tinted windshields have more night time accidents.

The accident studies, done by Libbey-Owens-Ford and Lyle Filkins are limited in their scope. Those studies examined whether cars with tinted windshields have more accidents than cars with clear windshields. The studies examined accidents involving car-to-car crashes, a type of accident in which the involved cars presumably had their lights on at night. They did not examine accidents in which cars struck pedestrians or other non-illuminated roadside structures, objects which are more likely to blend in with the surrounding environment and thus be more difficult to see through a low light transmittance windshield.

In addition, Filkins cautioned in his study that because of "uncontrolled, confounding variables" and methodological limitations in the data file he used, it was "not possible to isolate the influence of windshield tinting in accident causation or prevention." Thus, the available accident studies do not evaluate all the relevant accident situations or they have methodological limitations that preclude drawing definitive judgments about whether tinted windshields are associated with an increase in night time accidents.

As previously mentioned, all the available laboratory data does show a decrease in driver seeing distances caused by tinted windshields. The reduction in seeing distance caused by tinted windshields is particularly serious for older drivers since their night time vision is generally poorer than younger drivers. To increase driver seeing distances, the agency is adopting the 70 percent luminous transmittance requirement. Adopting this requirement will not ban the use of tinted windshields, it will only prevent the use of heavily tinted windshields.

One manufacturer, Ford, has been using a newer type of tinted windshield that apparently complies with the requirements established today. Ford's tinted windshield uses one layer of tinted glass and one layer of clear glass instead of two layers of tinted glass as in tinted windshields used by other manufacturers. Other manufacturers can similarly reduce the amount of tint in their windshields to comply. A few vehicles that have windshield installation angles greater than 60 degrees will have to reduce tinting even more or use clear glass in order to comply.

The notice proposed requiring the left and right front side windows to meet the 70 percent light transmittance requirement. GM argued that side windows are generally mounted at

installation angles close to 90 degrees. Since Standard No. 205 already requires side windows to have 70 percent light transmittance when tested at 90 degrees, GM argued that establishing another test in Standard No. 128 is unnecessary. The agency agrees and has deleted the side window requirements from Standard No. 128.

Vehicle Reference Information

The notice proposed that the vehicle's design attitude must be established by reference to at least three accessible permanent marks or points on the vehicle structure. The location of the R point would also have to be established by reference to the same marks. Finally, the longitudinal seat adjustment range and recommended seat back angle for the driver's designated seating position would have to be provided.

MVMA objected to the proposed requirement arguing that it could be interpreted to require instructions and illustrations to be attached to each vehicle. MVMA recommended deleting the requirement. It said that information concerning the design attitude, location of the seating reference point, longitudinal seat adjustment range and recommended seat back angle can be obtained from the manufacturer. Ford asked the agency to clarify what degree of accessibility is required for the fiducial marks.

The purpose of the proposed requirement was not to require labeling but to ensure that the agency can obtain the necessary reference information to carry out the field of view compliance tests. Since manufacturers currently generate the necessary reference information during the design of their vehicles, the agency has decided to drop the requirement. As MVMA pointed out, the agency can obtain the information from the manufacturer prior to compliance testing.

The agency has decided, however, to retain the requirement that the fiducial points used to locate the seating reference point must be accessible. At present, the fiducial points used by some manufacturers are not easily accessible and thus complicate the determination of various test positions within the vehicle. By accessible, the agency means capable of being determined or located without having to remove any of the vehicle's interior or exterior structure. Thus, a fiducial point located and visible on the vehicle's frame, a location used by some manufacturers, would be considered accessible.

Shade Bands

The notice proposed that any shade bands on the windshield or side and

rear windows of passenger cars have a luminous transmittance of not less than six percent. In addition, the notice proposed limiting the location of the shade bands to ensure that the low transmittance glazing does not obscure viewing areas critical to the driver's field of view. Finally, the notice proposed that shade bands in the vehicle roof glazing have not more than a specified transmittance to protect the eyes of vehicle occupants from damage caused by infra-red rays.

Commenters, such as Chrysler, Ford, and GM, objected to the shade band transmittance and location requirements. They argued that there are no data indicating that shade bands meeting the existing SAE recommended practice, "Passenger Car Glazing Shade Bands" (SAE J100, July 1969), pose a danger.

The agency has decided to withdraw the proposed shade band requirements while it gathers additional data on the adequacy of the current industry practice to determine whether additional requirements, such as raising the lower border of the shade band to make sure it is out of the field of view of very tall drivers, are necessary.

MVMA, Ford and others objected to the proposed maximum transmittance requirements for shade bands for glazing mounted in the roof. They argued that the data cited by the agency to support the proposed requirement contained several technical errors which overstated the hazard associated with current roof shade bands. On re-examining the data, the agency agrees that the commenters are correct and has deleted the proposed requirement. The agency will, however, continue to study this problem to determine if additional rulemaking action is necessary.

Sun Visors

The notice proposed maximum and minimum view obstruction requirements for sun visors to protect the driver's eyes from sun glare without overly blocking his or her forward vision. The notice also proposed that sun visors not have a luminous transmittance greater than 15 percent.

Commenters opposed the requirements arguing that current sun visors do not pose a hazard. They also argued that the proposed requirements may create new problems. For example, Ford argued that the proposed lower limit on sun visor adjustability would allow a tall driver to lower the visor to block the glare of the sun at sunset, but it would not allow a shorter driver to obscure the same amount of glare.

On re-examining the adequacy of current industry practices, the agency

has decided to withdraw the proposed sun visor requirements.

Test Conditions

The commenters only requested two minor changes in the vehicle test conditions specified for conducting the monocular and binocular obstruction tests. Chrysler requested the agency to define how the vehicle is maintained at its design attitude during the testing. The agency is changing the requirement to make clear that the vehicle is to be maintained at its design attitude throughout the testing. However, to allow manufacturers freedom to use a variety of different approaches, such as using jack stands or other supports, the agency has decided not to specify a particular means of maintaining the vehicle's attitude during the testing.

MVMA objected to the requirement that an adjustable steering wheel be positioned at its mid-driving position. MVMA said that some adjustable wheels do not have a literal mid-position. MVMA requested the agency to position the steering wheel at the position specified by the manufacturer for normal driving purposes. The agency has decided to adopt MVMA's recommendation and has changed the positioning requirement.

Several commenters, such as GM and Volvo, requested the agency to determine if a vehicle complies with the obstruction limitation requirements by analyzing the manufacturer's design drawings rather than by doing in-vehicle or laboratory tests. They said that such an approach would reduce testing costs for the manufacturer. In effect, the manufacturers were requesting that the standard incorporate "designed to conform" rather than "shall conform" language in its performance requirements.

The agency has concluded that the use of "designed to conform" language in the standard would be contrary to the purposes of the National Traffic and Motor Vehicle Safety Act and is, therefore, inappropriate for use in Federal motor vehicle safety standards. Section 102(2) of the Act defines, in part, a motor vehicle safety standard as a "minimum standard for motor vehicle performance." Section 108(a)(1)(A) of the Act prohibits the manufacture or sale of any motor vehicle or item of motor vehicle equipment unless "it is in conformity" with any applicable Federal motor vehicle safety standard. Failure to "comply" with those minimum standards can lead to a determination of noncompliance under section 151 or 152, the obligation to notify and remedy, and the threat of civil penalties and injunctive relief. Those provisions make

clear Congress' intention that every motor vehicle or item of motor vehicle equipment covered by a standard actually comply. Therefore, the agency will not adopt "designed to conform" language for the direct field of view standard.

Although, Standard No. 108, *Lamps, Reflective Devices and Associated Equipment*, currently contains the "designed to conform" language, the agency has on several occasions stated its intention to remove such language from the standard since it is "basically inappropriate for a motor vehicle safety standard."

As long as a manufacturer acts with due care, it can certify that its vehicles comply with the requirements established by the standard based on its analysis of the design drawings for the vehicles. In making that analysis, the manufacturer must be certain that the design takes into account normal manufacturing variations so that its vehicles will comply with the standard when they are tested by the agency.

Costs and Benefits

The agency has considered the economic and other impacts of this final rule and determined that this rule is not significant within the meaning of Executive Order 12221 and the Department of Transportation's policies and procedures implementing that order. The agency's assessment of the benefits and economic consequences of this final rule are contained in a regulatory evaluation that has been placed in the docket for this rulemaking. Copies of that regulatory evaluation can be obtained by writing NHTSA's docket section, at the address given in the beginning of this notice.

As previously explained, most current vehicles will require little or no modification to meet the monocular and binocular obstruction limits set by this standard. Manufacturers of vehicles that do not currently meet the standard will incur tooling costs to redesign their cars. The amount of those costs, however, can be substantially reduced by providing sufficient leadtime so that manufacturers can make the tooling changes during their normally scheduled redesigns of their cars.

In their comments, all manufacturers said that they would need a minimum of two years to meet all of the performance requirements of the standard. Many of them, such as Chrysler, Mazda, Toyota, Ford and others, requested the agency to provide four years of leadtime to minimize costs. GM requested the agency to provide between 3 to 5 years of leadtime.

To minimize the costs of the standard, the agency has set an effective date of September 1, 1984. This will provide sufficient time for all manufacturers to make changes to their vehicles. Because of their own redesign schedules, many manufacturers will be in compliance with the standard before that date.

Several manufacturers, such as VW and Mazda, requested the agency to apply the performance requirements of the standard only to new models introduced after the effective date of the standard and not to current models that will continue to be produced after the effective date of the standard. Section 108(a)(1)(A) of the National Traffic and Motor Vehicle Safety Act prohibits such a "grandfather clause" since it provides that a standard applies to all vehicles that are of the type subject to the standard manufactured after the effective date of the standard.

The engineer and lawyer primarily responsible for this notice are Charles Kaehn and Stephen Oesch, respectively. In consideration of the foregoing, Title 49 of the Code of Federal Regulations is revised by adding a new § 571.128, *Fields of direct view*, to read as follows:

§ 571.128 Standard No. 128, fields of direct view.

S1 Scope. This standard specifies requirements for the maximum allowable size of obstructions in the driver's field of view and for a minimum field of view through the windshield. It also specifies requirements for the light transmittance of the windshield.

S2 Purpose. The purpose of this standard is to reduce motor vehicle deaths and injuries by providing drivers with an adequate field of view of the motoring environment.

S3 Application. This standard applies to passenger cars.

S4 Definitions.

"Design attitude" means the position and angle designated for a vehicle by its manufacturer when the vehicle is at its curb weight, is on a horizontal surface, is loaded with a 150 pound occupant at the driver's designated seating position and has its tires inflated to the vehicle manufacturer's specifications. The design attitude is ascertainable by determining the relationship of at least three accessible fiducial marks or points on the body structure to a horizontal surface.

"Longitudinal seat adjustment range" means the horizontal longitudinal distance between the seating reference point and the design H point when the seat is at the foremost position specified by the manufacturer, excluding seat track travel used for purposes other than normal driving and riding positions.

"Luminous transmittance" means the ratio, expressed as a percentage, of the luminous intensity of a source of light that reaches a designated viewing point after passing through the material whose transmittance is being measured compared to the luminous intensity of the light that reaches that viewing point when the material is absent.

"Obstruction" means any portion of the vehicle structure, including glazing, that does not meet the appropriate light transmittance requirements of this standard, except for:

- (a) fender mounted antennas and windshield antennas
- (b) fender or hood mounted turn signals and hood mounted ornaments less than 2.5 inches in horizontal width and vertical height
- (c) low reflectance electrical conductors
- (d) wiper blades and arms
- (e) vent window structure
- (f) outside rearview mirrors and their mountings
- (g) shade bands
- (h) the portion of the steering wheel rim that is below a horizontal plane that originates at V_1 and passes through the windshield.

When an obstruction spans two zones (specified in S8.3) the portion of an obstruction that falls within a particular zone is evaluated as a separate obstruction within that zone, except that for the purpose of S5.1, both portions of such an obstruction are considered a single obstruction in the zone in which the greater portion of the obstruction lies.

"Binocular obstruction angle" means that part of the horizontal angular width of an obstruction that is determined in accordance with the test procedures in S6.1. (See Figure 1.)

"Monocular obstruction angle" means the angle formed by the two lines in a horizontal plane, one that is tangent to the left edge and one that is tangent to the right edge of an obstruction, that intersect at any point on the vertical line from V_1 to V_2 .

"Recommended seat back angle" means the angle measured between a vertical line through the seating reference point and the torso line of the two dimensional template when the seat is in its normal driving and riding position specified by the manufacturer.

S5 Requirements. Each vehicle shall, under the conditions of S7, meet the requirements of S5.1, S5.2, S5.4 and S5.5 when tested in accordance with the procedures of S6, using the orthogonal reference system specified in S8. Each vehicle with a wheelbase less than 123 inches also shall, under the conditions of S7, meet the requirements of S5.3

when tested in accordance with the procedures of S6, using the orthogonal reference system specified in S8.

S5.1 Limits on binocular obstruction. When measured in accordance with the procedures specified in S6.1, each vehicle shall provide a field of direct view in Zones I and II that contains, in each zone, not more than one obstruction whose binocular obstruction angle exceeds zero degrees. The binocular obstruction angle of this obstruction shall not exceed 6 degrees.

S5.2 Limits on monocular obstructions in Zones I and II. When measured in any horizontal plane that is not higher than V_1 and not lower than V_2 , each vehicle shall provide a field of direct view in Zones I and II in which the total of the monocular obstruction angles for all obstructions in each zone does not exceed 11 degrees.

S5.3 Limits on monocular obstructions in zone IV. When measured in any horizontal plane that is not higher than V_1 and not lower than V_2 , each vehicle shall provide a field of direct view in Zone IV in which:

(a) there are no obstructions with a monocular obstruction angle greater than 17 degrees, and

(b) the total of the monocular obstruction angles does not exceed 25 degrees.

S5.4 Obstructions in Viewing Area A. Each vehicle shall provide a field of direct view from V_1 and from V_2 that has no obstructions within Viewing Area A of the windshield specified in S8.7.

S5.5 Luminous transmittance of glazing materials. The windshield of each vehicle shall have a luminous transmittance of not less than 70 percent when measured in accordance with the procedure specified in S6.2.

S6 Test Procedures. Each vehicle shall meet the requirements of S5 when tested in accordance with the procedures set forth in this section that are appropriate for the particular requirement.

S6.1 Determination of binocular obstruction angle. Using lines that fall in the same horizontal plane, determine binocular obstruction angles as set forth in S6.1.1 and S6.1.2.

S6.1.1 Zone I.

S6.1.1.1 Rotate the paired E points about P_1 in the horizontal plane that coincides with P_1 , so that the E_1 - E_2 line is parallel to the Y-Z plane.

S6.1.1.2 If an angle greater than 120 degrees exists between line E_1 - E_2 and the line originating at E_1 that is tangent to the left edge of the obstruction being measured, then rotate the paired E points about P_1 until the angle is reduced to 120 degrees. (See Figure 1.)

S6.1.1.3 Project a line from E_2 that is parallel to the line from E_1 described in S6.1.1.2.

S6.1.1.4 To determine the binocular obstruction angle, measure the angle between the line from E_2 described in S6.1.1.3 and the line that originates at E_2 and is tangent to the right edge of the obstruction. (See Figure 1.)

S6.1.2 Zone II. Use the procedure specified in section S6.1.1, substituting P_2 for P_1 , and substituting E_3 and E_4 for E_1 and E_2 respectively. For calculation of the binocular obstruction angle in Zone II, the line described in S6.1.1.2 originates from the E_1 point and is tangent to the right edge of the obstruction, the line described in S6.1.1.3 originates from point E_3 , and the line described in S6.1.1.4 originates at E_4 and is tangent to the left edge of the obstruction. (See Figure 1.)

S6.2 Determination of luminous transmittance of the windshield.

S6.2.1 Position the windshield so that it is aligned at the same angle at which it is mounted in the vehicle, when the vehicle is at its design attitude. Clean the windshield and determine the location of V_1 .

S6.2.2 Place the photometer so that its lens is located at V_1 and align the axis of the photometer so that it is horizontal and 90 degrees to the left of the simulated X-Z plane. Position the light source so that it is 10 feet from the photometer, is at the same height as the photometer and is located so that the projected axis of the photometer is perpendicular to and passes through its center. Focus the photometer for infinity. Allow the light source and the photometer to stabilize before beginning the test. Adjust the photometer sensitivity to achieve a full-scale reading.

S6.2.3 Reposition the photometer so that its axis is horizontal and parallel to the simulated X-Z plane, with the light source moved to be in the same relationship to the lens as specified in S6.2.2. Record the photometric value through the windshield glazing.

S6.2.4 With the equipment repositioned as specified in S6.2.2 record the photometric value. For the photometer to have remained in calibration, the reading must be within one percent of the original full-scale reading obtained in S6.2.2. If the reading varies by more than one percent, repeat the procedure specified in S6.2.2 through S6.2.4.

S7 Test Conditions. The vehicle shall meet the requirements of S5 under the following conditions:

S7.1 The vehicle is maintained in its design attitude.

S7.2 All vehicle openings are closed, including doors, tailgates, windows, hoods, and movable or convertible tops.

S7.3 The inside rearview mirror is adjusted to the position required to meet the field of view performance requirements set in § 571.111 of this chapter (Standard No. 111, *Rearview Mirror Systems*).

S7.4 The sun visor system is adjusted to its stored position.

S7.5 The steering wheel is positioned so that the front wheels are straight ahead. An adjustable steering wheel is positioned in its normal driving position specified by the manufacturer.

S7.6 Each adjustable seat is in the rearmost position of its longitudinal seat adjustment range and is in its lowest vertical position in that rearmost adjustment. Each adjustable seat back is at its recommended seat back angle.

S7.7 The light source for luminous transmittance testing has a color temperature of 2856° Kelvin and is equally luminous across the field.

S7.8 The photometer used in luminous transmittance testing is designed as described in S7.8.1 through S7.8.3.

S7.8.1 The photometer is equipped with a filter to correct its spectral response to the 1931 CIE photopic luminous efficiency function as specified in the Illumination Engineering Systems Handbook (published by the Illuminating Engineering Society, 345 East 47th Street, New York, NY 10017). Drift characteristics due to warm-up and ambient brightness changes are determined to permit corrections to observed readings.

S7.8.2 The photometer is capable of measuring luminous transmittance within 1 percent accuracy. The optical system of the photometer is designed to minimize polarization effects.

S7.8.3 The photometer samples an area of the windshield no smaller than 0.06 square inches in size.

S7.9 Luminous transmittance tests are conducted in a facility in which background light is less than one percent. Background light is defined as the ratio of the luminance of the unlighted source, as installed for testing, to the luminance of the light source, multiplied by 100.

S8. Orthogonal reference system. The requirements of S5 are expressed in relation to planes, zones, axes, and points that together constitute the orthogonal reference system specified in S8.1 through S8.8. (See Figure 2.)

S8.1 R point. The R point is a point within the occupant compartment that is designated by the vehicle manufacturer as the seating reference point and has X, Y and Z coordinates established by

reference to three accessible fiducial marks or points on the body structure.

S8.2 Reference planes. Three orthogonal reference planes are established by the manufacturer during the design of the vehicle to determine the dimensional relationship between the R point and the V, E and P points. The X-Z plane is the centerline body zero plane and is a vertical plane that passes through the longitudinal centerline of the vehicle. The X-Y plane is the horizontal body zero plane and is perpendicular to the X-Z plane. The Y-Z plane is the vertical body zero plane and is perpendicular to the X-Z and X-Y planes. All points of interest are described as coordinates dimensioned from the intersection of the X-Z, Y-Z and X-Y planes. The X coordinates are negative forward of the Y-Z plane and positive to the rear. The Y coordinates are negative to the left of the X-Z plane and positive to the right. The Z coordinates are negative below the X-Y plane and positive above it.

S8.3 Test zones. The vehicle is divided into four zones for purposes of applying the monocular and binocular viewing requirements specified in S5. These zones are bounded by two vertical planes, a vertical longitudinal one through V_1 parallel to the X-Z plane, the other a vertical transverse one through V_1 parallel to the Y-Z plane. The forward left quadrant is designated Zone I, while the forward right quadrant, the rearward left quadrant, and the rearward right quadrant are designated Zone II, Zone III, and Zone IV, respectively. (See Figure 3.)

S8.4 V-points. Two reference points, V_1 and V_2 , are used to define viewing areas on the windshield, evaluate monocular obstructions, and test for luminous transmittance.

S8.4.1 V_1 -point. (a) When the driver's recommended seat back angle is 25 degrees, V_1 is located 26.18 inches above the R point, 2.67 inches to the rear of the R point and 0.20 inches to the left of the R point. For a recommended seat back angle other than 25 degrees, the X and Z coordinates for the V_1 point are corrected as shown in Table I. (b) At the option of the manufacturer, the V_1 point may be positioned up to three inches outboard of its designated position.

S8.4.2 V_2 -point. V_2 is located 3.00 inches directly below V_1 .

S8.5 P-points. (a) When the driver's recommended seat back angle is 25 degrees and the longitudinal seat adjustment range is less than 4.25 inches, P_1 is 24.66 inches above the R point, 1.40 inches to the rear of R point, and 0.80 inches to the left of the R point, and P_2 is 24.66 inches above the R point, 2.50 inches to the rear of the R point,

and 1.85 inches to the right of the R point. For a driver's seat with a recommended seat back angle other than 25 degrees, the X and Z coordinates for the P points are corrected as shown in Table I. For a driver's seat with a longitudinal seat adjustment range of 4.25 inches or more, the X coordinate for the P points is corrected as shown in Table II. (b) If the V_1 point is positioned in accordance with S8.4.1(b), then the P points shall be positioned the same distance outboard of their designated position as the V_1 point.

S8.6 E-points. Four reference points, E_1 through E_4 , are used to evaluate binocular obstructions in the forward field of view. E_1 and E_2 are paired and used with P_1 in Zone I, while E_3 and E_4 are paired and used with P_2 in Zone II. Their spatial relationship to the vehicle is determined only by reference to the P points and the test procedure set out in S6.1. The paired E points lie in the same horizontal plane as the P points and are 2.54 inches apart. The distance from the P point to the midpoint, M, of the line between the paired E points is 3.88 inches. (See Figure 4.)

S8.7 Viewing Area A. Viewing area A is the six-sided area on the windshield that is bounded, as indicated in Figure 5, by the intersections of each of the following six planes with the windshield:

(a) The vertical plane passing through V_1 that intersects the X-Z plane at an angle of 17 degrees, as measured counterclockwise from the X-Z plane viewed from above (Shown as side "a" in Figure 5);

(b) The plane that is perpendicular to the X-Z plane, that passes through V_1 and that intersects the X-Y plane at the angle specified in column 1 of Table III for the vehicle's R point height, as measured clockwise from the X-Y plane viewed from the left side of the vehicle (Shown as side "b" in Figure 5);

(c) The vertical plane passing through V_1 that intersects the X-Z plane at an angle of 13 degrees, as measured counterclockwise from the X-Z plane viewed from above (Shown as side "c" in Figure 5);

(d) The plane that is perpendicular to the X-Z plane, that passes through V_1 , and that intersects the X-Y plane at the angle specified in column 2 of Table III for the vehicle's R point height, as measured clockwise from the X-Y plane viewed from the left side of the vehicle (Shown as side "d" in Figure 5);

(e) The vertical plane passing through V_1 that intersects the X-Z plane at an angle of 22 degrees, as measured clockwise from the X-Z plane viewed from above (Shown as side "e" in Figure 5); and

(f) The plane that is perpendicular to the X-Z plane, that passes through V_2 and that intersects the X-Y plane at the angle specified in column 3 of Table III for the vehicle's R point height, as measured counterclockwise from the X-Y plane viewed from the left side of the vehicle (Shown as side "f" in Figure 5).

(Secs. 103, 119, Pub. L. 89-563, 80 Stat. 718 [15 U.S.C. 1392, 1407]; delegation of authority at 49 CFR 1.50)

Issued on December 22, 1980.

Joan Claybrook,
Administrator.

Table I.—Corrections to the X and Z Coordinates for the V and P Points When the Recommended Seat Back Angle is not 25 Degrees

Recommended seat back angle (in degrees)	X coordinate ¹ (in inches)	Z coordinate ² (in inches)
At least	But less than	
5.5	5.5	-7.34
6.5	6.5	-6.95
7.5	7.5	-6.56
8.5	8.5	-6.17
9.5	9.5	-5.79
10.5	10.5	-5.41
11.5	11.5	-5.03
12.5	12.5	-4.65
13.5	13.5	-4.28
14.5	14.5	-3.91
15.5	15.5	-3.54
16.5	16.5	-3.18
17.5	17.5	-2.81
18.5	18.5	-2.45
19.5	19.5	-2.10
20.5	20.5	-1.74
21.5	21.5	-1.39
22.5	22.5	-1.04
23.5	23.5	-0.69
24.5	24.5	-0.34
25.5	25.5	0.00
26.5	26.5	0.34
27.5	27.5	0.68
28.5	28.5	1.01
29.5	29.5	1.35
30.5	30.5	1.68
31.5	31.5	2.01
32.5	32.5	2.33
33.5	33.5	2.65
34.5	34.5	2.97
35.5	35.5	3.29
36.5	36.5	3.61
37.5	37.5	3.92
38.5	38.5	4.23
39.5	39.5	4.54
		4.84

¹ Negative symbol means a correction to the X coordinate in the forward direction.

² Negative symbol means a correction to the Z coordinate in the downward direction.

Table II.—Correction to the X Coordinate for the P_1 and P_2 Points When the Longitudinal Seat Adjustment Range is 4.25 Inches or More

Longitudinal seat adjustment range (in inches)	X coordinate (in inches)
At least	But less than
4.25	4.75
4.75	5.25
5.25	5.75
5.75	6.25
6.25	6.75

¹ Negative symbol means a correction to the X coordinate in the forward direction.

Table III.—*Determination of Angles for Use in Establishing Planes of Viewing Area A*

Seating reference point height above the ground (in in.)		(1)	(2)	(3)
At least	But less than	Up angle from V ₁ to side "b" (in degrees)	Up angle from V ₁ to side "d" (in degrees)	Down angle from V ₁ to side "f" (in degrees)
20	20	9.0	12.0	3.0
20	30	8.5	11.0	3.5
30	40	8.0	10.0	4.5
40	50	7.5	9.0	5.5
50	60	7.0	8.5	6.5
60	70	6.5	8.0	7.5
70	70	6.0	7.5	8.0

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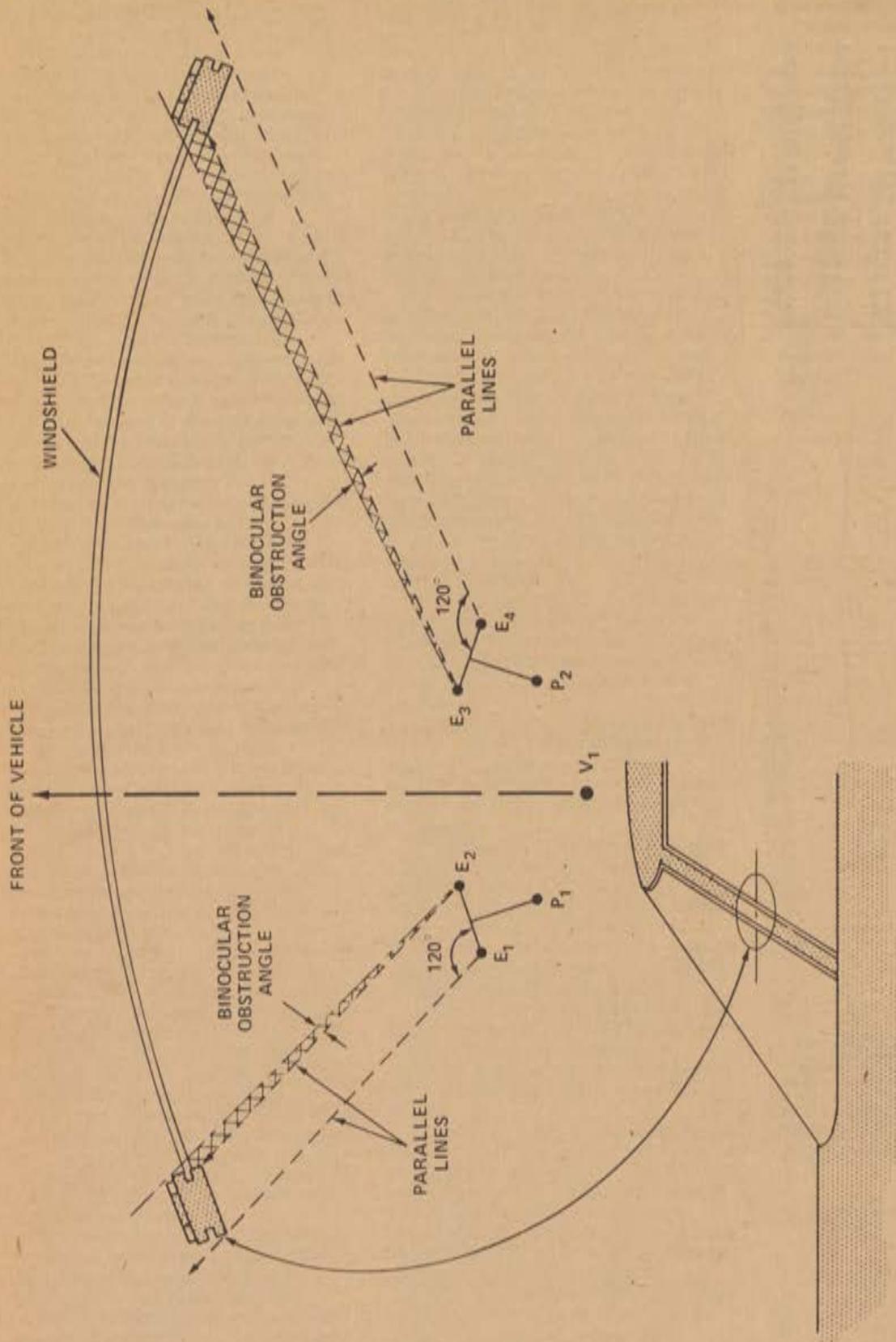


Figure 1 Binocular Obstruction Test Procedures

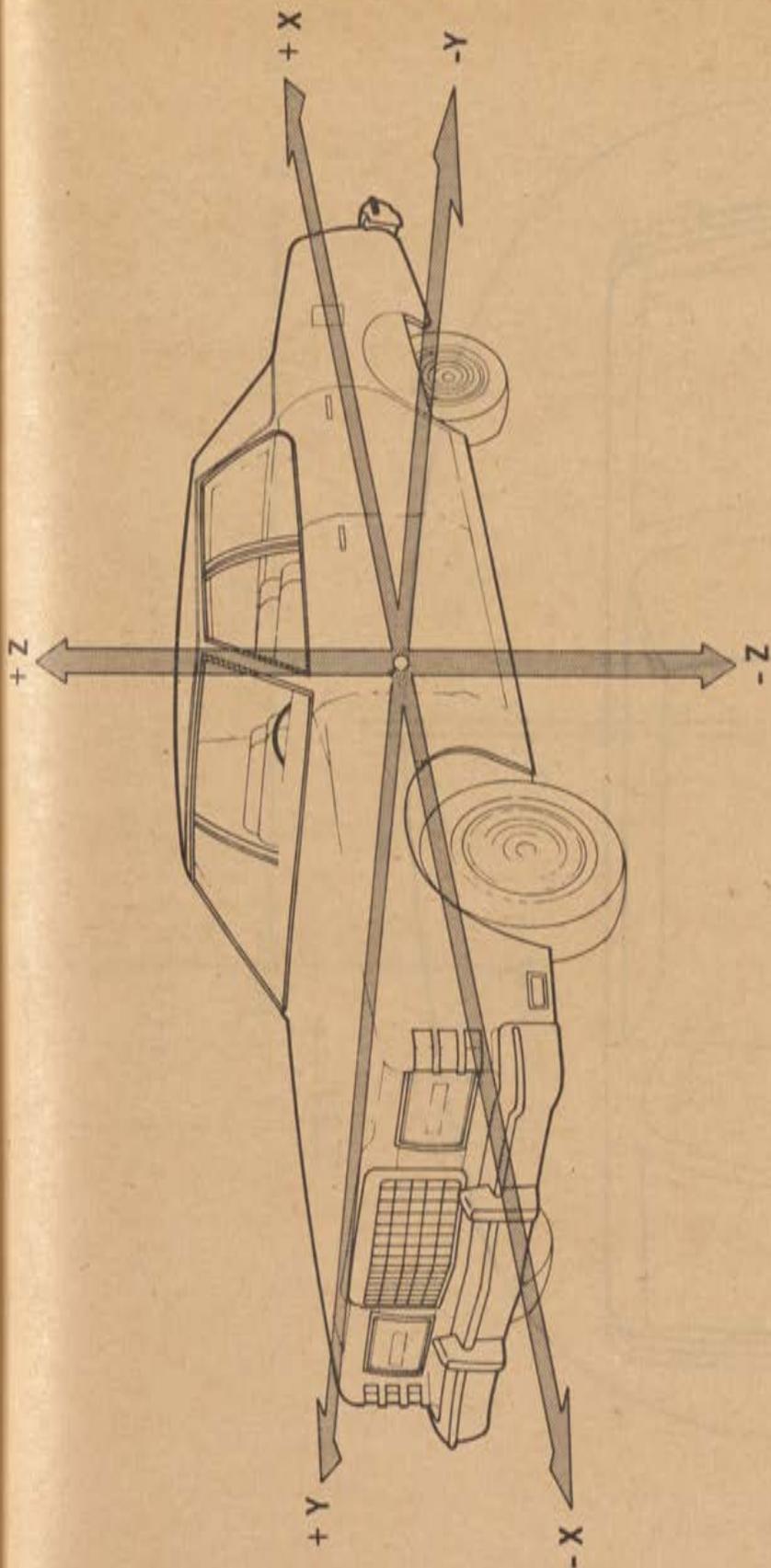


Figure 2 Orthogonal Reference Axes

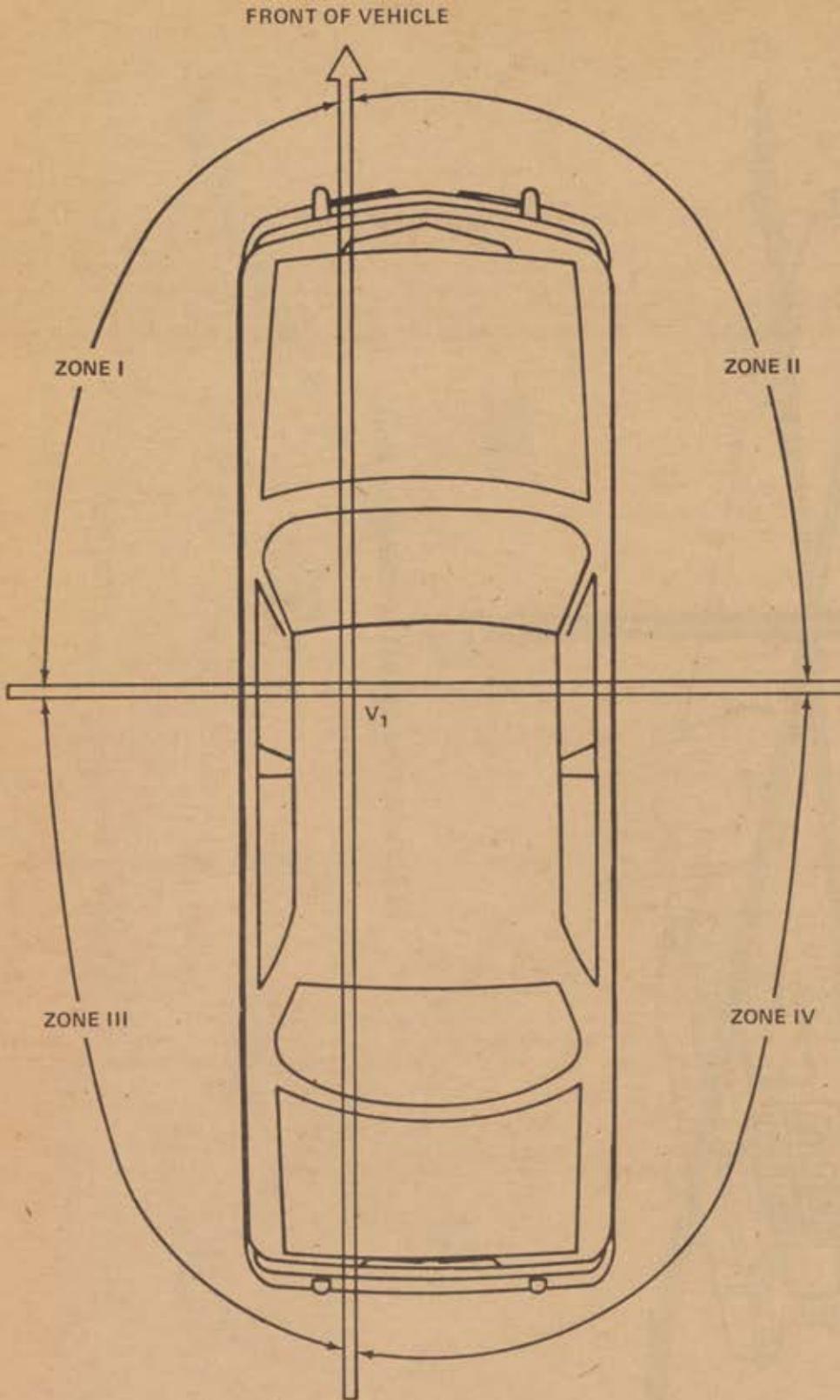


Figure 3 Test Zones

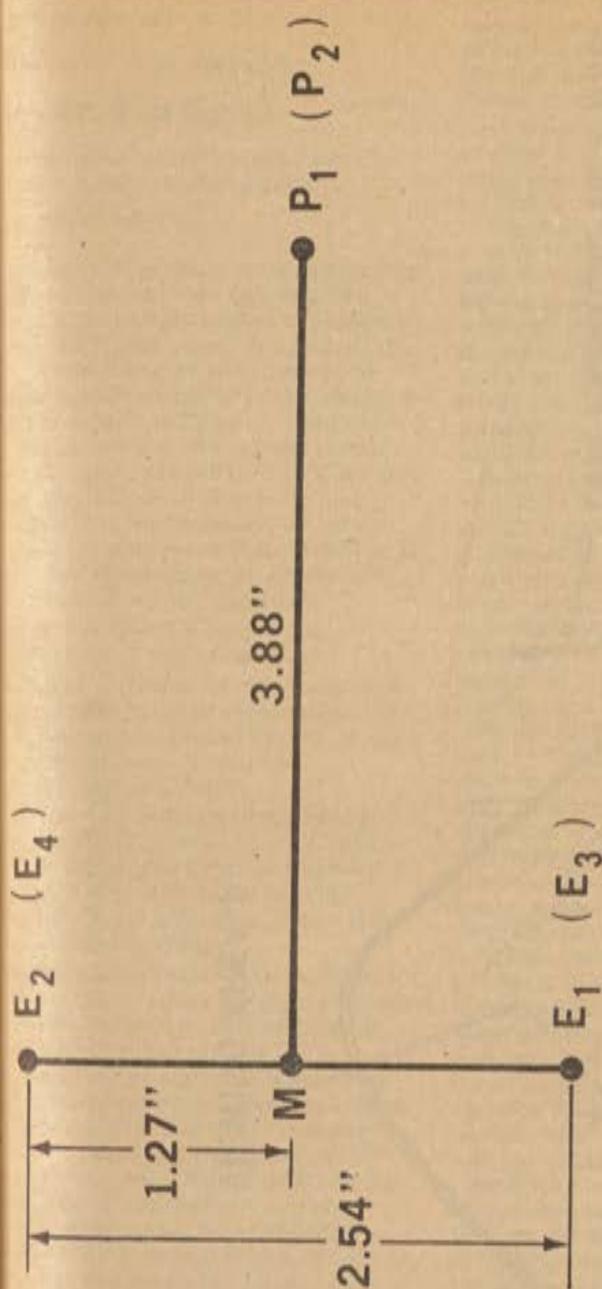


Figure 4 Relationship between E Points and Their Pivot Point, P

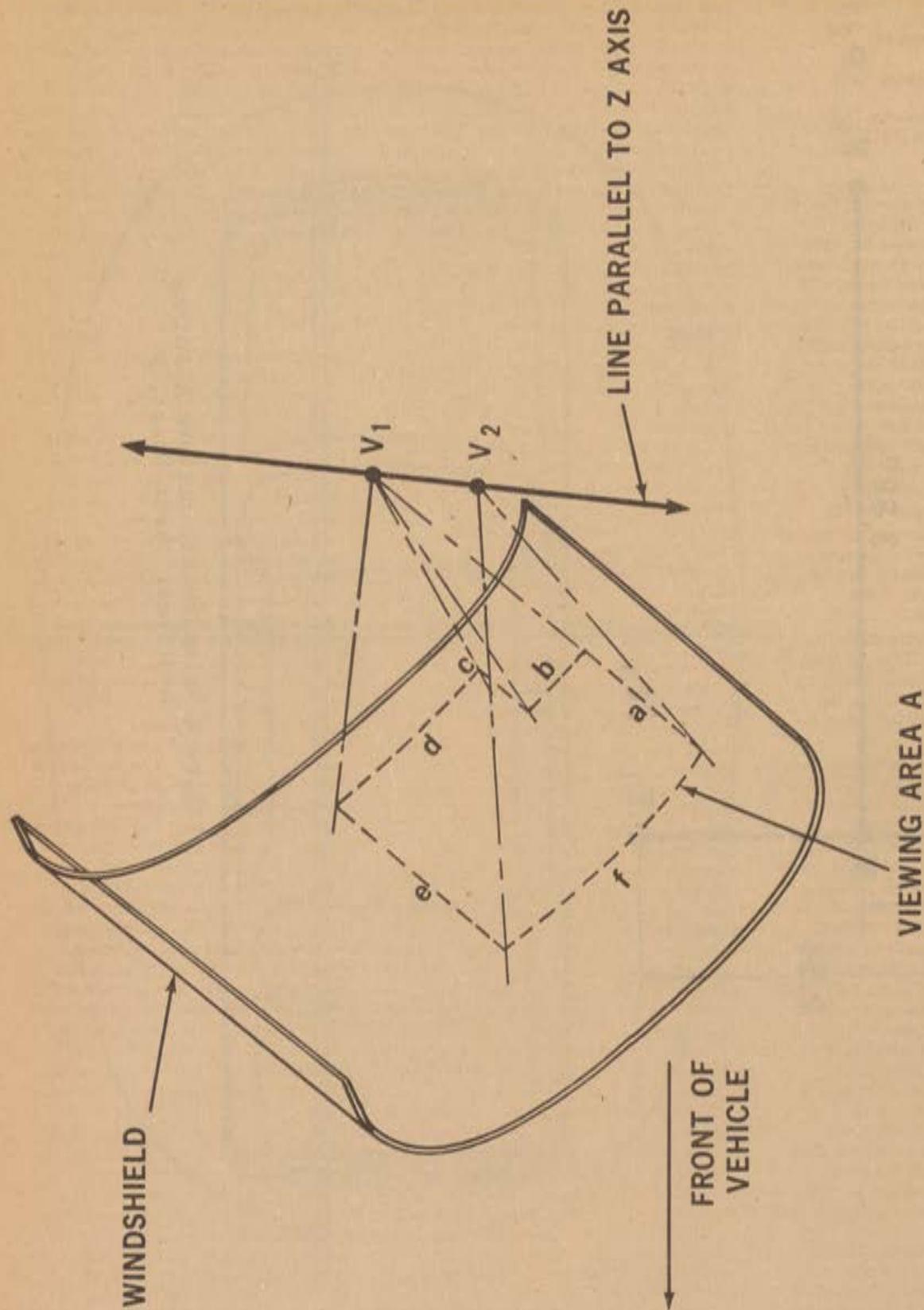


Figure 5 Windshield Viewing Area A

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49 CFR Part 571

[Docket No. 70-27; Notice 20]

Hydraulic Brake Systems**AGENCY:** National Highway Traffic Safety Administration (NHTSA).**ACTION:** Final rule.

SUMMARY: This notice amends Standard 105, *Hydraulic Brake Systems*. The standard currently applies to passenger cars and school buses. Its applicability is extended on a general basis (with some modifications) to trucks, all types of buses, and multipurpose passenger vehicles (MPV's) with a gross vehicle weight rating (GVWR) of 10,000 lbs. or less. Several requirements are also extended to trucks, buses and MPV's with a GVWR greater than 10,000 lbs. In addition, the standard's requirements for school buses are upgraded.

DATE: The effective date of this amendment is September 1, 1983.

ADDRESS: Petitions for reconsideration should refer to the docket number and be submitted to: Docket Section, Room 5108, 400 Seventh Street, S.W., Washington, D.C. 20590.

FOR FURTHER INFORMATION CONTACT: Mr. George L. Parker, Office of Vehicle Safety Standards, National Highway Traffic Safety Administration, 400 Seventh Street S.W., Washington D.C. 20590 (202-426-2720).

SUPPLEMENTARY INFORMATION: Standard 105, *Hydraulic Brake Systems*, currently applies to passenger cars and school buses. This notice extends its applicability on a general basis (with some modifications) to trucks, all types of buses, and multipurpose passenger vehicles (MPV's) with a gross vehicle weight rating (GVWR) of 10,000 lbs. or less. Several requirements are also extended to trucks, buses and MPV's with a GVWR greater than 10,000 lbs. In addition, the standard's requirements for school buses are upgraded.

This final rule was preceded by a notice proposing the extension of Standard 105 in October 1979 (44 FR 50113). Private citizens, safety organizations, manufacturers, and manufacturer trade associations have submitted comments on the proposal. The NHTSA has considered all of those comments and the most significant ones are discussed below.

The agency made two significant modifications in the proposed standard's requirements as a result of the comments. As will be explained below, the agency determined that third effectiveness requirements should not be applicable to vehicles, other than

school buses, with a GVWR of 8,000 to 10,000 lbs. Also, the agency determined that fourth effectiveness stopping distance requirements for vehicles with a GVWR of 8,000 to 10,000 lbs., as well as spike stop check stopping distance requirements for those vehicles, should be slightly relaxed.

The changes in the standard's requirements were made to give manufacturers additional leeway in balancing the performance of their vehicles' braking systems for both fully loaded and lightly loaded conditions and to ensure that the requirements would not result in unduly burdensome certification responsibilities being imposed on final stage manufacturers.

A slight change was also made in the standard's definition of "lightly loaded vehicle weight" to permit the use of additional instrumentation.

Also in response to the comments, the agency determined that a longer period of leadtime should be provided. The effective date of the requirements is September 1, 1983, which gives a leadtime of more than two years.

Many comments were received in support of extending Standard 105 to apply to trucks, all types of buses, and MPV's. General Motors, Chrysler and American Motors/Jeep all stated that they support the adoption of requirements for hydraulic braked trucks, buses and MPV's, though all three companies requested some modifications in the standard as proposed. Wagner Electric stated that it is commendable that efforts are being made to improve the safety of the highways and that it can see the benefits that may accrue when more varieties of highway vehicles have been brought under the control of the appropriate minimum braking standard.

Both Ford and the Japan Automobile Manufacturers Association stated that they are not opposed to the application of braking performance requirements to vehicles in addition to passenger cars and school buses. The Japan Automobile Manufacturers Association added that, from the viewpoint of safety, it thought this application should be promoted.

The National Transportation Safety Board stated that it supported the action, noting that by reducing the current disparity between the braking capability of passenger cars and many trucks and vans, motor vehicle accidents should be reduced. The Board also stated its support for the requirements upgrading the performance requirements for school buses.

While the General Accounting Office of the United States did not specifically comment on this rulemaking, a report to the United States Congress by the

Comptroller General issued in 1978 called for, among other things, expeditious rulemaking on light truck braking performance. See Report to Congress by the Comptroller General of the United States, *Unwarranted Delays by the Department of Transportation to Improve Light Truck Safety*, July 6, 1978.

The Center for Auto Safety stated that extension of the standard is long overdue and is fully supported by the large number of consumer complaints that the Center receives each year on inadequate brakes on light trucks, vans and MPV's.

Effectiveness Requirements

Comments received on the proposal's effectiveness requirements for service brake systems primarily dealt with the third and fourth effectiveness test stopping distances for vehicles with a GVWR of 8,000 to 10,000 lbs. Several comments stated that the stopping distance requirements that were proposed were too stringent.

The fourth effectiveness test is an effectiveness test of the braking system which is conducted after the fade tests and while the vehicle is fully loaded. Because it comes after the fade tests, during which some deterioration of the brakes may occur, the fourth effectiveness test was considered by several commenters to be the most stringent of the fully loaded effectiveness tests. Generally discussed along with the fourth effectiveness test were the spike stop check stopping distance requirements. These requirements represent an abbreviated effectiveness test with the same stopping distance requirements as the fourth effectiveness test, which is conducted after the spike stops (which follow the fourth effectiveness test). Because the commenters addressed these tests together and because the stopping distance requirements are the same for the two tests, the discussion of these requirements will subsume the spike stop check stopping distance requirements into consideration of the fourth effectiveness stopping distance requirements.

According to the commenters, brakes which are powerful enough to meet the fourth effectiveness (fully loaded) stopping distance requirements for vehicles in that weight class would be prone to lock-up in the lightly loaded condition. If lock-up occurred in the lightly loaded condition, the vehicles would be unable to meet the third effectiveness (lightly loaded) stopping distance requirements. Several comments stated that manufacturers would find it necessary to develop anti-

lock or similar devices in order to meet the requirements as proposed.

Other comments on the third and fourth effectiveness requirements for this class of vehicles focused on possible deleterious effects that the requirements might have on final stage manufacturers and the market which they serve. (A "final stage manufacturer" is a manufacturer which typically purchases an incomplete vehicle which usually consists only of a chassis, suspension, power train, brakes and perhaps an occupant compartment from an incomplete vehicle manufacturer such as Ford, General Motors or Chrysler and completes the vehicle by adding a body or work performing equipment.)

Any final stage manufacturer that does not complete a vehicle in accordance with conditions established by the incomplete vehicle manufacturer must recertify that the completed vehicle complies with applicable safety standards based upon its own information, analysis, or tests. Several commenters were concerned that final stage manufacturers would not be able to meet those conditions and thus would be required to engage in extensive testing of their vehicles. According to those commenters, extensive testing is not feasible for final stage manufacturers as they are often small manufacturers that produce only limited numbers of a variety of specialty vehicles.

Changes suggested by the commenters varied, depending upon whether they were addressing the requirements from the point of view of the large manufacturers (i.e., the incomplete vehicle manufacturers) or the final stage manufacturers. General Motors, for example, stated that it could meet the longest of a range of stopping distances proposed for the third effectiveness test if fourth effectiveness test stopping distances were extended by 10 percent. Comments received from Ford and Chrysler were similar, with Ford asking for a relatively minor increase in third effectiveness stopping distances and a 10 percent increase in fourth effectiveness stopping distances, while Chrysler requested a 16 percent increase in stopping distances for fourth effectiveness tests.

Those commenters primarily concerned with final stage manufacturer certification difficulties suggested various approaches, including not extending Standard 105 at this time or only extending it to vehicles with a GVWR under 8,000 lbs. Other approaches suggested by those commenters include applying different test requirements to final stage

manufacturers, so long as the braking systems on their vehicles are used on similar vehicles, requiring incomplete vehicle manufacturers to give additional information to final stage manufacturers to help them make engineering judgments about the effect changes in the center of gravity will have on a vehicle's braking ability, and providing a longer period of leadtime to final stage manufacturers than other manufacturers.

The latter approach was suggested because some final stage manufacturers were concerned that incomplete vehicle manufacturers would not provide information about new conditions established as a result of the proposed requirements until just before the time of model introduction. According to those comments, final stage manufacturers need to receive such information well in advance of the time of model introduction in order that they can design their vehicles in accordance with the conditions.

The agency was aware of the braking design problems associated with trucks, buses and MPV's, including those particularly affecting vehicles over 8,000 lbs. GVWR, when it issued the proposal. The proposal explained that while trucks, buses and MPV's should ideally stop in as short a distance as passenger cars, since they share the same roads and traffic flow, there are certain differences between those vehicles which make accomplishing that goal more difficult for trucks, buses and MPV's. The primary differences are the greater loaded to empty weight ratio of trucks, MPV'S and buses, the higher center of gravity found in those vehicles (which results in greater dynamic weight transfer during braking), the greater variations in loaded and unloaded weight distribution that occur in those vehicles and the lower traction capabilities of truck tires. Because these factors make it difficult to design braking systems which provide the appropriate brake torque for each axle under all braking and load conditions, the agency proposed stopping distances that were slightly longer than those in effect for passenger cars.

The notice also discussed the design problems particularly affecting trucks, buses and MPV's with a GVWR over 8,000 lbs. In order to stop in as short a distance as lighter vehicles, vehicles with a GVWR of 8,000 lbs. or more require powerful rear brakes to meet fully loaded stopping distance requirements. When the vehicles are stopped in a lightly loaded condition, however, the powerful rear brakes can cause wheel lock-up and resulting

vehicle instability. Because of these design problems, the agency proposed ranges of slightly longer third effectiveness test stopping distances for vehicles with a GVWR of 8,000 to 10,000 lbs. than for vehicles with a lower GVWR. In proposing the requirements, the agency stated that it was its intention to avoid requiring manufacturers to develop anti-lock or similar devices for their vehicles. While such systems may be able to overcome these problems, there is no field-tested anti-lock system for hydraulic-braked vehicles that is commercially available at this time.

The stopping distances proposed for the third and fourth effectiveness tests were based upon tests conducted by the agency on existing production vehicles and upon confidential brake development test data submitted by General Motors, Ford and Chrysler. Based upon its analysis of these data, the agency concluded that the proposed stopping distances for both the third and fourth effectiveness tests for vehicles with a GVWR of 8,000 to 10,000 lbs., including vehicles with unusually high centers of gravity and with both short and long wheelbases (which typically are more difficult to design brakes for than other vehicles), could be met without anti-lock or similar devices. Instead, the requirements could be met by modifications to such vehicle components as brake linings, wheel cylinders, master cylinders, and combination valves.

This conclusion does not, however, fully resolve the concerns raised about the requirements as they relate to final stage manufacturers. As noted above, final stage manufacturers typically purchase incomplete vehicles from large manufacturers and complete the vehicles, often for specialized needs. Since only a limited number of incomplete vehicle designs are available for purchase, a final stage manufacturer must use the same incomplete vehicle design for widely varying applications. A given incomplete vehicle design may be completed as a pickup, a recreational vehicle, or a high cube van. Diverse equipment may be added such as service cranes, lift gates, ladders, aerial devices, and snow plows. Assuming that a final stage manufacturer does not redesign the braking system for each different use, the braking system sold with the incomplete vehicle by its manufacturer must serve applications with widely varying centers of gravity (i.e., varying both vertically and horizontally).

The agency estimates that a 10 percent rise in center of gravity location

will lengthen the stopping distance of a typical vehicle by three percent if it is operating at the limit of tire traction for its rear wheels. Changes in horizontal center of gravity will also lengthen stopping distances in some instances. It follows that a vehicle which would barely meet the requirements of the proposed standard at the specific center of gravity for which it is designed, which would be the case for some vehicles with a GVWR of 8,000 to 10,000 lbs., would not be able to meet the requirements at centers of gravity widely varying from the design one.

The agency agrees, after analysis of the comments received from final stage manufacturers, their trade associations, and incomplete vehicle manufacturers, that the increased center of gravity limitations which might be established for some vehicles of 8,000 to 10,000 lbs. GVWR if the proposal were adopted would pose significant difficulties for final stage manufacturers. (Some limitations are currently established by incomplete vehicle manufacturers in connection with their certification of Standards 212, 219, and 301.) In some instances, a final stage manufacturer would be unable to simply complete vehicles on the same incomplete vehicle that it is accustomed to using, as the center of gravity of the completed vehicles would not be within the center of gravity envelope specified by the incomplete vehicle manufacturer.

The final stage manufacturer would be faced with buying the same incomplete vehicles as before and recertifying them and possibly redesigning their braking systems. Since the sales of incomplete vehicles to final stage manufacturers are a very small percentage of the light truck sales of the incomplete vehicle manufacturers, the incomplete vehicle manufacturers are not likely to be willing to accommodate the final stage manufacturers by making major modifications to the line of incomplete vehicles they offer for sale, such as providing incomplete vehicles which are designed for a broader range of centers of gravity. The incomplete vehicle manufacturers have themselves indicated this reluctance in a number of rulemakings.

The agency has dealt with the certification problems of final stage manufacturers during other rulemaking proceedings. Since final stage manufacturers are often very small companies, which produce limited numbers of specialty vehicles, they often have limited resources for redesigning their vehicles, testing their vehicles for compliance with applicable safety standards, or making engineering

judgments about the effect changes in a vehicle's center of gravity will have on the vehicle's performance. Therefore, the agency has sought to limit, consistent with the needs of safety, the compliance burdens on final stage manufacturers.

For example, the agency established special provisions affording relief to final stage manufacturers in Standards 212, *Windshield Mounting*, and 219, *Windshield Zone Intrusion*. See notice of Final Rule, published in the *Federal Register* (45 FR 22044) on April 3, 1980. One of the final stage manufacturer problems that was addressed in that rulemaking proceeding was center of gravity limitations established by incomplete vehicle manufacturers. The agency added the special provisions to Standards 212 and 219 for the purpose of inducing the reduction of center of gravity restrictions placed on final stage manufacturers by incomplete vehicle manufacturers.

In order to ease the certification problems of final stage manufacturers that are related to Standard 105, while providing the maximum safety benefits that are consistent with that objective, the agency determined that third effectiveness requirements should not apply to vehicles, other than school buses, with a GVWR of 8,000 to 10,000 lbs. The problem of center of gravity limitations as it relates to the proposed test requirements is primarily limited to the third effectiveness (lightly loaded) test. Since the test is conducted while the vehicle is in an unloaded condition, the manufacturer is constrained to test at the vehicle's center of gravity of the vehicle as configured. Center of gravity is not a serious problem for the other effectiveness tests, which are conducted at GVWR. For those tests, the manufacturer may load the vehicle in a way so as to lower the center of gravity and make compliance easier.

In order to provide manufacturers with some additional leeway in balancing the performance of their braking systems for both fully loaded and lightly loaded conditions, the agency also decided that the fourth effectiveness (fully loaded) stopping distances should be extended by approximately 10 percent for the 8,000 to 10,000 lb. GVWR vehicles. As noted above, if fourth effectiveness requirements are too stringent, vehicles would need overly powerful rear brakes that are prone to lock-up in the lightly loaded condition. The agency recognizes that it is more difficult to meet the proposed fourth effectiveness requirements for this class of vehicles without producing vehicles that are

prone to lock-up, though, as indicated above, test data indicate that it can be accomplished. The relaxation of the fourth effectiveness requirements will assure that the manufacturers can use braking systems that perform well in the lightly loaded condition.

In making these modifications to the proposed requirements for vehicles with a GVWR of 8,000 to 10,000 lbs., the agency decided that school buses within that weight class should be treated separately. School buses are already required to meet Standard 105's requirements, though the October 1979 notice proposed making the requirements more stringent. As will be explained below, the agency decided that the proposal's fourth effectiveness requirements for school buses with a GVWR of 8,000 to 10,000 lbs. should be extended by 10 percent (the same as other vehicles within that weight class), with the exception of the 30 mph test. The agency also decided that third effectiveness stopping distance requirements, at the longest distances proposed, should be applicable to school buses.

Since school buses are already covered by Standard 105, the agency has a great deal of test data indicating their braking capability. Because school buses with a GVWR of 8,000 to 10,000 lbs. share most of the same characteristics as other vehicles with the same weight, the agency decided that fully loaded effectiveness requirements should be the same for school buses as for other vehicles, with the one exception referred to above. School buses are already required to meet slightly more stringent requirements for fully loaded tests at 30 mph. Therefore, the agency will not relax those requirements. For fully loaded tests at other speeds, the requirements are more stringent than those currently in effect.

As noted above, both agency test data and several comments indicate that the proposed third effectiveness test requirements (at the longest stopping distances proposed) can be met by vehicles with a GVWR of 8,000 to 10,000 lbs., particularly when the proposed fourth effectiveness stopping distances are slightly relaxed. The agency's decision that third effectiveness test requirements should not be applicable to vehicles with a GVWR of 8,000 to 10,000 lbs. resulted from possible center of gravity conditions that incomplete vehicle manufacturers might establish for the use of their vehicles. Since school buses do not have high centers of gravity or widely varying horizontal centers of gravity, they do not pose the

same problems for final stage manufacturers as other vehicles. Moreover, since completing a vehicle as a school bus adds weight to the rear axle, the lightly loaded effectiveness test is more easily met by school buses than many other vehicles. The comments received that related to third effectiveness tests and final stage manufacturer difficulties did not identify the requirements for school buses as creating difficulties. Therefore, based upon a detailed analysis of test data, manufacturer-supplied information, and the comments, as well as on the safety need associated with school buses, the agency decided that third effectiveness test requirements should apply to school buses with a GVWR of 8,000 to 10,000 lbs.

The agency believes that the modifications in the standard that were discussed above will eliminate any possibility that incomplete vehicle manufacturers will find it necessary either to establish more stringent center of gravity limitations on the use of their incomplete vehicles or to develop anti-lock or similar devices in order to be able to continue to produce incomplete vehicles that comply with the standard for the range of applications needed by final stage manufacturers. Final stage manufacturers, therefore, will ordinarily be able to rely on the incomplete vehicle manufacturer's certification of the braking system.

In some rare cases, such as when a final stage manufacturer adds an axle or redesigns the braking system of an incomplete vehicle, the final stage manufacturer will be required to recertify that the completed vehicle complies with the brake requirements. Depending upon the changes made, the final stage manufacturer may be able to certify based upon engineering judgments. If testing is required, the agency estimates that the costs of a full test sequence would be approximately \$2,500, assuming that the manufacturer has no facilities, instrumentation or test personnel of its own. Testing would not have to be conducted for each vehicle, but only for each vehicle type or, in some cases, the most problem prone configuration of several vehicle types. There are several test facilities and testing organizations distributed throughout the United States.

Such major changes are rarely made by final stage manufacturers, and, if they are, they tend to be made by the larger of these manufacturers. When such changes are made, the agency believes it appropriate to require that the manufacturer making those changes ensure that the vehicle still complies

with applicable Federal motor vehicle safety standards.

In adopting these changes, the agency followed, in part, the suggestions of several of the commenters. The National Truck Equipment Association (NTEA), for example, suggested that if the agency extends the standard at this time, it should select 8,000 lbs. GVWR as the cutoff weight for Standard 105. That cutoff was said to address the brake proportioning difficulties inherent in vehicles with a wide weight differential in their laden and unladen conditions. The agency declined to completely exempt vehicles of 8,000 lbs. or greater GVWR from Standard 105's coverage, since the standard offers many benefits in addition to those resulting from the requirements that would cause difficulties for final stage manufacturers. However, the agency did use 8,000 lbs. GVWR as the cutoff weight for the standard's third effectiveness requirements, the requirements which most directly relate to the brake proportioning difficulties referred to by NTEA.

The agency followed the suggestions of several incomplete vehicle manufacturers and other commenters also in deciding to relax fourth effectiveness stopping distance requirements for 8,000 to 10,000 lb. GVWR vehicles. Since the agency concluded that the requirements could be met as proposed without anti-lock or similar devices, albeit with some difficulty, the agency declined to adopt Chrysler's suggestion of a 16 percent extension and instead chose the 10 percent extension suggested by other comments. The agency decided, based on test data, that a 10 percent extension would be sufficient to make it easier for manufacturers to assure that their vehicles' braking systems perform well in both fully loaded and lightly loaded conditions.

The agency considered and rejected the alternative of adopting different test requirements for final stage manufacturers or providing final stage manufacturers with a longer period of leadtime than other manufacturers. Either approach would result in a safety standard that was applied on the basis of the particular manufacturer of a vehicle rather than the safety needs of a particular vehicle type. The National Traffic and Motor Vehicle Safety Act contemplates the application of standards based on vehicle type rather than by manufacturer. Further, the agency determined that the requirements as adopted, including leadtime, are appropriate for all manufacturers. Since incomplete vehicle

manufacturers should not find it necessary to place significant new restrictions on the use of their chassis as a result of Standard 105, final stage manufacturers should not require any redesign of their vehicles.

While the standard's requirements have been relaxed to reduce certification burdens on final stage manufacturers and to make it easier for manufacturers to assure that their vehicles' braking systems are balanced for both lightly loaded and fully loaded conditions, the agency encourages manufacturers to recognize the safety advantages offered by better braking systems and, where possible, to produce vehicles which meet or exceed the more stringent requirements that were proposed.

A number of more general comments were received on the appropriateness of the 8,000 lb. GVWR boundary. American Motors/Jeep stated that it supported adoption of the 8,000 lb. GVWR cutoff as a reasonable first step in addressing the brake proportioning difficulties inherent in vehicles with a wide weight differential between their loaded and unloaded conditions. However, the commenter suggested that the agency investigate the feasibility of developing new criteria that respond directly to the laden to unladen ratio regardless of the vehicle's GVWR. Other comments, including those of General Motors, the Motor Vehicle Manufacturer's Association, Wagner Electric and NTEA also suggested that the agency consider an approach using a laden/unladen weight distribution ratio criterion. Several of those commenters emphasized that as vehicle downsizing continues, vehicles with a GVWR of under 8,000 lbs. will have the same balance problems as vehicles of 8,000 to 10,000 lbs. GVWR.

The agency recognizes that this may become a problem in the future, but only if manufacturers seek to hold GVWR constant as they downsize their fleets rather than keeping payload constant. Since the agency believes payload to be a better measure of a vehicle's utility than GVWR, the agency encourages manufacturers to keep a constant payload instead of a constant GVWR as they downsize their vehicles. The agency will monitor developments in this area.

A comment submitted by Daimler-Benz stated that it saw no justification for an additional weight class of 8,000 to 10,000 lbs. GVWR and suggested that those vehicles be included with vehicles over 10,000 lbs. GVWR. According to that commenter, the brake regulations of some countries have a 3,500 kilogram (7716 lb.) weight limit, and some design

characteristics of vehicles over 10,000 lbs. GVWR can also be found on vehicles with a GVWR of 8,000 lbs. As noted in the October 1979 notice, the agency is considering establishing more complete brake requirements for vehicles with a GVWR of over 10,000 lbs. but has not yet done so. This final rule brings the more complete requirements of Standard 105 to vehicles with a GVWR of 8,000 to 10,000 lbs. and includes requirements that are appropriate for all vehicles in that class, whatever their design characteristics.

As noted above, the comments concerning effectiveness requirements were largely directed at the requirements for vehicles with a GVWR of 8,000 to 10,000 lbs. However, some of the comments, including those of Chrysler and Wagner Electric, were also directed toward the fourth effectiveness requirements in general. Both the agency's own tests and confidential data submitted by the manufacturers indicate that recent models of almost all vehicles under 8,000 lbs. GVWR pass the effectiveness requirements. For any vehicles that do not, only minor changes would be required. As discussed above, it is easier to design braking systems for these vehicles than larger vehicles since they do not have as wide a weight differential between their loaded and unloaded conditions. Moreover, the type of work-performing equipment that can create center of gravity problems for final stage manufacturers is generally installed on vehicles with a GVWR of 8,000 lbs. or more. Therefore, no changes were made in the requirements as proposed for vehicles with a GVWR of under 8,000 lbs.

Comments submitted by Ford and Chrysler requested that both second and fourth effectiveness tests at 80 mph be eliminated in light of the 55 mph national speed limit. Ford also noted that actions required for fuel economy decrease the maximum speed capability of vehicles. The standard is written to require that 80 mph tests be met only if vehicles are capable of attaining a speed of 84 mph. Therefore, vehicles which cannot attain that speed need not comply with the 80 mph requirements. Since many vehicles can attain speeds well in excess of 80 mph and some vehicles are at times driven at those high speeds, despite the 55 mph national speed limit, the agency believes that 80 mph requirements are appropriate and in the interest of safety.

Fade and Recovery; Water Recovery

The October 1979 notice explained that the fade and recovery requirements were included to assure that a vehicle's braking performance is satisfactory

when exposed to the high brake temperatures caused by prolonged or severe use, such as is found in long, downhill driving. The proposal requires that vehicles be capable of passing two successive fade and recovery tests. The water recovery requirements assure that a vehicle's braking system performs adequately after immersion in water.

The comments on these tests were limited to the fade and recovery requirements. Chrysler stated that the fade tests simulate abuse that is rarely, if ever, encountered in actual customer service. That commenter stated that the fade tests, coupled with the fourth effectiveness requirements which follow the fade tests, would result in braking systems that are biased toward the rear brakes. According to Chrysler, rear biased brakes would be prone to lock-up in the lightly loaded condition. Wagner Electric submitted a similar comment and suggested that the second fade and recovery test and the fourth effectiveness test were redundant. That commenter suggested that those two tests be eliminated to simplify the test procedures of Standard 105.

The concern that the test requirements would result in braking systems biased toward the rear brakes was largely discussed in the preceding section of this notice. The proposed requirements of Standard 105 included both fully loaded and lightly loaded tests. The agency concluded, based upon its own vehicle tests and on information submitted by manufacturers, that the proposed test requirements could be met by changes in various braking system components. So long as both fully loaded and lightly loaded requirements were met, the braking system would be properly balanced for both fully loaded and lightly loaded conditions. By extending the fourth effectiveness requirements by 10 percent for vehicles with a GVWR of 8,000 to 10,000 lbs., additional leeway was provided to manufacturers in designing their braking systems to be properly balanced. As noted above, no changes were made in the requirements applicable to vehicles with a GVWR of under 8,000 lbs., since recent models of most of those vehicles already pass the effectiveness requirements. Only minor changes are required for those vehicles that do not.

The two fade tests were designed to produce first a mild to moderate fade condition and then a more severe fade condition. Light fade occurs in vehicles even in low speed applications such as in heavy traffic. Moderate to severe fade is a condition that may occur when vehicles are used on hilly or mountainous roads, especially when

heavy loads are carried. Far from being redundant, the second fade test simulates the type of fade experienced during long mountain descents. The agency has verified that the temperatures produced by the test sequence are the same temperatures as sometimes experienced during long mountain descents. The fade and recovery test requirements assure that brakes do not perform abnormally while subject to the heat caused by severe use or during the time that the brakes are cooling off after severe use.

The fourth effectiveness test is a complete effectiveness test that is conducted after most of the other tests, including the fade tests, have been completed. This test is included to give an overall system evaluation to assure that a braking system retains satisfactory characteristics related to effectiveness, pedal force, and sensitivity after exposure to the types of conditions simulated during the test sequence.

A comment submitted by the American Trucking Associations (ATA) suggested that the proposed fade requirements are severe enough to adversely affect user acceptance in normal service. According to ATA, compromises in such things as loss of feel and hard pedal in order to achieve greater fade resistance may be necessary. The comment also suggested that fade resistance tests developed in the past may be outdated as vehicles are becoming less powerful.

The agency tested a number of production vehicles before proposing the fade requirements and found that almost all of them met the requirements. The only vehicles tested by the agency which appeared to present problems were some small imported pickup trucks. Since many other vehicles passed the requirements, without having problems such as loss of feel or hard pedal, it is clear that braking systems can be designed to meet the fade requirements without having the problems suggested by ATA. Since fade tests primarily apply to a vehicle's downhill performance, the requirements are appropriate for vehicles even if they are less powerful than in the past.

Partial System Failure; Failed Power-Assist/Power Units

Partial system failure requirements were included to ensure that a vehicle's brakes are capable of bringing the vehicle to a controlled stop in a reasonable distance if a part of the service brake system should fail. Stopping distance requirements were also proposed for vehicles with failed power-assist or brake power units.

The October 1979 notice explained that many manufacturers currently provide what are called split brake systems to provide braking capacity in the event of a partial failure. The split system consists of two or more brake subsystems, each of which is not affected by leakage or failure in the other subsystem. Split systems are typically used on passenger cars, school buses, light trucks and vans. Under the proposed requirements, all hydraulic braked vehicles are required to utilize a split or redundant brake system.

Several commenters stated that the stopping distances for partial failure and for inoperative brake power and power assist units for vehicles with a GVWR over 10,000 lbs. are too stringent. Daimler-Benz stated that the requirements could only be met if the operative braking system has an increased capacity.

In a late submission to the docket, Wagner Electric asserted that agency tests substantiating the capability to meet the partial system requirements for vehicles over 10,000 lbs. were based on the two most effective of the possible partial systems. The commenter stated that no data was provided on vertical split systems and suggested that the requirements as proposed would encourage forms of split systems, such as vertical split systems, that would inordinately increase the level of front brake torque (i.e., make the front brakes overly powerful) and contribute toward lock-up on icy or wet roads. (A vertical split system essentially consists of one subsystem that supplies braking power to the front brakes and another subsystem that provides power to the back brakes. This contrasts with a variety of other types of split systems. Some horizontal split systems, for example, consist of two subsystems that each provide some braking power to each wheel. The two types of split systems which Wagner Electric's comment suggested are the most effective are a horizontal split and a 1½ x ½ split, a system with some of the attributes of a horizontal split system.) A comment submitted by ATA also suggested that the requirements would mandate overly powerful, aggressive front brakes.

Several commenters suggested that the stopping distance requirements for vehicles over 10,000 lbs. GVWR be relaxed. Wagner Electric suggested that the requirements currently in effect for school buses be adopted.

The partial system failure and failed power assist or brake power unit requirements were proposed by the agency after careful analysis of its own vehicle test results and of confidential

data submitted by manufacturers. These data indicate that many production vehicles already meet the proposed requirements. The current school bus requirements were issued in 1975 under a short-term statutory deadline. Analysis of current school bus data indicates that many school buses already meet the more stringent requirements proposed by the October 1979 notice. As with other stopping distance requirements, there is some increment of safety benefit for each reduction of stopping distance. When partial failure of the service brake system occurs or brake power or power assist units become inoperative, it is important that a vehicle be able to stop in a reasonable distance, especially when that vehicle has the aggressivity associated with a GVWR of over 10,000 lbs.

In regard to Wagner Electric's comment concerning vertical split systems, it is true that if the subsystem providing power to the rear brakes in a vertical split system fails, the subsystem providing power to the front brakes would be required to meet the stopping distance requirements under the standard. Therefore, in order to meet this requirement with a vertical split system, a vehicle would need relatively powerful front brakes. Similar requirements have been in effect for vehicles with air brakes under Standard 121, and European regulations necessitate even more powerful front axle brakes without safety problems.

Moreover, in keeping with the National Traffic and Motor Vehicle Safety Act, the requirements are written as performance requirements and not design requirements. Manufacturers may meet the requirements in many different ways and are not required to use vertical split systems. Indeed, the selection of a means of compliance that poses significant safety risks could raise a safety defect issue. If Wagner Electric is concerned that vertical split systems may contribute to lock-up when used on some vehicle configurations, the manufacturer has the option to use other types of split systems, such as horizontal splits, or a redundant split system. When one of the subsystems or a horizontal split system fails, some braking power is still provided to each wheel by the operative subsystem, so the stopping distances do not have to be met solely by the power provided to the front wheels. Therefore, the braking system does not have to have relatively powerful front brakes in order to meet the requirements. This would also be true for some other types of split systems and for redundant systems.

Wagner Electric also stated that the 150 lb. maximum pedal force specified for the requirements is too low and might result in overly sensitive brakes. That company suggested that a 200 lb. pedal force be adopted.

An analysis of the data referred to above indicates that many vehicles on the road already meet this requirement, without experiencing problems of oversensitivity. While Wagner Electric suggests in its comment that even a small person can reach a 200 lb. pedal effort, the agency has found that small females have difficulty even applying forces of less than 150 lbs.

Moreover, when a driver is used to applying very little force to bring a vehicle to a stop, the driver is likely to believe that the braking system has failed entirely, rather than only partially, if the driver applies maximum force and cannot feel the vehicle braking. Reports of "no brakes" are sometimes given in accident reports where only a partial failure has occurred. Therefore, it is important that a vehicle's braking system respond noticeably when a driver is applying significant force in a partial failure or failed power assist or brake power unit situation.

A comment submitted by the Metropolitan Transit Agency of Dade County, Florida, called for lower pedal force requirements. That commenter cited the difficulty smaller drivers have in bringing a large bus to a stop after loss of vacuum. In establishing the 150 lb. pedal force, the agency took account of both the need to establish a level of pedal force appropriate for smaller drivers and to keep it high enough that brakes will not be oversensitive in ordinary use. That commenter also suggested that the agency establish requirements for vacuum reserve. The agency included optional procedures in Standard 105 that encourage manufacturers to include vacuum reserves by permitting slightly longer stopping distances in the no power tests if the vehicle has the capability of making several stops in consecutive order with gradually decreasing capabilities. The agency recognizes the safety advantages offered by vacuum reserves, but has not, as of yet, proposed that they be required.

A comment submitted by the Recreation Vehicle Industry Association (RVIA) requested that the test procedures for vehicles with a GVWR of over 10,000 lbs. be changed to require less stops and snubs to condition the brakes. The agency declines to make this change since a significant number of stops and snubs is required in order that

a braking system's capability be tested in a "worn-in" condition.

Equipment Integrity

Comments on the requirements concerning equipment integrity were primarily limited to the spike stop requirements. RVIA suggested that the spike stop test requirements are inappropriate for motor homes. According to RVIA, it is unaware of a single case where a weakness that the spike stop test would uncover has ever been found in a motor home.

The spike stop test requirements were developed to determine the structural integrity of a vehicle's braking system. Vehicles must be capable of making several very sudden stops without loss of brake system structural integrity. Virtually all types of vehicles, including motor homes, are at times subjected to the abuse caused by very sudden stops. If the vehicle's braking system loses its structural integrity during such stops, serious accidents could result.

Parking Brakes

The October 1979 notice proposed parking brake performance requirements designed to ensure that vehicles have adequate grade holding performance. Under the proposal, vehicles with a GVWR of 10,000 lbs. or less are to meet these requirements on a grade of 30 percent, when a maximum force of 90 lbs. is applied to hand-operated parking brake systems and 125 lbs. is applied to foot-operated parking brake systems. While no comments were received that were specifically opposed to the establishment of parking brake requirements for light trucks, several submissions did comment on the appropriateness of the 30 percent gradient and the maximum force requirements.

The Japan Automobile Manufacturers Association and Toyo Kogyo stated that a 30 percent gradient is too stringent. According to those comments, some vehicles have difficulty climbing a 30 percent grade when fully loaded. They requested that a gradient of 18 percent be adopted, stating that European and Australian safety standards incorporate that requirement.

The 30 percent gradient requirement, which is the same as that in effect for passenger cars and school buses with a GVWR of 10,000 lbs. or less, represents a degree of steepness that is found on roads in some parts of the United States. While the agency is unaware of any light trucks that cannot climb a 30 percent grade, even a vehicle that has difficulty climbing a 30 percent grade may on occasion be parked on such a steep hill. Moreover, recognizing the

dangers inherent if a vehicle's grade holding performance is inadequate, the agency established the requirements with a view toward providing a margin of safety for parking brake systems. The safety margin will prevent accidents from occurring when vehicles are parked on more commonly found grades in some instances where parking brake systems have deteriorated over time or are improperly adjusted. It is also noted that although European regulations have only an 18 percent grade holding requirement, those regulations also require a dynamic stopping performance test using the parking brake.

Several commenters stated that the maximum force requirements proposed by the standard for vehicles with a GVWR of 10,000 lbs. or less are too stringent. Those commenters suggesting changes requested either that European requirements be followed (said to be 132 lbs. for hand-operated systems) or that current requirements for school buses be followed (125 lbs. for hand-operated systems and 150 lbs. for foot-operated systems).

The 90 lb. and 125 lb. requirements proposed by the notice are the same as those in effect for passenger cars. They were chosen by the agency as the maximum force requirements that are appropriate for small females. Since small females may be expected to drive light trucks, it is appropriate to require that parking brake systems be designed with their needs in mind. Moreover, the agency established the 90 lb. and 125 lb. requirements with a recognition that some parking brake systems are located in positions within the vehicle which are awkward for drivers to reach. The 90 lb. and 125 lb. requirements therefore provide a margin of safety for instances where drivers have difficulty applying adequate force to parking brake systems because of their location.

As with the other requirements of the proposal, the agency established the parking brake requirements after conducting tests on production vehicles. Neither the agency's test results or any comments submitted indicate that manufacturers will have difficulty meeting the parking brake requirements.

Costs and Benefits

The agency has considered the economic and other impacts of this final rule and determined that this rule is not significant within the meaning of Executive Order 12221 and the Department of Transportation's policies and procedures implementing that order. The agency's assessment of the benefits and economic consequences of this final rule are contained in a regulatory evaluation that has been placed in the

docket for this rulemaking. Copies of that regulatory evaluation can be obtained by writing NHTSA's docket section, at the address given in the beginning of this notice.

The October 1979 notice explained that a regulatory evaluation had been prepared before issuing the notice and had been included in the docket. A number of comments were received on the costs and benefits of the proposed requirements.

Ford stated that although its cost analyses were not complete, it had sufficient information to indicate that the proposed requirements would affect a greater number of Ford products and cost considerably more than the agency had estimated. Chrysler stated that the requirements would necessitate the redesign of the parking brake systems on all of its light trucks and require some degree of revision to master cylinders, brake boosters and/or foundation brakes on 80 to 90 percent of its light trucks. That company also indicated that it would find it necessary to engage in considerably more testing than estimated by the agency in order to meet the proposed requirements.

Both Ford and Chrysler suggested that several requirements be relaxed in order to reduce the costs of the proposed standard. Ford requested that first, second and fourth effectiveness test stopping distances be relaxed for all vehicles and that third effectiveness test stopping distances be relaxed for vehicles with a GVWR of 8,000 to 10,000 lbs. Ford also requested that the stopping distance requirements for the failed system and spike stop check tests be relaxed and that the maximum parking brake force requirements be changed from 125 lbs. to 150 lbs. Chrysler asked that fourth effectiveness test stopping distances be extended by 16 percent and that the maximum parking brake force requirements be changed from 125 lbs. to 150 lbs.

General Motors stated that while it supported NHTSA action to require split service brake systems on vehicles over 10,000 lbs. GVWR, a considerably larger number of those vehicles would require changes than estimated by the agency. According to GM, optional split service brake systems were purchased on only two percent of its hydraulic braked heavy-duty vehicles in model year 1979.

In order to aid in developing its cost estimates, the agency enlisted an outside contractor before issuing the October 1979 notice to conduct an independent assessment of the costs that would be involved. A report prepared by the IIT Research Institute (IITRI), which was included in the docket, substantially verified the cost

estimates made by NHTSA, with one exception.

As the regulatory evaluation explained, estimates on the light truck brake system costs differed, reflecting the different methodologies used by IITRI and NHTSA. Since NHTSA's estimates were based on actual test results and confidential data submitted by the manufacturers, which were unavailable to IITRI, the regulatory evaluation used NHTSA figures for light truck brake system costs. IITRI figures were used for development/compliance test costs and cost estimates for medium and heavy duty trucks.

A revised regulatory evaluation, which has been placed in the docket, was prepared by the agency to accompany the issuance of this final rule. Revisions were made in the regulatory evaluation to reflect the latest information available to the agency.

The comments by Ford and Chrysler were difficult to evaluate since they gave only generalized bases for their assertions that a greater number of vehicles would be affected by the standard than estimated by the agency. While those commenters cited some additional braking system components that might require changes, they did not specify which vehicles would require the changes or indicate what the costs of those changes would be.

For example, while Chrysler asserted that the requirements would necessitate the redesign of the parking brake systems on all of its light trucks, it did not indicate its basis for believing that substantially more of its light trucks would require upgrading of their parking brake systems than estimated by the agency. Nor did it indicate what changes would be required or the costs of those changes. Ford stated that preliminary test results indicate that the proposal would necessitate for some models, in addition to those changes assumed by the agency to be required, the addition of hydraulic boosters or larger hydraulic boosters and revisions to brake pedals, power steering pumps, hoses and tires. Ford did not indicate the nature of the preliminary test data it was relying upon. Nor did that commenter specify what models would require additional changes or indicate the costs of those changes. Also, while Ford requested numerous changes in the proposed requirements, it did not attempt to support the specific changes it requested.

In light of the agency's own detailed evaluation of the changes made necessary by the requirements and of the costs of those changes, which was based upon test data and manufacturer-supplied information, as well as the

independent assessment made by IITRI, the agency continues to believe that its cost estimates are correct, with one exception noted below.

The agency did change the regulatory evaluation's estimate of the number of vehicles with a GVWR over 10,000 lbs. requiring split brake systems. The agency had anticipated that a greater percentage of those vehicles would be purchased with optional split brake systems. While the number of vehicles affected by that requirement is greater than originally estimated by the agency, the cost per vehicle remains the same, and the agency believes the requirements to be fully justified by the benefits that will accrue.

Other comments that were received concerning costs related to costs of developing anti-lock or similar devices, such as brake system pressure modifiers, and costs that would be borne by final stage manufacturers. As explained fully above in the portion of this notice entitled "Effectiveness Requirements," manufacturers will not find it necessary to develop anti-lock or similar devices, nor will final stage manufacturers in most cases have any costs as a result of the standard. Instead, final stage manufacturers will ordinarily be able to rely on the incomplete vehicle manufacturer's certification of the braking system.

The October 1979 notice explained that the proposal was a continuation of prior NHTSA rulemaking on Standard 105. While the extension of Standard 105 to trucks, buses and MPV's had proceeded to the adoption of a final rule, that extension was indefinitely delayed in April 1975 because the agency had determined that although the benefits of the rule would be substantial, the costs of the standard, particularly for heavy trucks, warranted delaying the standard. See 40 FR 18411, April 28, 1975.

Manufacturers have made a number of significant improvements in their braking systems since that time on a voluntary basis, largely following the requirements and test procedures of the delayed final rule. Because of those improvements, as well as some changes made in the requirements by the agency, the costs of the standard today are only a small fraction of what they would have been in 1975.

The April 1975 notice stated that manufacturers had submitted costs for light to medium duty trucks that ranged from \$54 to \$775 per unit (depending on model configuration) to attain compliance with the standard. The agency compared those figures with independently gathered detailed cost information and substantiated that the manufacturers' estimates were accurate.

In contrast to those figures, the agency today estimates that the average cost per domestic light truck, bus, or MPV with a GVWR of 10,000 lbs. or less is only \$2.71, or about \$21.24 for each vehicle that needs to be upgraded in braking system performance. The costs for meeting the partial failure and warning indicator requirements for medium and heavy trucks (over 10,000 lbs. GVWR) are estimated to be about \$54 per vehicle. The total costs of meeting the standard's requirements for all trucks, buses and MPV's are estimated to be under \$18,000,000.

As explained elsewhere in this notice, the regulatory evaluation, and the October 1979 notice, the agency carefully evaluated the costs and benefits of the proposed requirements. In analyzing costs, the agency estimated how the requirements would affect each manufacturer on a model-by-model basis. In light of this detailed analysis and evaluation, the agency declined to relax particular requirements on the sole ground that they would result in some costs to manufacturers.

A number of comments were also received that related to the benefits of the standard. Ford stated that the proposed requirements have not been justified as being the minimum necessary to provide safe operation of the affected vehicles. That commenter stated that the agency had not provided evidence that the levels of braking performance of today's vehicles are causative factors in the accidents involving those vehicles.

Ford also stated that the estimate of benefits presented in the agency's regulatory evaluation is based on inappropriate data and incomplete analysis. In particular, that commenter stated that a study by the Institute for Research in Public Safety (IRPS) that was cited by the regulatory evaluation does not support the conclusion that a five to 10 percent reduction in accidents could be obtained by a five percent shortening of stopping distances. That study was based on a sample of skidding accidents, and the finding was related to the benefits that would accrue if vehicles were equipped with anti-lock braking systems. According to Ford, that finding does not relate to the effect on accidents that would be attributable to the implementation of the proposed requirements, since the requirements do not anticipate the introduction of anti-lock braking systems. That company also asserted that the relationship between measured vehicle parameters such as specific stopping distances derived under specified test conditions and the safety effectiveness of the same

vehicle in customer service has yet to be established.

A similar comment was submitted by NTEA. That commenter stated that by failing to demonstrate why an increase in light truck accident fatalities has occurred or that the proposed standard will in any way reduce those fatalities, the NHTSA data are seriously deficient. NTEA also stated that since the requirements will affect only 17 percent of the vehicles subject to the standard, NHTSA is obligated to identify that 17 percent segment as the cause of the safety problem. (As a result of the agency revising its estimate of the number of vehicles with a GVWR over 10,000 lbs. requiring the addition of split service brake systems, discussed above, the percentage of vehicles requiring changes as a result of the standard is now estimated to be about 20 percent.)

The October 1979 notice explained that in carrying out the mandate of the National Traffic and Motor Vehicle Safety Act to issue vehicle safety standards to protect the public against unreasonable risk of vehicle accidents and of death or injury occurring as a result of such accidents, the agency is confronted with inherent problems that limit the degree of certainty and precision achievable in estimating the effectiveness and therefore benefits of proposed standards. While engineering and accident analyses can clearly demonstrate that certain vehicle improvements will facilitate the performance of the driver's task and thereby improve safety, it is virtually impossible to isolate individual factors to arrive at precise and certain conclusions about the quantified benefits that will accrue.

Given the duty to act in the area of accident avoidance notwithstanding an inherent measure of imprecision and uncertainty, the agency has developed and issued accident avoidance standards while attempting within its capabilities to quantify the benefits of the standards and limit the uncertainty. The extension of Standard 105 is no different, and, given the inevitable residual uncertainty, the decisionmaking regarding the precise requirements rests in part on policy judgment.

The braking system of a vehicle clearly provides its most important accident avoidance capability. Common sense, as well as basic traffic theory, indicate that a vehicle with a shorter stopping distance capability will be safer than the same vehicle with a longer stopping distance capability, assuming that other parameters such as vehicle stability are held constant. Also, as noted above, since light trucks, buses, and MPV's share the same traffic flow

as passenger cars, they should ideally have the same stopping distance capability.

As fully explained above, the agency carefully evaluated the costs of improving braking systems for light trucks, buses and MPV's and proposed requirements that, in its judgment, were economical. In recognition of the costs and problems associated with anti-lock or similar devices, the agency proposed requirements that could be met, where upgrading was required, by simple, state-of-the-art changes to the types of braking systems in use. Since braking ability is an extremely important safety factor and stopping distances can economically be made significantly shorter for light trucks, buses, and MPV's, the agency believes that the braking ability of those vehicles creates an unnecessary risk.

Because available accident data and studies are limited, it is very difficult to make estimates as to the precise benefits that will result from improving a vehicle's accident avoidance capability. The best information available to the agency in estimating the benefits resulting from improved stopping distances was the IRPS study, which was based on a survey of skidding accidents. Skidding accidents are useful for analysis because they leave physical evidence indicating the braking distance of a vehicle prior to impact. Based upon that study, the agency concluded that a five to 10 percent reduction of accidents could be obtained by a five percent shortening of stopping distances.

The proposed requirements would result in a reduction of skidding accidents, despite the fact that anti-lock or similar devices are not contemplated, since some vehicles would have their braking balance improved. Also, with better braking capability, drivers might be less prone to applying their brakes in a manner that would result in skids. While the IRPS data may not be ideal, since it looked at some types of skidding accidents that would not be prevented by the requirements and did not look at some accidents that would be prevented (i.e., those that do not leave skid marks), the agency believes that it does provide evidence that is useful in analyzing all accidents where braking is attempted.

The 105 test sequence was designed to simulate real world conditions. A vehicle's braking system is tested, for example, in new and broken-in conditions, at various speeds, while the vehicle is fully and lightly loaded, under varying conditions of fade, and under partial failure and failed power. Thus, the test does relate to performance in customer service.

In deciding to propose the extension of Standard 105 to light trucks, buses and MPV's, the agency was very concerned about the recent increase in light truck fatalities. However, the extension is directed at all accidents and not merely at the increase in accidents as suggested by NTEA.

As noted above, manufacturers have largely improved the braking performance of many of the vehicles subject to this standard since the final rule was delayed in 1975. Because of these improvements, changes will be required in only about 20 percent of the vehicles subject to the standard. The only effect on the other 80 percent of vehicles is that manufacturers will not be able to reduce the performance of those vehicles' existing braking systems.

The agency believes it appropriate to require that manufacturers maintain the current level of braking performance for that 80 percent segment of vehicles. In the 1960's, for example, stopping distances of passenger cars lengthened as a result of increased weight. Today, the agency is concerned that manufacturers might reduce the braking ability of their vehicles as part of an effort to improve fuel economy. Since some braking system components are relatively heavy, the braking system is a prime target for weight reduction. The agency believes braking ability to be such an important safety factor that it should not be compromised by efforts to improve fuel economy.

Because of the limitations of available accident data, it is difficult and sometimes impossible to use available accident data to determine the accident rates of particular vehicle types. As noted above, the agency believes the braking ability of those vehicles requiring upgrading of their braking systems to create an unreasonable risk, since that ability can economically be significantly improved.

Miscellaneous Comments

The Japan Automobile Manufacturers Association stated that separate requirements should be applicable to vehicles used for passengers and those used for cargo. That request is similar to ones received during other rulemaking proceedings to establish separate requirements for commercial applications.

The National Traffic and Motor Vehicle Safety Act contemplates the application of standards based on vehicle type instead of vehicle use. Basing a standard on vehicle use would present difficult enforcement problems. It would also place a manufacturer in the difficult position of having to assess in advance the potential future use of

the vehicle. Further, basing standards on vehicle use does not recognize that a vehicle may have two or more uses during its lifetime. Therefore, the agency has declined to establish separate requirements based upon vehicle use.

The Japan Automobile Manufacturers Association also requested that all vehicles with a GVWR over 10,000 lbs., other than school buses, be included in Standard 130 under contemplation. Daimler-Benz also requested that vehicles over 10,000 lbs. be included in one standard, whether they have air brakes or hydraulic brakes. Based upon the differences between air brake systems and hydraulic brake systems, the agency has issued separate standards for the two types of braking systems. Standard 121 currently applies to air braked vehicles and Standard 105 to hydraulic braked vehicles.

The agency has issued an advance notice of proposed rulemaking for a new standard to apply to heavy duty brake systems, Standard 130, which addressed issues for which rulemaking is at least several years away. See 45 FR 13155, February 28, 1980. A notice of proposed rulemaking, with opportunity to comment, would be issued if the agency decides to proceed with that standard.

General Motors stated that the proposed requirements of Standard 105 may not be appropriate for electric vehicles which are under development. Since these vehicles are still in the development stage, the agency is unable to establish at this time what types of changes, if any, would be appropriate for electric vehicles. The agency will consider the need for different requirements for electric vehicles when more information is available as to what characteristics those vehicles will have.

Wagner Electric requested that the weight permitted for driver and instrumentation on vehicles with a GVWR of 10,000 lbs. or less for the lightly loaded tests be increased from 300 lbs. to 400 lbs. to permit the use of more recording equipment. Since the lightly loaded tests measure the braking ability of a vehicle while unloaded, it is desirable to keep the weight as low as possible. However, after evaluating the types of instrumentation that are used to certify compliance with Standard 105, the agency agrees that increasing the weight allowance for driver and instrumentation from 300 lbs. to 400 lbs. for vehicles with a GVWR of 10,000 lbs. or less will allow the use of additional types of instrumentation that will be useful in evaluating the performance of a vehicle's braking system. Moreover, the agency has determined that the slight increase in weight will not

adversely affect the results of the lightly loaded tests.

One commenter suggested that the standard's requirements might have an adverse effect on tire manufacturers, since tires are an important parameter in complying with the standard and manufacturers would not have the time, funds or facilities to test every kind of tire. Manufacturers will not be required to test all kinds of tires, since they purchase tires according to specifications. Normal production tires were used in all tests relied on by the agency in establishing the standard's requirements. The standard has been in effect for several years for passenger cars and school buses without adverse effects on tire manufacturers.

Leadtime

Numerous comments were received on the proposed effective date of the requirements. The agency evaluated those comments and agrees with a number of them that a minimum of two years leadtime is appropriate. The effective date of the standard was changed to September 1, 1983, which gives a leadtime well in excess of two years and corresponds with the start of a new model year.

Chrysler stated that it required a leadtime of 30 months if its recommendations were adopted and 42 months if its recommendations were not adopted. The extra 12 months beyond 30 months were said to be needed to develop load-sensing or deceleration-sensing proportioning valves. As explained fully in this notice, no manufacturer will be required to develop anti-lock or similar devices in order to be able to comply with the standard's requirements. The effective date of this final rule gives a leadtime of approximately 30 months.

The principal authors of this notice are George L. Parker, Office of Vehicle Safety Standards, and J. Edward Glancy, Office of Chief Counsel.

§ 571.105 [Amended]

In consideration of the foregoing, § 571.105, Chapter V of Title 49, Code of Federal Regulations, is amended as follows:

1. Section S3 is revised to read:
S3 *Application*. This standard applies to passenger cars, multipurpose passenger vehicles, trucks, and buses with hydraulic service brake systems.
2. Section S4 is amended by changing the definition of "Lightly loaded vehicle weight" to read:

"Lightly loaded vehicle weight" means:

- (a) For vehicles with a GVWR of 10,000 lbs. or less, unloaded vehicle

weight plus 400 lbs. (including driver and instrumentation);

(b) For vehicles with a GVWR greater than 10,000 lbs., unloaded vehicle weight plus 500 lbs. (including driver and instrumentation).

3. Section S5.1 is revised to read:
S5.1 *Service brake systems*. Each passenger car and each multipurpose passenger vehicle, truck and bus with a GVWR of 10,000 lbs. or less, and each school bus with a GVWR of greater than 10,000 lbs. shall be capable of meeting the requirements of S5.1.1 through S5.1.6 under the conditions prescribed in S6, when tested according to the procedures and in the sequence set forth in S7. Each multipurpose passenger vehicle, truck, and bus (other than a school bus) with a GVWR greater than 10,000 lbs. shall meet the requirements of S5.1.2 and S5.1.3 under the conditions specified in S6 when tested according to the procedures and in the sequence set forth in S7. Except as noted in S5.1.2 and S5.1.4, if a vehicle is incapable of attaining a speed specified in S5.1.1, S5.1.2, S5.1.3, or S5.1.6, its service brakes shall be capable of stopping the vehicle from the multiple of 5 mph that is 4 to 8 mph less than the speed attainable in 2 miles, within distances that do not exceed the corresponding distances specified in Table II. If a vehicle is incapable of attaining a speed specified in S5.1.4 in the time or distance interval set forth, it shall be tested at the highest speed attainable in the time or distance interval specified.

4. Section S5.1.1 is revised to read:
S5.1.1 *Stopping distance*. The service brakes shall be capable of stopping each vehicle, other than a vehicle which both has a GVWR of not less than 8,000 pounds and not greater than 10,000 pounds and is not a school bus, in four effectiveness tests within the distances and from the speeds specified in S5.1.1.1, S5.1.1.2, S5.1.1.3, and S5.1.1.4. The service brakes shall be capable of stopping each vehicle which both has a GVWR of not less than 8,000 pounds and not greater than 10,000 pounds and is not a school bus, in three effectiveness tests within the distances and from the speeds specified in S5.1.1.1, S5.1.1.2, and S5.1.1.4.

5. Section S5.1.1.2 is revised to read:
S5.1.1.2 In the second effectiveness test, the vehicle shall be capable of stopping from 30 and 60 mph within the corresponding distances specified in column II of Table II. If the speed attainable in 2 miles is not less than 84 mph, a passenger car or other vehicle with a GVWR of 10,000 pounds or less shall also be capable of stopping from 80 mph within the corresponding distances specified in column II of Table II.

6. The second sentence of section S5.1.1.4 is amended by adding after the words "passenger car" the words "or other vehicle with a GVWR of 10,000 lbs. or less."

7. Section S5.1.3 is revised to read:

S5.1.3 *Inoperative brake power assist unit or brake power unit.* A vehicle equipped with one or more brake power assist units shall meet the requirements of either S5.1.3.1, S5.1.3.2, or S5.1.3.4 (chosen at the option of the manufacturer), and a vehicle equipped with one or more brake power units shall meet the requirements of either S5.1.3.1, S5.1.3.3, or S5.1.3.5 (chosen at the option of the manufacturer).

8. Sections S5.1.3.2(b) and S5.1.3.3(b) are revised to read:

(b) In a final stop, at an average decelerating that is not lower than 7 FPS for passenger cars (equivalent stopping distance 554 feet) or 6 FPS for vehicles other than passenger cars (equivalent stopping distance 646 feet), as applicable, when the inoperative unit is depleted of all reserve capacity.

9. Section S5.1.6 is revised to read:

S5.1.6 *Spike stops.* Each vehicle with a GVWR of 10,000 lbs. or less shall be capable of making 10 spike stops from 30 mph, followed by 6 effectiveness (check) stops from 60 mph, at least one of which shall be within a corresponding stopping distance specified in column I of Table II.

10. Section S5.2 is amended by adding after the word "vehicle" in the first sentence the words, "with a GVWR of 10,000 lbs. or less and each school bus with a GVWR greater than 10,000 lbs."

11. Section S5.2(a) is amended by removing the words "passenger car" and inserting in their place the words, "vehicle with a GVWR of 10,000 lbs. or less."

12. Section S5.2(b) is amended by inserting after the words "school bus", the words "with a GVWR greater than 10,000 lbs."

13. The first sentence of section S6.1.1 is amended to read:

S6.1.1 Other than tests specified at lightly loaded vehicle weight in S7.7, S7.8, and S7.9, the vehicle is loaded to its GVWR such that the weight on each axle as measured at the tire-ground interface is in proportion to its GVWR, except that each fuel tank is filled to any level from 100 percent of capacity (corresponding to full GVWR) to 75 percent.

14. Section S6.1.2 is revised to read:

S6.1.2 For the applicable tests specified in S7.7, S7.8, and S7.9, vehicle weight is lightly loaded vehicle weight, with the added weight distributed in the front passenger seat area in passenger cars, multipurpose passenger vehicles, and trucks, and in the area adjacent to the driver's seat in buses.

15. Section S6.10 is revised to read as follows:

S6.10 *Vehicle position.* The vehicle is aligned in the center of the roadway at the start of each brake application. Stops, other than spike stops, are made without any part of the vehicle leaving the roadway. Except as noted below, stops are made without lockup of any wheel at speeds greater than 10 mph. There may be controlled lockup on an antilock-equipped axle, and lockup of not more than one wheel per vehicle, uncontrolled by an antilock system. (Dual wheels on one side of an axle are considered a single wheel.) Locked wheels at speeds greater than 10 mph are allowed during spike stops (but not spike check stops), partial failure stops

and inoperative brake power or power assist unit stops.

16. Section S7 is amended by inserting the word "applicable" before the word "requirements" in the first sentence and inserting the following sentence after the first sentence, "(For vehicles only having to meet the requirements of S5.1.2 and S5.1.3 in section S5.1, the applicable test procedures and sequence are S7.1, S7.2, S7.4, S7.9, S7.10 and S7.18.)"

17. Section S7.5 is revised to read:

S7.5 *Service brake system—second effectiveness test.* Repeat S7.3. Then (for passenger cars and other vehicles with a GVWR of 10,000 lbs. or less) make four stops from 80 mph if the speed attainable in 2 miles is not less than 84 mph.

18. Section S7.7.1.3 (a) and (b) are revised to read:

(a) In the case of a passenger car or other vehicle with a GVWR of 10,000 lbs. or less, not more than 125 pounds for a foot-operated system, and not more than 90 pounds for a hand-operated system; and

(b) In the case of a school bus with a GVWR greater than 10,000 lbs. not more than 150 pounds for a foot-operated system, and not more than 125 pounds for a hand-operated system.

19. Section S7.8 is amended by adding the following sentence after the first sentence, "(This test is not applicable to a vehicle which both has a GVWR of not less than 8,000 pounds and not greater than 10,000 pounds and is not a school bus.)"

20. Section S7.10.2 is amended to delete the words "passenger cars only" from the title of the section.

21. Tables II and III are revised to read:

Table II.—Stopping Distances

Stopping distance in feet for tests indicated

Vehicle test speed (miles per hour)	I				II			III				IV		
	1st (preburnish) and 4th effectiveness; spike effectiveness check				2d effectiveness			3d (lightly loaded vehicle) effectiveness				Inoperative brake power and power assist unit, partial failure		
	(a)	(b)	(c)	(d)	(a)	(b) and (c)	(d)	(a)	(b)	(c)	(d)	(a)	(b) and (c)	(d)
30	157	165 ¹	169 ¹ (1st) 165 ¹ (4th and spike) 172	188	154	157	181	51	57	65	61	114	130	170
35	74	83	91	132	70	74	132	67	74	83	132	155	176	225
40	96	106	119	173	91	96	173	87	96	108	173	202	229	288
45	121	137	150	218	115	121	218	110	121	137	218	257	291	358
50	150	169	185	264	142	150	264	135	150	169	264	317	359	435
55	161	204	224	326	172	181	326	163	181	204	326	383	433	530
60	216	242	267	388	204	216	388	194	216	242	388	456	517	613
65	405	459	510	NA	383	NA	NA	NA	NA	NA	NA	NA	NA	NA
70	607	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
100	1673	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

¹Distances for specified. ²Applicable to school buses only. NA—Not applicable.

NOTE.—(a) Passenger cars; (b) vehicles other than passenger cars with GVWR of less than 8,000 lbs; (c) vehicles with GVWR of not less than 8,000 lbs and not more than 10,000 lbs; (d) vehicles with GVWR greater than 10,000 lbs.

Table III.—Inoperative Brake Power Assist and Brake Power Units

Stop No.	Average deceleration, FPS/SPS				Equivalent stopping distance, feet			
	Column 1—brake power assist		Column 2—brake power unit		Column 3—brake power assist		Column 4—brake power unit	
	(a)	(b) and (c)	(a)	(b) and (c)	(a)	(b) and (c)	(a)	(b) and (c)
1	16.0	14.0	16.0	13.0	242	277	242	296
2	12.0	12.0	13.0	11.0	323	323	298	352
3	10.0	10.0	12.0	10.0	388	388	323	388
4	9.0	8.5	11.0	9.5	431	456	352	409
5	8.0	7.5	10.0	9.0	484	517	388	431
6	7.5	6.7	9.5	8.5	517	580	409	456
7	7.0	6.0	9.0	8.0	554	646	431	484
8	NA	NA	8.5	7.5	NA	NA	456	517
9	NA	NA	8.0	7.0	NA	NA	484	554
10	NA	NA	7.5	6.5	NA	NA	517	580
11	NA	NA	7.0	6.0	NA	NA	554	646

¹ Depleted. (a) Passenger cars; (b) vehicles other than passenger cars with GVWR of 10,000 lbs or less; (c) vehicles with GVWR greater than 10,000 lbs; NA—Not applicable.

(Secs. 103, 119, Pub. L. 89-563, 80 Stat. 718 [15 U.S.C. 1392, 1407]; delegation of authority at 49 CFR 1.50)

Issued on December 22, 1980.

Joan Claybrook,
Administrator.

[FR Doc. 80-40437 Filed 12-23-80; 11:48 am]

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DEPARTMENT OF COMMERCE

National Oceanic and Atmospheric Administration

50 CFR Part 250

Fisheries Loan Fund

AGENCY: National Marine Fisheries Service/National Oceanic and Atmospheric Administration.

ACTION: Final regulations.

SUMMARY: These regulations implement the Fisheries Loan Fund, as authorized and established by Section 4 of the Fish and Wildlife Act of 1956, as amended. 16 U.S.C. 742(c). The purpose of the Fisheries Loan Fund is to make loans for financing or refinancing the cost of purchasing, constructing, equipping, maintaining, repairing, or operating new or used commercial fishing vessels or gear. These regulations establish procedures for administering the Fisheries Loan Fund Program, and for filing, processing, reviewing and approving Fisheries Loan Fund applications.

EFFECTIVE DATE: These regulations shall be effective January 2, 1981.

FOR FURTHER INFORMATION CONTACT: Mr. Michael L. Grable, Chief, Financial Service Division, National Marine Fisheries Service, National Oceanic and Atmospheric Administration, Washington, D.C. 20235, Telephone (202) 634-7496.

SUPPLEMENTARY INFORMATION: Section 4 of the Fish and Wildlife Act of 1956, as amended (16 U.S.C. 742(c)), established the Fisheries Loan Fund program to make loans for financing or refinancing the cost of purchasing, constructing, equipping, maintaining, repairing or operating new or used commercial fishing vessels or gear. The broad objective of the fund is to provide reasonable financial assistance not otherwise available to commercial fishermen to enable them to maintain, operate, or upgrade commercial fishing vessels and gear.

The Fisheries Loan Fund presently contains a balance of approximately six million dollars which has been appropriated and authorized by Congress but which has been subject to administrative moratorium since 1973. On October 21, 1980, Pub. L. 96-478 extended the life of the Fisheries Loan Fund to September 30, 1982. Shortly thereafter, the Secretary of Commerce announced that the balance of the Fisheries Loan Fund would be used to provide assistance to those fishermen with federally guaranteed financing who

were adversely affected by the current economic downturn in their fisheries. Specific reference was made to the Gulf of Mexico and South Atlantic shrimp fishery and to fishermen whose vessel financing was guaranteed by the United States under the Fishing Vessel Obligation Guarantee Program (authorized by Title XI of the Merchant Marine Act, 1936).

These new regulations lift the previously created moratorium and set forth a revised application process and procedure for the Fisheries Loan Fund Program. These regulations are consistent with the American Fisheries Promotion Act which was signed by the President on December 23, 1980. The priorities established by the American Fisheries Promotion Act will be complied with in these regulations. Due to the limited amount of fund lending capital, no loan applications will presently be accepted from applicants whose vessel financing was not guaranteed by the United States under the Fishing Vessel Obligation Guarantee Program authorized by Title XI of the Merchant Marine Act, 1936, as amended.

It is anticipated that additional funds will be available for loans to the commercial fishing industry in 1981. Upon receipt of the authority to obligate these additional funds, these regulations will be amended to reflect the additional priorities enumerated in the American Fisheries Promotion Act.

The Assistant Administrator for Fisheries, National Oceanic and Atmospheric Administration, has made the initial determination which was concurred in by the Administrator, that these regulations are non-significant under Executive Order 12044. The Assistant Administrator has also determined that these regulations do not require the preparation of an environmental impact statement under the National Environmental Policy Act.

Dated: December 29, 1980.

William H. Stevenson,
Deputy Assistant Administrator for Fisheries,
National Marine Fisheries Service.

Accordingly, 50 CFR Part 250 is hereby deleted in its entirety and the following regulations are promulgated in lieu thereof:

SUBCHAPTER F—AID TO FISHERIES

Part 250—Fisheries Loan Fund Procedures

Subpart A—Introduction

- Sec.
- 250.1 Purpose.
- 250.2 Definitions.
- 250.3 Interpretation of loan authorizations and priority.

Subpart B—Application

- 250.4 Eligibility.
- 250.5 Financial requirements.
- 250.6 Application processing and procedures.

Subpart C—Loans

- 250.7 Approval.
- 250.8 Amount.
- 250.9 Interest.
- 250.10 Maturity.
- 250.11 Security.
- 250.12 Insurance.
- 250.13 Inspection of property.
- 250.14 Books, records and reports.
- 250.15 Modification.

Subpart D—Default and Remedies

- 250.16 Default.
- 250.17 Remedies after default.

Authority: 70 Stat. 1121, as amended; 16 U.S.C. 742c, as amended, and reorganization Plan No. 4 of 1970.

Subpart A—Introduction

§ 250.1 Purpose.

These regulations implement the provisions of Section 4 of the Fish and Wildlife Act of 1956, as amended. Section 4 creates a fisheries loan fund to be used as a revolving fund to make loans for financing or refinancing the cost of purchasing, constructing, equipping, maintaining, repairing, or operating new or used commercial fishing vessels or gear. The broad objective of the fund is to provide reasonable financial assistance not otherwise available to commercial fishermen to enable them to maintain, operate, or upgrade commercial fishing vessels and gear.

§ 250.2 Definitions.

For the purposes of this part, the following terms shall be construed, respectively, to mean and to include:

(a) Secretary. The Secretary of Commerce or his authorized representative.

(b) Act. The Fish and Wildlife Act of 1956, as amended (16 U.S.C. 742(c)).

(c) Person. Individual, association, partnership or corporation, any one or all as the context requires.

(d) State. Any State, the territories and possessions of the United States, the Commonwealth of Puerto Rico, and the District of Columbia.

(e) Citizen of the United States.

(1) Any person who is a United States citizen by law, birth, or naturalization; (2) any State, any agency of a State, or a group of States; (3) any partnership or association organized under the laws of any State whose members are United States citizens; or (4) any corporation organized under the laws of any State which has as its president or other chief executive officer and as its chairman of the board of directors, or holder of a similar office, a person who is a United States citizen by law, birth, or naturalization, and which has at least seventy-five percent (75%) of the interest in the corporation owned by citizens of the United States. Seventy-five percent (75%) of the interest in the corporation shall not be deemed to be owned by citizens of the United States if:

(i) The title of seventy-five percent (75%) of its stock is not vested in such citizens free from any trust or fiduciary obligation in favor of any person not a citizen of the United States;

(ii) Seventy-five percent (75%) of the voting power in such corporation is not vested in citizens of the United States;

(iii) Through any contract or understanding it is so arranged that more than twenty-five percent (25%) of the voting power may be exercised, directly or indirectly, in behalf of any person who is not a citizen of the United States; or

(iv) By any other means whatsoever, control of any interest in the corporation in excess of twenty-five percent (25%) is conferred upon or permitted to be exercised by any person who is not a citizen of the United States.

(f) National of the United States. (1) Any person who is a United States national by law or birth; (2) any partnership or association organized under the laws of any State or American Samoa whose members are United States nationals or any corporation organized under the laws of any State or American Samoa:

(i) which has as its president or other chief executive officer and as its chairman of the board of directors a person who is a United States citizen or national, (ii) in which no more of its directors than a minority of the number necessary to constitute a quorum are

non-nationals and non-citizens, and (iii) in which at least seventy-five percent (75%) of the interest therein is owned by nationals of the United States, citizens of the United States, or both. Seventy-five percent (75%) of the interest in a corporation shall not be deemed to be owned by nationals of the United States, citizens of the United States, or both, (A) if the title to seventy-five percent (75%) of its stock is not vested in such nationals or citizens free from any trust or fiduciary obligation in favor of any person not a national or citizen of the United States; or (B) if seventy-five percent (75%) of the voting power in such corporation is not vested in nationals of the United States, citizens of the United States, or both; or (C) if through any contract or understanding it is so arranged that more than twenty-five percent (25%) of the voting power may be exercised, directly or indirectly, on behalf of any person who is not a national or citizen of the United States; or (iv) if by any other means whatsoever control of any interest in the corporation in excess of 25 per centum is conferred upon or permitted to be exercised by any person who is not a national or citizen of the United States.

(g) Commercial fishing vessel. Any vessel, boat, ship, or other craft which is (1) documented under the laws of the United States or, if under five net tons, registered under the laws of any State, and (2) used for, equipped to be used for, or of a type which is normally used for commercial purposes for the catching, taking, or harvesting of fish or the aiding or assisting at sea of any activity related to the catching, taking, or harvesting of fish, including, but not limited to, preparation, supply, storage, refrigeration, transportation or processing.

(h) Fishing gear. Any equipment used by a commercial fishing vessel, whether or not such equipment is attached to the vessel.

(i) Fund. The Fisheries Loan Fund established under 16 U.S.C. 742(c), as amended.

(j) Obligation. Any note, bond, debenture, or other evidence of indebtedness.

(k) Obligor. Any owner or operator of a commercial fishing vessel who is primarily liable for payment of principal or interest on any obligation.

(l) Fishery. A segment of the commercial fishing industry engaged in the catching of a single species or a group of species of fish or shellfish. Any

species other than those comprising the fishery must be caught incidentally while fishing for and using gear designed for the capture of the species comprising the fishery.

§ 250.3 Loan authorization and priority.

(a) Loans may be made from the Fund for financing or refinancing the cost of purchasing, constructing, equipping, maintaining, repairing, or operating new or used commercial fishing vessels or gear, except as limited by subsection (b)(3) of this subsection, including, but not limited to loans to assist obligors to make installment payments on existing mortgages or obligations incurred in connection with the above purposes.

(b) The fund shall not be used to make loans for—

- (1) Any phase of a shore operation;
- (2) Refinancing (i) existing loans that are not secured by a commercial fishing vessel or gear, or (ii) debts which are not maritime liens within the meaning of subsection P of the Ship Mortgage Act of 1920, as amended (46 U.S.C. 971);
- (3) The purchase or construction of a new or used commercial fishing vessel which will not replace an existing commercial fishing vessel, except in those instances where the Secretary first determines that the applicant's contemplated operation of such vessel in a fishery will not cause economic hardship or injury to the efficient vessel operators already operating in that fishery. In making such determination, the Secretary shall take into consideration the condition of the fishery, the efficiency of the commercial fishing vessels and gear being operated in that fishery compared with that of the proposed commercial fishing vessel, the prospects of the market for the species comprising the fishery, and the degree and duration of any anticipated economic hardship;
- (4) Repair or purchase of commercial fishing vessels or gear where such vessels or gear are not offered as collateral for the loan by the applicant; or
- (5) Financing a new business venture in which the controlling interest is owned by a person or persons who are not currently engaged in commercial fishing.

(c) *Priority.* A priority shall be granted to assist obligors to avoid default on obligations that were issued for the construction, reconstruction, reconditioning or purchase of fishing vessels and that were guaranteed by the United States under the Fishing Vessel Obligation Guarantee Program authorized by Title XI of the Merchant Marine Act, 1936 (46 U.S.C. 1271-1280, the "FVOG Program"). Due to the

limited amount of fund lending capital, no loan applications shall presently be accepted from applicants whose vessel financing was not guaranteed by the United States under the FVOG Program.

Subpart B—Application

§ 250.4 Eligibility.

A loan applicant shall be eligible under this program if such applicant is a citizen or national of the United States (as defined in § 250.2 (e) or (f)) and:

- (a) Resides in or conducts business in any state;
- (b) Owns, operates, or will own a commercial fishing vessel or gear used, or to be used, directly in the conduct of commercial fishing operations;
- (c) In the case of a fishery marketing cooperative, is engaged in marketing all catches of fish or shellfish by its members pursuant to contractual or other enforceable arrangements which empower the cooperative to exercise full control over the conditions of sale of all such catches and disburse the proceeds from all such sales; and
- (d) Can demonstrate to the satisfaction of the Secretary that he has substantial experience and proven ability in the management and financing of fishing operations, the resources and other qualifications necessary for the operation and maintenance of a new or used commercial fishing vessel or gear in the intended fishery of operation, and that the loan is likely to result in the continued viability of the commercial fishing operation.

§ 250.5 Financial requirements.

To qualify for a loan, the applicant must submit at the time of application, and as subsequently required by the Secretary, financial information satisfactory to the Secretary that:

- (a) The security or collateral for a loan is adequate to provide reasonable assurance of repayment. The security or collateral must be of such sufficiency, considering the integrity and ability of the applicant, and the applicant's past and prospective earnings, that repayment of the loan will be reasonably assured;
- (b) The financial assistance applied for is not otherwise available at reasonable rates which permit continued operation. The financial assistance applied for shall be deemed to be otherwise available at reasonable rates which permit continued operation unless an applicant can show:
 - (1) Proof of refusal of the desired credit from the applicant's bank. Such proof of refusal must contain the date, amount, and term requested; and, if the loan applied for is in excess of the legal

lending limit of the applicant's bank or in excess of the amount that such bank normally lends to any one borrower, then proof of refusal must be obtained from a correspondent bank or other lending institution which has the lending capacity to cover the loan applied for; and

(2) That credit is otherwise unavailable on reasonable terms from sources other than such banks, as from (i) the disposal at a fair price of assets not required by the applicant in the conduct of his business or not reasonably necessary to its potential growth; or (ii) use of personal credit and/or resources of the owner, partners, management, affiliates or principal stockholders of the applicant; or (iii) from other known sources of credit.

Bank refusals to advance credit will not be considered the full test of unavailability of credit where there is knowledge or reason to believe that credit is otherwise available on reasonable terms from sources other than such banks. *Provided that*, in the case of an application by an obligor whose obligation is guaranteed under the FVOG Program, proof of the refusal of the obligor's bank to extend further credit on behalf of the obligor may constitute proof that the credit applied for is not otherwise available on reasonable terms;

(c) In making the aforementioned determinations, and any others associated with economic or financial considerations, the Secretary may consider, among other factors, current economic conditions within a fishery.

§ 250.6 Application processing and procedures.

(a) *Forms.* Applicants shall file an application furnished by the National Marine Fisheries Service with the Regional Branch of the National Marine Fisheries Service's Financial Service's Division in the region in which the applicant conducts his business. The respective Regional office addresses follow:

Northeast Region

(Maine, Massachusetts, Rhode Island, Connecticut, New Hampshire, New York, New Jersey, Delaware, Maryland, Virginia)
Financial Services Branch, National Marine Fisheries Service, Post Office Building, Box 1109, Gloucester, Massachusetts 01930 (617) 281-3600

Southeast Region

(North Carolina, South Carolina, Georgia, Florida, Alabama,

Mississippi, Louisiana, Texas, Puerto Rico, Virgin Islands)
 Financial Services Branch, National Marine Fisheries Service, 9450 Koger Boulevard, Duval Building, St. Petersburg, Florida 33702 (813) 893-3271

Southwest Region

(California, Hawaii, American Samoa, Guam, Trust Territory of Pacific Islands)
 Chief, Fisheries Development Division, National Marine Fisheries Service, 300 South Ferry Street, Terminal Island, California 90731 (213) 548-2575

Northwest Region

(Washington, Oregon, Alaska)
 Financial Services Branch, National Marine Fisheries Service, 1700 Westlake Avenue North, Seattle, Washington 98109 (206) 442-5532

(b) *Processing of Applications.* If the application is complete and in conformity with the Act and this Part 250, the Regional Financial Services office will then conduct an investigation of the applicant. Upon completion of the investigation, a decision will be made and the Regional Financial Services office will inform the applicant.

(c) *Purchase or construction loans.* When the Secretary determines that an application is eligible on its face for the purchase or construction of a new or used commercial fishing vessel that will not replace an existing commercial fishing vessel, a notice shall be published in the *Federal Register* that such application is being considered and all interested parties will be given a period of 30 days to submit evidence that the contemplated operation of such vessel will cause economic hardship or injury to efficient vessel operations already in that fishery. If such evidence is received, the Secretary shall evaluate it along with such other evidence as may be available to him before making a determination that the contemplated operation of the vessel will or will not cause such economic injury or hardship. The foregoing procedure will not apply in cases where the applicant seeks to replace a commercial fishing vessel lost or destroyed within 2 years of the date of the application.

Subpart C—Loans

§ 250.7 Approval.

The Secretary will evidence his approval of the loan by issuing a loan authorization covering the terms and conditions relating to the loan. Documents executed in connection with a loan shall be in a form and substance

approved by the Secretary. Applicants whose applications are not approved will be so notified by a letter sent from the appropriate Financial Services office.

§ 250.8 Amount of Loan.

The amount of loan requested in an application may be limited from time to time in order to prevent the exhaustion of funds available for loans and to assure that fund monies will be used as effectively as possible. Loan amount limitations (and other requirements) will be effected by instructions from the Chief, Financial Services Division, National Marine Fisheries Service, Washington, D.C.

§ 250.9 Interest.

The rate of interest on all loans made under these regulations shall be fixed at a rate not more than the rate determined by the Secretary to be sufficient to cover the costs of processing and servicing the loans. The rate of interest shall be determined and reviewed periodically by the Chief, Financial Services Division, National Marine Fisheries Service, Washington, D.C.

§ 250.10 Maturity.

The maturity of any loan shall be determined by the Secretary and fixed according to the circumstances, but the date of maturity so fixed shall not exceed 10 years, except in the case where a loan is for all or part of the costs of constructing a new commercial fishing vessel, in which case the maturity may be up to 14 years.

§ 250.11 Security.

Loans shall be approved only upon the furnishing of such security or other reasonable assurance of repayment as the Secretary may require. The proposed collateral for a loan must be of such a nature that, when considered with the integrity and ability of the management, and the applicant's past and prospective earnings, repayment of the loan will be reasonably assured. In making the aforementioned determinations, the Secretary may consider, among other factors, current economic conditions within a fishery.

§ 250.12 Insurance.

(a) If insurance of any type is required on property under the terms of a loan authorization or mortgage it must be in a form approved by the Secretary and obtained from an underwriter, satisfactory to the Secretary, which meets at least one of the following requirements:

(1) An underwriter licensed by an insurance regulatory agency of a State to write the required form of insurance.

(2) A foreign insurance company or club operating in the United States that has deposited funds in an amount and manner satisfactory to the Secretary in a bank chartered under the laws of a State or the United States of America, or in a trust fund satisfactory to the Secretary, which funds are solely for the payment of insurance claims on United States vessels or other insured assets.

(3) A reciprocal or interinsurance exchange licensed by an insurance regulatory agency of a State to write the required form of insurance.

(4) An insurance pool composed entirely of owners and operators of commercial fishing vessels.

(b) Any underwriter (including a company, club, or pool) writing insurance shall furnish such reasonable financial or operating data as the Secretary may require to determine the standing and responsibility of said underwriter.

§ 250.13 Inspection of property.

The Secretary or any duly authorized agent of the Secretary shall have access at all reasonable times to all vessels or other security with respect to which a loan has been granted or for which an application for loan has been filed.

§ 250.14 Books, records and reports.

The Secretary shall have the right to inspect such books and records, including tax returns, of the applicant as the Secretary in his discretion may deem necessary. The Secretary may also require periodic reports to be submitted by a loan recipient.

§ 250.15 Modification.

Subject to the specific limitations of the Act, the Secretary may consent to the modification of any loan contract to which he is a party, with respect to any terms or conditions of such contract, including the rate of interest, the time of payment of any installment of principal, or the security for the loan. Any modification of the terms or conditions of a loan following its execution must be agreed to in writing by the borrower and the Secretary.

Subpart D—Default and Remedies

§ 250.16 Default.

Unless otherwise provided in the loan documents, failure on the part of the borrower to conform to any of the terms or conditions of the Act, these regulations, or the loan documents will be deemed to constitute a default.

(a) *Payment default.* In the case of any default in the payment of principal or interest on the loan, the Secretary may, if the default shall have continued for 30 days, demand payment and declare the

entire amount of the loan immediately due and payable.

(b) *Security default.* If a default occurs under the terms of the Act, these regulations, or any contract which is other than a payment default, the Secretary shall have the discretion to declare such default a security default, and may notify the borrower of such security and set an appropriate time within which the borrower shall cure such default. If such security default is not cured within the time allowed, the Secretary may demand payment and declare the entire amount of the loan immediately due and payable.

(c) In the case of either a payment default or a security default, the Secretary may immediately, upon notification of such default, discontinue any further disbursement of loan funds to the borrower.

§ 250.17 Remedies after default.

Provisions governing remedies after default shall be included in the loan documents. Upon default, the Secretary may cause any one or all of the following steps to be taken:

(a) Take possession of any or all collateral given as security for the loan including the commercial fishing vessel or gear for which the funds were borrowed.

(b) Initiate or participate in legal proceeding of any type against the borrower or the security, including foreclosure.

(c) Pursue any or all remedies provided by law in equity or as provided for in any Preferred Ship Mortgage or other loan agreement entered into between the Secretary and the applicant.

[FR Doc. 00-40681 Filed 12-31-80; 8:45 am]

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Proposed Rules

Federal Register

Vol. 46, No. 1

Friday, January 2, 1981

This section of the FEDERAL REGISTER contains notices to the public of the proposed issuance of rules and regulations. The purpose of these notices is to give interested persons an opportunity to participate in the rule making prior to the adoption of the final rules.

DEPARTMENT OF ENERGY

Economic Regulatory Administration

10 CFR Part 205

[Docket No. ERA-R-80-38]

Emergency Interconnection of Electric Facilities and the Transfer of Electricity To Alleviate an Emergency Shortage of Electric Power

AGENCY: Economic Regulatory Administration, DOE.

ACTION: Notice of Proposed Rulemaking.

SUMMARY: The Economic Regulatory Administration (ERA) of the Department of Energy (DOE) hereby gives notice of a proposed rulemaking regarding the issuance of regulations pursuant to sections 202(c) and 202(d) of the Federal Power Act. Section 202(c) authorized the Federal Power Commission to order, upon application or on its own motion, a temporary connection of facilities and the generation, delivery, interchange, or transmission of electric energy necessary to alleviate an emergency shortage of electric power. Section 202(d) authorizes an entity that is not otherwise subject to the jurisdiction of the Commission to establish temporary emergency connections without thereby becoming subject to the jurisdiction of the Commission and, upon approval by the Commission, to construct under the same conditions, a permanent connection that would only be for emergency use. The Department of Energy Organization Act transferred the responsibilities under sections 202(c) and 202(d) of the Federal Power Act to the Secretary of Energy. This authority has been delegated by the Secretary to the Administrator of the Economic Regulatory Administration and subsequently to the Assistant Administrator for Utility Systems of the Economic Regulatory Administration. The rules proposed herein will supersede 18 CFR 32.20-32.23 and 32.60-32.62 which ERA has been following pursuant to section 705 of the DOE

Organization Act. ERA in this rulemaking is proposing to make some changes and additions in an effort to clarify those situations which constitute an emergency within the meaning of sections 202(c) and 202(d) of the Federal Power Act. These new regulations will be published in Title 10 of the Code of Federal Regulations, §§ 205.370-205.379.

DATES: Written comments must be received by February 13, 1981, 4:30 p.m., e.s.t. A public hearing will be held in Washington, D.C. beginning at 9:30 a.m., local time, on the date and location specified below: Hearing date: Jan. 15, 1981. Request to testify to be received by Jan. 8, 1981.

ADDRESSES: Written comments should be addressed to Public Hearings Division, Economic Regulatory Administration, Department of Energy, Room B-210, 2000 M Street, NW, Washington, D.C. 20461 (Docket No. ERA-R-80-38).

Hearing Location: Room 2105, 2000 M Street, Washington, D.C. 20461

Submit request to testify to: Dorothy Hamid, Public Hearing Div., Economic Regulatory Administration, Department of Energy, B-210, 2000 M Street, NW, Washington, D.C. 20461

FOR FURTHER INFORMATION CONTACT: James M. Brown, Jr., Office of Utility Systems, Economic Regulatory Administration, Department of Energy, Room 4110, 2000 M Street, NW, Washington, D.C. 20461 (202) 653-3825

Lise Cortney M. Howe, Office of General Counsel, Department of Energy, Room 5E-064, Forrestal Building, 1000 Independence Avenue, SW, Washington, D.C. 20585 (202) 252-2900

William L. Webb, Office of Public Information, Economic Regulatory Administration, Department of Energy, Room B-110, 2000 M Street, NW, Washington, D.C. 20461 (202) 653-4055

Cynthia Ford, Director, Public Hearings Division, Economic Regulatory Administration, Department of Energy, Room B-210, 2000 M Street, NW, Washington, D.C. 20461 (202) 653-3971

SUPPLEMENTARY INFORMATION:

- I. Background and Purpose
- II. Environmental Analysis
- III. Significance Review
- IV. Proposed Rule
- V. Comment Procedures

- A. Written Comments
- B. Public Hearing

I. Background and Purpose

On October 1, 1977, the authority to issue orders for emergency interconnection of electric facilities and the transfer of electricity to alleviate an emergency shortage of electric power under the provisions of sections 202(c) and 202(d) of the Federal Power Act was transferred to and vested in the Secretary of Energy pursuant to sections 301 and 402(f) of the DOE Organization Act. This responsibility was delegated to the Administrator of the Economic Regulatory Administration by the DOE Delegation Order No. 0204-4 (42 FR 60726).

The Economic Regulatory Administration advises that it is herein proposing regulations relating to emergency interconnections and transfers of electricity to alleviate an emergency shortage of electric power. The new regulations will be incorporated into 10 CFR 205.370 through 205.379.

II. Environmental Analysis

DOE's Assistant Secretary for the Environment is reviewing these proposed regulations pursuant to DOE's responsibilities under the National Environmental Policy Act of 1969 to determine if the proposed action constitutes a major Federal action significantly affecting the quality of the human environment. The final rules will not be issued until DOE has determined that no environmental impact statement is required or until one has been prepared if it is determined to be necessary.

III. Significance Review

DOE has determined that this is not a significant regulation and that it will not have a major impact within the meaning of the DOE procedures implementing Executive Order 12044 on "Improving Government Regulations" (DOE Order 2030.1, 44 FR 1032, January 3, 1979). Therefore, a regulatory analysis is not required for this proposed regulation.

DOE further has determined that the proposed regulation will not affect substantially the goals of the National Energy Plan and is not of major concern to the public, the Congress, and the President. In addition, analysis shows the regulations would not result in any incremental costs in excess of \$100

million per year. The impact of the proposed rules is expected to be minor because the frequency of occurrence of an emergency will not be affected. Since the creation of DOE in 1977, six applications have been filed requesting emergency interconnections or transfers of electricity. It is not anticipated that the proposed rules will affect the number of such applications.

IV. Proposed Rule

The proposed rule changes the existing rules as follows:

a. All references to "the Commission" have been changed to "DOE" in accordance with the DOE Organization Act.

b. § 205.370, Applicability, specifies the parties from whom applications under these regulations will be accepted, including State Public Utility Commissions, State Energy Agencies, or Governors.

c. § 205.371, Definition of Emergency, has been expanded to clarify those situations which constitute an emergency for which DOE will exercise its authority under section 202(c).

d. A filing fee will no longer be required for an application under these rules.

e. Two conformed copies of applications will be required instead of six.

f. Copies of applications, reports and responses to applications will be required to be served on the Federal Energy Regulatory Commission, the appropriate state government agencies and the appropriate Regional Electric Reliability Council.

g. A telephone number of the person to be contacted with respect to an application will be required.

h. § 205.373(d) specifies new baseline data which must be reported. This data includes daily peak load and energy requirements, receipts and deliveries of capacity and energy, and the status of interruptible customers both for each of the past 30 days and for each day of the expected duration of the emergency.

i. The scale of the key map required to be furnished is changed to not greater than 100 kilometers to the centimeter rather than 33 mils to the inch.

j. If the parties are unable to agree on the rates to be charged, the DOE will remand the rates issue(s) to the Federal Energy Regulatory Commission (FERC). The costing methods utilized will be those prescribed by the FERC and are not detailed in the proposed rule.

k. All entities ordered to temporarily interconnect their transmission facilities will be required to report within 15 days of completing such interconnection, giving the date of completion, location,

description and a one-line electric diagram of the interconnection.

l. Where DOE has authorized a permanent connection for emergency use only, any use of such facilities must be reported within 24 hours. The exact information that DOE will require to supplement such notification will be prescribed on a case-by-case basis and is not specified in the proposed rule.

m. A 30-day period is specified in which to disconnect and remove any temporary facilities ordered by DOE, or, in the alternative, to apply for permanent connection for emergency use only. The involved parties are required to notify DOE when this removal of facilities is accomplished.

n. Factors to be considered by DOE in declaring an emergency are not included in the proposed rule. DOE feels that the electric utility operating environment is too diverse and dynamic to anticipate which factors are necessary to make a determination in a specific situation. DOE intends to utilize all available data and consider each application as a unique set of circumstances. However, DOE will consider the impact of any order pursuant to section 202(c) on the supplying and transmitting systems and their customers.

V. Comment Procedures

A. Written Comments

The public is invited to submit written comments with respect to the regulations to the Public Hearings Division, Economic Regulatory Administration, Room B-210, 2000 M Street, Washington, D.C. 20461. Comments should be identified on the outside of the envelope and on the documents submitted to DOE with the designation, "Emergency Interconnection and Electricity Transfer Rule, Docket No. ERA-R-80-38."

Five copies should be submitted. All written comments and related information must be received by the Department of Energy by February 13, 1981, in order to ensure consideration.

B. Public Hearing

(1) Request Procedure. The time and place of the hearings are indicated in the "DATES" section of this notice. The public is invited to make a written request for an opportunity to make an oral presentation. If selected to be heard, you will be notified by DOE before 4:30 p.m., 8 days before the hearing. Persons selected to testify at the hearing should bring 100 copies of their statement to the Public Hearings Division, Room B-210, 2000 M Street by 4:30 p.m., the day before the hearing.

(2) Conduct of Hearing. DOE reserves the right to select the persons to be heard at this hearing (in the event there are more requests to be heard than time allows), to schedule their respective presentations, and to establish the procedures governing the conduct of the hearing. The length of each presentation may be limited, based upon the number of persons requesting to be heard.

A DOE official will be designated to preside at the hearing. This will not be a judicial or evidentiary-type hearing. Questions may be asked by only those conducting the hearing, and there will be no cross-examination of persons presenting statements. At the conclusion of all initial oral statements, each person who has made an oral statement will be given the opportunity to make a rebuttal statement. The rebuttal statements will be given in the order in which the initial statements were made and will be subject to time limitations.

Any person at the hearing who wishes to ask a question may submit the question(s), in writing, to the presiding officer. The presiding officer will determine whether these questions are relevant and whether time limitations permit them to be presented for answers. Any further procedural rules needed for the proper conduct of the hearing will be announced by the presiding officer.

A transcript of the hearing will be made, and the entire record of the hearing, including the transcript, will be retained by DOE and made available for inspection at the Freedom of Information Office, Room 1E-190, Forrestal Building, 1000 Independence Avenue, SW., Washington, D.C., between the hours of 8:00 a.m. and 4:00 p.m., Monday through Friday, and at the Office of Public Information, Economic Regulatory Administration, Room B-110, 2000 M Street, NW., Washington, D.C. 20461.

In the event that it becomes necessary to cancel the hearing, every effort will be made to publish advance notice of the cancellation in the *Federal Register*, and DOE will notify all persons scheduled to testify at the hearing.

Since it is generally not possible to give actual notice of cancellations or changes to persons not participating, those persons desiring to attend a hearing are advised to contact DOE on the last working day before the hearing to confirm that it will be held as scheduled.

In consideration of the foregoing, the Department of Energy proposes to amend Part 205 of Chapter II, Title 10, Code of Federal Regulations, to read as set forth below.

Issued in Washington, D.C., on December 9, 1980.

Hazel R. Rollins,

Administrator, Economic Regulatory Administration.

Part 205, Chapter II of Title 10, Code of Federal Regulations, is amended by adding §§ 205.370 through 205.379 under Subpart W.

Subpart W—Emergency Interconnection of Electric Facilities and the Transfer of Electricity To Alleviate an Emergency Shortage of Electric Power

Sec.

- 205.370 Applicability.
- 205.371 Definition of emergency.
- 205.372 Filing procedures; number of copies.
- 205.373 Application under 202(c).
- 205.374 Responses from entities designated in the application.
- 205.375 Guidelines defining inadequate fuel or energy supply.
- 205.376 Rates and charges.
- 205.377 Reports.
- 205.378 Disconnection of temporary facilities.
- 205.379 Application for approval of the installation of permanent facilities for emergency use only.

Authority: Department of Energy Organization Act, Public Law 95-91, 91 Stat. 565 [42 U.S.C. 7101]. Federal Power Act, Public Law 66-280, 41 Stat. 1063 [16 U.S.C. 791].

Subpart W—Emergency Interconnection of Electric Facilities and the Transfer of Electricity To Alleviate an Emergency Shortage of Electric Power

§ 205.370 Applicability.

Section 202(c) of the Federal Power Act is applicable to any entity which owns or operates electric power generation, transmission or distribution facilities. Therefore, DOE has the authority to order the temporary connection of facilities, the generation, or the delivery of electricity that it deems necessary to alleviate an emergency. Such orders shall be effective for the time specified and subject to any terms and conditions DOE specifies. DOE retains the right to cancel, modify or otherwise change any order, with or without notice, hearing, or report. Requests for action under these regulations will be accepted from any entity having the capability to generate, transmit or distribute electric energy, any State Public Utilities Commission, State Energy Agencies, or Governor. Also, the DOE may initiate action under these regulations on its own motion.

§ 205.371 Definition of emergency.

"Emergency," as used herein, is defined as the failure of facilities for the generation or transmission of electric

energy caused by unexpected outages or breakdown, weather conditions, acts of God, or unforeseen occurrences not reasonably within the power of the affected utility to prevent. An emergency can result from a sudden increase in customer demand, physical failure of equipment for the generation or transmission of electricity, inability to obtain adequate amounts of necessary fuel to generate electricity, or regulatory action which prohibits use of some facilities. Such events will make it impossible for a utility or other entity to provide adequate electric service to its customers.

Situations where a shortage of electric energy is projected due to the failure of parties to agree to terms, conditions or other economic factors relating to service generally will not be considered as emergencies.

§ 205.372 Filing procedures; number of copies.

An original and two conformed copies of applications and reports required under sections 205.370 through 205.379 shall be filed with the Office of Utility Systems of the Economic Regulatory Administration. Copies of all documents shall be furnished to the Federal Energy Regulatory Commission, any regulatory body that may exercise jurisdiction over any aspect of the proposed action, each entity designated as a potential source of emergency assistance or as a potential supplier of transmission services, the National Electric Reliability Council, and the appropriate Regional Electric Reliability Council.

§ 205.373 Application under 202(c).

Every application under section 202(c) of the Federal Power Act shall set forth the following information in the order indicated below:

- (a) The exact legal name of the applicant and of all other persons named as parties in the application.
- (b) The name, title, post office address, and telephone number of the person to whom correspondence in regard to the application shall be addressed.
- (c) The political subdivision in which each entity named in the application operates, together with a brief description of the area served and business conducted in each location.
- (d) Each application shall include the following baseline data:

- (1) Daily peak load and energy requirements for each of the past 30 days and projection for each day of the expected duration of the emergency;
- (2) All capacity and energy receipts or deliveries to other utilities and other entities and other entities with

cogeneration facilities for each of the past 30 days indicating the classification for each transaction;

(3) The status of all interruptible customers for each of the past 30 days and the anticipated status of these customers for each day of the expected duration of the emergency considering both the granting and the denial of the relief requested herein;

(4) All scheduled capacity and energy receipts or deliveries to other utilities and other entities with cogeneration facilities for each day of the expected duration of the emergency.

(e) A description of the situation and a discussion of why this is an emergency, including any background information necessary for DOE to understand the situation.

(f) A showing that adequate electric service to firm customers cannot be maintained without additional capacity or energy transfers. The effects of any available or implemented conservation and curtailment actions must be presented.

(g) A description of any efforts made to obtain additional power and energy through voluntary means.

(h) A listing of proposed source(s) and amounts of power and energy necessary from each source to alleviate the emergency.

(i) Specific proposal(s) to compensate the generating system for the emergency services requested and to compensate any transmitting system for services necessary to deliver such generation.

(j) Description of the facilities to be used to transfer the requested emergency service to the applicant's system.

(1) If a temporary interconnection is independently proposed, the following additional information shall be supplied for each such interconnection: (i) proposed location; (ii) needed thermal capacity of the interconnection; (iii) type of emergency services(s) requested, including anticipated duration; (iv) an electrical on-line diagram; and (v) a description of all necessary material and equipment.

(2) If the requested emergency electric energy is to be supplied over existing facilities, the following information shall be supplied for each existing interconnection: (i) location; (ii) thermal capacity of interconnection facilities; and (iii) type and duration of emergency service(s) requested.

(k) A general or key map on a scale not greater than 100 kilometers to the centimeter showing, in separate colors, the territory served by each entity named in the application; the location of the facilities to be used for the generation and transmission of the

requested emergency service; and all connection points between systems.

(l) An estimate of the construction costs of any proposed temporary facilities and a statement estimated the expected operation and maintenance costs on an annualized basis.

(m) Applicants may be required to furnish such supplemental information as the DOE may deem pertinent.

§ 205.374 Responses from entities designated in the application.

Each entity, designated as a potential source of emergency assistance or as a potential supplier of transmission services and who has been served with a copy of the application under § 205.372, shall submit their responses to DOE within 10 calendar days of such service unless otherwise directed by DOE. This response shall include an analysis of the impact the requested action would have on their system reliability and their ability to supply customers on their own system. The effects of the requested action on the ability to serve firm loads shall be clearly distinguished from the ability to serve contractually interruptible loads. Copies of this response shall be served on the applicant, the Federal Energy Regulatory Commission, any regulatory body that may exercise jurisdiction over any aspect of the proposed action, the National Electric Reliability Council, and the appropriate Regional Electric Reliability Council.

§ 205.375 Guidelines defining inadequate fuel or energy supply.

(a) An inadequate utility system fuel inventory or energy supply is a matter of managerial and engineering judgment. Fuels in stock, fuels en route, transportation time, constraints on available storage facilities and other factors must be considered in determining an inadequate fuel inventory. A system may be considered to have an inadequate fuel or energy supply capability when one or more of the below listed conditions exist and the projected energy deficiency upon the applicant's system, without emergency action by DOE, will equal or exceed 10 percent of the applicant's then normal daily net energy for load, or will cause applicant to be unable to meet its normal peak load requirements based upon use of all of its otherwise available resources. Such energy deficiency must otherwise require the applicant to be unable to supply adequate electric to its ultimate customers:

(1) System coal stocks are reduced to 30 days (or less) of normal burn days

and a continued downward trend in stock is projected;

(2) System residual oil stocks are reduced to 15 days (or less) of normal burn days and a continued downward trend in stocks is projected;

(3) System distillate oil stocks which cannot be replaced by alternate fuels are reduced to 15 days (or less) of normal burn days and a continued downward trend in stocks is projected;

(4) System natural gas deliveries which cannot be replaced by alternate fuels have been or will be reduced 20 percent below normal requirements and no improvement in natural gas deliveries is projected within 30 days;

(5) Delays in nuclear fuel deliveries will extend a scheduled refueling shutdown by more than 30 days; and

(6) Water supplies required for power generation have been or will be reduced 20 percent below normal requirements and no improvement in water supplies is projected within 30 days.

(b) The use of the prescribed criteria does not preclude an applicant from seeking to claim and support an emergency when its stocks of fuel or water exceed the foregoing amounts.

§ 205.376 Rates and charges.

The applicant and generating or transmitting systems from whom emergency service is requested are encouraged to utilize the rates and charges contained in approved existing rate schedules or to negotiate mutually satisfactory rates for the proposed transaction(s). In the event that DOE determines that an emergency exists under section 202(c), and the parties are unable to agree on the rates to be charged, the DOE shall prescribe the conditions of service and remand the rates issue(s) to the Federal Energy Regulatory Commission for determination by that agency.

§ 205.377 Reports.

In addition to the information specified below, the DOE may require additional reports as it deems necessary.

(a) Where the DOE has authorized the temporary connection of transmission facilities, all entities whose transmission facilities are thus temporarily interconnected shall report the following information to DOE within 15 days following completion of the interconnection:

(1) The date the temporary interconnection was completed;

(2) The location of the interconnection;

(3) A description of the interconnection; and

(4) A one-line electric diagram of the interconnection.

(b) Where the DOE orders the transfer of capacity or energy or both, the entity receiving such service shall report the following information to the DOE by the 10th of each month for the preceding month's activity for as long as such order shall remain in effect:

(1) Amounts of capacity and energy received each day;

(2) The name of the supplier;

(3) The name of an entity supplying transmission services; and

(4) Preliminary estimates of the associated costs.

(c) Where DOE has approved the installation of permanent facilities that will be used only during emergencies, any use of such facilities shall be reported to DOE within 24 hours. Details of such usage shall be furnished as deemed appropriate by DOE after such notification.

§ 205.378 Disconnection of temporary facilities.

Upon the termination of any emergency for the mitigation of which DOE ordered the construction of temporary facilities, such facilities shall be disconnected and any temporary construction removed or otherwise disposed of, unless application is made as provided in § 205.379 for permanent connection for emergency use. This disconnection and removal of temporary facilities shall be accomplished within 30 days of the termination of the emergency. DOE shall be notified promptly when such removal of facilities is completed.

§ 205.379 Application for approval of the installation of permanent facilities for emergency use only.

Application for DOE approval of a permanent connection that will be used only in emergencies shall conform with the requirements in § 205.373. However, the baseline data specified in § 205.373(d) need not be included in an application made under this section.

In addition, the application shall state in full the reasons why such permanent connection for emergency use is in the public interest.

[FR Doc. 80-4920 Filed 12-30-80; 9:43 am]

BILLING CODE 6450-01-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 67

[Docket No. 21130; Notice No. 80-24]

Medical Standards and Certification; Issuance of Airman Medical Certificates for Certain Conditions; Hearing Postponement.

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of postponement of public hearing.

SUMMARY: This notice postpones the date for a public hearing for the exchange of views by interested persons on the proposed exemption procedures for the issuance of airman medical certificates to persons with certain medical conditions who do not initially qualify for certification under the medical standards in the Federal Aviation Regulations. At the hearing an opportunity will be given to all participants to fully discuss all matters presented at the hearing.

DATES: The public hearings will be held on February 3 and 4, 1981.

ADDRESSES: The public hearing will be held at: Federal Aviation Administration, 800 Independence Avenue, S.W., Washington, D.C. 20591, Auditorium, 3rd Floor, (202) 755-8714.

Requests to be heard should identify the docket or notice number, indicate the subject of the presentation and time required, and be sent in duplicate to: Federal Aviation Administration, Office of the Chief Counsel, Attn.: Airmen and Airports Branch, AGC-240; 800 Independence Avenue, S.W., Washington, D.C. 20591, or delivered in duplicate to: Room 916, 800 Independence Avenue, S.W., Washington, D.C. 20591.

Requests delivered must be marked "Public Hearing, Notice No. 80-24." Requests may be inspected at Room 916 between 8:30 a.m. and 5:00 p.m.

FOR FURTHER INFORMATION CONTACT: Donald P. Byrne, Airmen and Airports Branch, Office of the Chief Counsel, 800 Independence Avenue, S.W., Washington, D.C. 20591. Telephone (202) 426-3491.

SUPPLEMENTARY INFORMATION: On December 1, 1980, the FAA issued Notice of Proposed Rule Making No. 80-24 (45 FR 80296; December 4, 1980). The notice proposes exemption procedures for the issuance of airman medical certificates to persons with certain medical conditions who do not initially qualify for certification under the

medical standards in the Federal Aviation Regulations.

The notice also proposes to revise the medical standard for applicants who have a history or clinical diagnosis of heart disease. The revision conforms the standards to the current medical understanding of the risks, symptoms, and findings associated with the presence of heart disease.

In the same issue of the Federal Register (45 FR 80295), the FAA announced that it would hold a public hearing in connection with those proposals on January 6 and 7, 1981.

The FAA has received correspondence from a number of aviation organizations requesting postponement of the hearing. They have based their requests on the need for careful review of the proposals and preparation for the hearing. Several have commented that the intervening Christmas and New Year Holidays have taken time needed for preparation. One organization also requested time to survey its membership.

In light of these comments, the FAA has determined that a one month postponement of the hearing date would be appropriate. Accordingly, the public hearing for this rulemaking action will be held on February 3 and 4, 1981.

The FAA recognizes that the comment period for Notice 80-24 closes on February 4, 1981. If it appears from the information presented at the hearing that an extension of the comment period would be appropriate, it will be announced before the close of the hearing.

Hearing Procedures

Persons who plan to attend the hearing should be aware of the following procedures, which will be followed to facilitate the workings of the hearing:

(a) The hearing will be informal in nature and will be conducted by the designated representative of the Administrator under 14 CFR 11.33. Each participant will be given an opportunity to make a presentation. After all presentations have been made, an opportunity for rebuttal will be given.

(b) The hearing will begin at 10:00 a.m. on the morning of February 3, 1981, at the Federal Aviation Administration, 800 Independence Avenue, S.W., Washington, D.C., in the 3rd floor auditorium. There will be no admission fee or other charge to attend and participate. All hearing sessions will be open to all persons on a space-available basis. The presiding officer may accelerate the hearing agenda to enable early adjournment if the progress of the

hearing is more expeditious than planned.

(c) All hearing sessions will be recorded by a court reporter. Anyone interested in purchasing the transcript should contact the court reporter. A copy of the court reporter's transcript will be filed in the docket. It is the FAA's intent to tape record the sessions.

(d) Position papers or other hand-out material may be accepted at the discretion of the presiding officer.

(e) Statements made by the FAA participants at the hearing should not be taken as expressing a final FAA position.

Request To Make a Presentation.

Interested persons are invited to attend the hearing and to participate by making oral or written statements. Written statements should be submitted in duplicate and will be made a part of the rules docket. Persons wishing to make oral statements at the hearing must notify the FAA on or before January 27, 1981, and indicate the amount of time requested for their initial statements. Presentations will be scheduled on a first-come first-served basis as time may permit within the hearing schedule. Requests to be heard should indicate the subject matter of the presentation and time required, and be sent to: Federal Aviation Administration, Office of the Chief Counsel, Attn: Airmen and Airports Branch, AGC-240, 800 Independence Avenue, S.W., Washington, D.C. 20591.

Public Hearing Schedule:
The following is the schedule for the hearing:

February 3, 1981*Time and Topic*

10:00 to 10:30—Opening Session
10:30 to 12:00—Public Presentation and Discussion
1:30 to 4:30—Public Presentation and Discussion

February 4, 1981

10:00 to 12:00—Public Presentation and Discussion
1:30 to 4:30—Public Presentation and Discussion

(Secs. 313(a), 601, and 602 of the Federal Aviation Act of 1958, as amended (49 U.S.C. 1354(a), 1421, and 1422); Sec. 6(c) of the Department of Transportation Act (49 U.S.C. 1655(c); and 14 CFR 11.33)

Note.—The FAA has determined that this document involves a proposed regulation which is not considered to be significant under the procedures and criteria prescribed by Executive Order 12044 and as implemented by the Department of Transportation Regulatory Policies and Procedures (44 FR 11034; February 26, 1979).

In addition, the FAA has determined that the expected impact of the proposed regulations is so minimal that they do not require an evaluation.

Issued in Washington, D.C., on December 29, 1980.

H. L. Reighard,

Federal Air Surgeon.

[FR Doc. 80-40817 Filed 12-31-80; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Parts 91, 121, 125, and 135

[Docket No. 18904; Notice No. 80-27]

Transport Category Airplanes—Pitot Heat Indication Systems

December 8, 1980.

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rule making.

SUMMARY: This notice proposes to exclude general aviation operators from the requirement to install pitot heat indication systems to indicate to the flightcrew when the pitot heating system is not operating. The requirement would be retained for commercial, air carrier, travel club, and air taxi operators. This proposal is in response to a petition from the National Business Aircraft Association (NBAA) dated January 26, 1979.

DATE: Comments must be received on or before March 5, 1981.

ADDRESS: Send comments on the proposal in duplicate to: Federal Aviation Administration, Office of the Chief Counsel, Attn: Rules Docket (AGC-204), Docket No. 18904, 800 Independence Avenue, S.W., Washington, D.C. 20591, or deliver in duplicate to: Room 916, 800 Independence Avenue, S.W., Washington, D.C. Comments delivered must be marked: Docket No. 18904. Comments may be inspected at Room 916 between 8:30 a.m. and 5:00 p.m.

FOR FURTHER INFORMATION CONTACT: Eli S. Newberger, Regulatory Projects Branch (AVS-24), Safety Regulations Staff, Associate Administrator for Aviation Standards, 800 Independence Avenue, S.W., Washington, D.C. 20591; telephone (202) 755-8716.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested persons are invited to participate in the making of the proposed rule by submitting such written data, views, or arguments as they may desire. Communications should identify the regulatory docket or notice number and be submitted in duplicate to the address indicated above. Comments relating to any

significant environmental or economic impact that might result because of the adoption of these proposals may also be submitted. All communications received on or before the closing date for comments will be considered by the Administrator before taking action on the proposed rule. The proposals contained in this notice may be changed in the light of comments received. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons. A report summarizing each substantive public contact with FAA personnel concerning this rulemaking will be filed in the docket. Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this notice must submit with those comments a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket No. 18904." This postcard will be date/time stamped and returned to the commenter.

Availability of NPRM's

Any person may obtain a copy of this notice of proposed rule making (NPRM) by submitting a request to the Federal Aviation Administration, Office of Public Affairs, Attention: Public Information Center, APA-430, 800 Independence Avenue, S.W., Washington, D.C. 20591, or by calling (202) 426-8058. Communications must identify the notice number of this NPRM. Persons interested in being placed on a mailing list for future NPRMs should also request a copy of Advisory Circular No. 11-2, which describes the application procedures.

Background

Section 91.50(a), as adopted by Amendment 91-148 (43 FR 10339), provided that after April 12, 1981, with certain exceptions, no person may operate a transport category airplane equipped with a flight instrument pitot heating system unless the airplane is also equipped with an operable pitot heat indication system that complies with § 25.1326. Section 25.1326 requires that the indication provided must incorporate an amberlight that is in clear view of a flight crewmember, and must be designed to alert the flightcrew if either the pitot heating system is switched "off" or if the pitot heating system is switched "on" and any pitot tube heating element is inoperative. All flight operations conducted with transport category airplanes are required to meet this requirement regardless of the type of operation being conducted.

On January 26, 1979, NBAA petitioned the FAA to amend the regulations to require that only transport category airplanes operated under Part 121, 123, or 135 meet the requirement to have an operable pitot heat indication system.

A summary of the NBAA's petition was published in the *Federal Register* on October 18, 1979 (44 FR 60107), and there were no comments. The FAA has decided to publish the petition verbatim as part of this notice to provide all of the statements submitted by the petitioner in support of the petition.

To allow time to fully consider the NBAA petition, the FAA is suspending, by separate amendment, the April 12, 1981, compliance date for operators of transport category airplanes used in general aviation operations and not operations conducted in commercial, air carrier, travel club, and air taxi operators.

Discussion of Petition

In support of its petition, the NBAA cites cost data indicating an average cost of \$2,600 per installation and states that the cost for the 4,300 affected airplanes is in excess of \$11 million, which is considered excessive for a warning system that offers no guarantee that the heating system will remain operable. NBAA contends that the cost is not justified for general aviation operations applicable to private aircraft not for hire as conducted under the general flight rules in Part 91. NBAA states that the FAA's cost data cited in the preamble to Amendment 91-148 is erroneous and misleading since it implies a relatively low cost for maximum benefit. The NBAA submitted cost data in dollars, man-hours, and down time for a number of affected models of airplanes used in general aviation operations stating that those airplanes are smaller and less complex than the large transport category airplanes used in air carrier operations for hire. This information is contained in the docket.

The FAA recognizes that the petitioner may have cost data not available to the FAA and considering the time since the FAA obtained this information, the petitioner's data may be more accurate than the cost data utilized by the FAA when Amendment 91-148 was adopted. In the preamble to the rule, the FAA stated that the cost of equipment installation would be between \$500 and \$700 for each of the approximately 4,300 airplanes covered by the rule. The FAA concluded that because of these low cost estimates there was no reason to exclude general aviation operators from the provisions of the rule.

After reviewing the information submitted, it would be beneficial to more fully consider the direct and indirect effects of the regulation as it applies to general aviation operators. In view of the differences in cost data between the FAA and the NBAA, the FAA is soliciting specific cost data from persons submitting comments on the proposals in this notice. This is consistent with Executive Order 12044, which states that the need for and purposes of regulations are clearly established. The Executive Order also states that compliance costs and other burdens to the public should be minimized. In addition, the Executive Order requires a periodic review of existing regulations to evaluate their continued need. Although this review normally occurs after a rule has been in effect for a number of years, in this case there is a sufficient basis to complete this review before funds are expended to comply with a requirement, the need for which may not fully be established. As a result of this and recognizing that the Federal Aviation Act of 1958, and amended, requires that in prescribing regulations the Administrator shall give full consideration to the duty resting upon air carriers to perform their services with the highest possible degree of safety, there is a sufficient basis to review the need to apply these requirements to Part 91 operators.

NBAA further states that to its knowledge there is no record of any business aircraft accident attributable to a pitot static system failure, and that the accident cited in the preamble was the result of a crew problem and not a mechanical problem. NBAA claims that its corporate executive safety record clearly projects the outstanding professionalism of its flightcrews and condition of its fleet of aircraft. NBAA contends that its petition will not affect the public interest as it will be applicable to the operations of private aircraft in a "Not for Hire" capacity.

Upon further review the FAA finds that there is no evidence which refutes NBAA's contention that there exists no record of any business aircraft accident attributable to a pitot system failure. The service experience of general aviation operators under Part 91 cited by the applicant can in part be attributed to the fact that their aircraft are not exposed as often to icing conditions as the aircraft that are used in commercial, air carrier, travel club, or air taxi operations under Part 121, 123, 125, or 135. Therefore, there may be no adverse affect on safety if the pitot heat indication system requirements are not retained for general aviation operations.

However, these requirements should be retained for commercial, air carrier, travel club, and air taxi operations. However, since service experience not made known to the FAA may disclose a number of incidents because of inoperative pitot heating systems that were not made known to the flightcrew, the FAA is also soliciting information on such incidents from persons submitting comments on the proposals in this notice.

These proposals are consistent with the agency's responsibility to review the continuing need for our regulations and the need to eliminate unnecessary regulations. Furthermore, the proposed changes, if adopted, will result in cost savings to industry. As such, this is in furtherance of Executive Order 12044 issued by the President on March 23, 1978. Accordingly, it is proposed to delete § 91.50 and insert the requirements of that section in Subpart K of Part 121 and in new sections under Parts 125 and 135. By inserting these requirements in Subpart K of Part 121, they will be incorporated by reference in § 123.27(h) since that section incorporates requirements of Subpart K of Part 121 with certain exceptions.

The Proposed Amendment

Accordingly, it is proposed to amend Parts 91, 121, 125, and 135 of the Federal Aviation Regulations as follows:

§ 91.50 [Removed]

1. By removing § 91.50.
2. By adding a new § 121.324 to read as follows:

§ 121.342 Pitot heat indication systems.

(a) Except as provided in paragraph (b) of this section, after April 12, 1981, no person may operate a transport category airplane equipped with a flight instrument pitot heating system unless the airplane is also equipped with an operable pitot heat indication system that complies with § 25.1326 of this chapter in effect on April 12, 1978.

(b) An operator may obtain an extension of the April 12, 1981, compliance date specified in paragraph (a) of this section, but not beyond April 12, 1983, from the Director of Flight Operations if the operator—

- (1) Shows that, due to circumstances beyond its control, it cannot comply by the specified compliance date; and
- (2) Submits, by the specified compliance date, schedule for compliance, acceptable to the Director, indicating that compliance will be achieved at the earliest practicable date.

3. By adding a new § 125.222 to read as follows:

§ 125.122 Pitot heat indication systems.

(a) Except as provided in paragraph (b) of this section, after April 12, 1981, no person may operate a transport category airplane equipped with a flight instrument pitot heating system, unless the airplane is also equipped with an operable pitot heat indication system that complies with § 25.1326 of this chapter in effect on April 12, 1978.

(b) An operator may obtain an extension of the April 12, 1981, compliance date specified in paragraph (a) of this section, but not beyond April 12, 1983, from the Director of Flight Operations if the operator—

- (1) Shows that, due to circumstances beyond its control, it cannot comply by the specified compliance date; and
- (2) Submits, by the specified compliance date, schedule for compliance acceptable to the Director, indicating that compliance will be achieved at the earliest practicable date.

4. By adding a new § 135.158 to read as follows:

§ 135.158 Pitot heat indication systems.

(a) Except as provided in paragraph (b) of this section, after April 12, 1981, no person may operate a transport category airplane equipped with a flight instrument pitot heating system unless the airplane is also equipped with an operable pitot heat indication system that complies with § 25.1326 of this chapter in effect on April 12, 1978.

(b) An operator may obtain an extension of the April 12, 1981, compliance date specified in paragraph (a) of this section, but not beyond April 12, 1983, from Director of Flight Operations if the operator—

- (1) Shows that, due to circumstances beyond its control, it cannot comply by the specified compliance date; and
- (2) Submits, by the specified compliance date, a schedule for compliance, acceptable to the Director, indicating that compliance will be achieved at the earliest practicable date.

The NBAA Petition

The FAA publishes verbatim the NBAA petition for rulemaking dated January 26, 1979.

(Sec. 313(a), 602, and 607, Federal Aviation Act of 1958, as amended (49 U.S.C. § 1354(a), 1422, and 1427; Sec. 6(c), Department of Transportation Act (49 U.S.C. sec. 1655(c)); 14 CFR 11.45)

Note.—The FAA has determined that this document involves a proposed regulation which is not significant under Executive Order 12044, as implemented by DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979). A copy of the draft evaluation prepared for this action is contained in the regulatory docket. A copy of it may be obtained by contacting the person

identified under the caption "FOR FURTHER INFORMATION CONTACT:"

Issued in Washington, D.C., on December 17, 1980.

Kenneth S. Hunt,

Director of Flight Operations.

National Business Aircraft Association, Inc.,
One Farragut Square South, Washington,
D.C., January 26, 1979.

The Honorable Langhorne M. Bond,
Administrator, Federal Aviation
Administration, 800 Independence Avenue,
S.W., Washington, D.C.

Subject: Petition for Rule Change.

Dear Mr. Administrator: The National Business Aircraft Association (NBAA) is an Association representing over 1,850 corporations and companies that operate privately-owned aircraft in the daily conduct of their business enterprises and whose operations are affected by FARs 25.1326 and 91.50 which require a pitot heat warning system in transport category aircraft.

FAA Docket 15594; Notice 76-12, was promulgated on April 22, 1976, requesting comments on the proposed rules. On March 13, 1978, amendments 25-43 and 91-146 were issued in response to the comments and set forth the new provisions of the FARs.

FAR 25.1326 states: If a flight instrument pitot heating system is installed, an indication system must be provided to indicate to the flight crew when that pitot heating system is not operating. The indication system must comply with the following requirements:

(a) The indication provided must incorporate an amber light that is in clear view of a flight crewmember.

(b) The indication provided must be designed to alert the flight crew if either of the following conditions exist: (1) The pitot heating system is switched "off"; (2) The pitot heating system is switched "on" and any pitot tube heating element is inoperative.

FAR 91.50 states: (a) Except as provided in paragraph (b) of this section, after April 12, 1981, no person may operate a transport category airplane equipped with a flight instrument pitot heating system unless the airplane is also equipped with an operable pitot heat indication system that complies with FAR 25.1326 of this chapter in effect on April 12, 1978. (b) An operator may obtain an extension of the April 12, 1981, compliance date specified in paragraph (a) of this section, but not beyond April 12, 1983, from the Director, Flight Standards Service, if the operator: (1) Shows that, due to circumstances beyond its control it cannot comply by the specified compliance date; and (2) Submits, by the specified compliance date, a schedule for compliance, acceptable to the Director, indicating that compliance will be achieved at the earliest practicable date.

NBAA requests that the FAA immediately hold in abeyance the compliance dates of April 12, 1981, and April 12, 1983, as set forth in FAR 91.50 (a) (b). Further, NBAA petitions for a rule change that will limit the requirement of FAR 25.1326 and 91.50 to commercial, air taxi, air travel club, and air carrier operations.

Requirements for FAR 25.1326 and 91.50 were brought about by a National

Transportation Safety Board (NTSB) recommendation following the investigation of a Northwest Boeing 727 fatal crash on December 1, 1974.

In Notice 76-12, the FAA alluded to other incidents having been reported in which pilots of transport category airplanes equipped with pitot heating systems have encountered difficulties because of faulty indications of flight data instruments while operating in freezing precipitation, but failed to discuss them as to type aircraft, pilot's experience, number of occurrences, etc.

Additionally, FAA has stated that the benefits to the public and private sectors would include the estimated saving of 140 lives over a 5 year period and at an installation cost of \$500 to \$700 for each approximately 4,300 airplanes covered by the amendment.

NBAA is not convinced that the addition of a pitot heat warning light (which incidentally has no guarantee that it will work 100% of the time) is necessary to accomplish the task. As stated in FAA Docket 15594, the majority of the comments received in response to Notice 76-12 were opposed to the proposed requirement. The FAA chose to disregard most of the opinions of these highly experienced pilots and asserted that their experience indicated that human error is likely to continue to occur with disastrous results.

The proposal did not cite any unusual number of total pitot system failures; therefore, the redundancy of the dual system in transport category aircraft should provide an ample margin of safety for instrument flying. Adequate checks, cross checks and indicators are available now on transport category aircraft to warn of a pitot system failure or icing.

The cost data stated by FAA is erroneous and misleading. It implies a relatively low cost for maximum benefit. NBAA has through its Technical Committee accumulated cost data on the installation and down time to some of its affected airplanes. For example:

Type aircraft	Cost	Man-hours	Down time (days)
Jetstar 6	\$2,200	100	3
Jetstar 8	3,700	100	4
Sabreliner 40	2,000	36	2
Sabreliner 40A	1,700	16	2
Sabreliner 60	1,700	40	2 1/2
Sabreliner 60	1,768	50	3
Gulfstream 159	5,900	70	5
HS-125-700A	2,000	10	1 1/2

The average cost per installation is in excess of \$2,600—a far cry from FAA's original estimate of \$800 per installation. Therefore, the cost for the 4,300 affected airplanes is well in excess of 11 million dollars.

To our knowledge, there is no record of any business aircraft accident attributable to a pitot static system failure. The B-727 accident cited in the proposal was clearly the result of a crew problem and not a mechanical one. The "checklist" disciplines broke down and the crew failed to turn on the pitot system. Therefore, should the FAA desire to provide added protection for carriage of the public,

then the FARs 25.1326 and 91.50 should be limited to FAR 121, 123, and 135 operators.

NBAA believes its Corporate Executive safety record clearly projects the outstanding professionalism for its flight crews and condition of its fleet of aircraft. Further, we contend that existing training in the handling of emergency situations such as instrument failure and recognition of that failure, use of "checklists", and cross checking of instruments does provide an equal level of safety and our safety record bears this out.

The granting of this petition will not affect the public interest as it will be applicable to the operations of private aircraft in a "not for hire" capacity.

Sincerely,

John H. Winant,

President.

[FR Doc. 80-40614 Filed 12-31-80; 8:45 am]

BILLING CODE 4910-13-M

SECURITIES AND EXCHANGE COMMISSION

17 CFR Parts 229, 230, 231, 239, 240, 241, and 249

[Release Nos. 33-6276; 34-17399; IC-11507; File No. S7-869]

Proposed Revision of Regulation S-K and Guides for the Preparation and Filing of Registration Statements and Reports

AGENCY: Securities and Exchange Commission.

ACTION: Proposed rulemaking.

SUMMARY: The Commission is publishing for comment proposals (i) to categorize by subject matter Regulation S-K, the repository of standard instructions for disclosure under the Securities Act of 1933 and the Securities Exchange Act of 1934; and (ii) to expand that Regulation by adding uniform disclosure requirements with respect to the distribution of securities. Registration statement forms would also be revised to incorporate by reference such uniform disclosure requirements. The Commission is also publishing for comment proposals (i) to eliminate the Guides for the Preparation and Filing of Registration Statements and Reports, with the exception of the Guides for disclosure by registrants in a particular industry; and (ii) to incorporate certain of the requirements thereof into Regulation S-K, Regulation C (the rules governing the registration of securities under the Securities Act), and the General Rules and Regulations under the Securities Act and the Exchange Act. These proposals would eliminate out-moded and duplicative requirements, would enhance the integration of disclosure systems of consolidating and organizing disclosure

provisions in Regulation S-K, and would consolidate procedural provisions in general rules and regulations.

DATE: Comments should be received on or before March 6, 1981.

ADDRESSES: Comments should be addressed in triplicate to George A. Fitzsimmons, Secretary, Securities and Exchange Commission, 500 North Capitol Street, Washington, D.C. 20549. Comment letters should refer to File No. S7-869. All comments received will be available for public inspection and copying in the Commission's Public Reference Room, 1100 L Street, N.W., Washington, D.C. 20549.

FOR FURTHER INFORMATION CONTACT: Elizabeth Norsworthy, (202) 272-2390 or Beverly Rubman, (202) 272-2604, Office of Disclosure Policy, Division of Corporation Finance, and with respect to market-related matters, Carlos Morales, (202) 272-2878, Division of Market Regulation, Securities and Exchange Commission, 500 North Capitol Street, Washington, D.C. 20549.

SUPPLEMENTARY INFORMATION: As the next major step in the integration of disclosure requirements under the Securities Act of 1933 (the "Securities Act") [15 U.S.C. 771 et seq.] and the Securities Exchange Act of 1934 (the "Exchange Act") [15 U.S.C. 78 et seq.], and as the first major step in a "sunset" review of all existing rules and regulations, the Commission is proposing certain revisions of (i) Regulation S-K [17 CFR 229.20]; (ii) the Guides for the Preparation and Filing of Registration Statements and Periodic Reports (the "Guides") (as originally adopted in Release No. 33-4936 (December 9, 1968) [33 FR 18617]); and (iii) the General Rules and Regulations under the Securities Act [17 CFR 230.100 et seq.] and under the Exchange Act [17 CFR 240.0-1 et seq.]. Registration statement forms [17 CFR 239.11 et seq.; 17 CFR 249.210 et seq.] would also be revised to incorporate by reference new uniform disclosure requirements included in Regulations S-K. These proposals would eliminate unnecessary regulations and consolidate and organize substantive and procedural rules.

I. Overview

A. Regulation S-K

Since the publication of the Report of the Advisory Committee on Corporate Disclosure on November 3, 1977,¹ the

¹ Report of the Advisory Committee on Corporate Disclosure to the Securities and Exchange Commission, Committee Print 95-29, House Committee on Interstate and Foreign Commerce, 95th Cong., 1st Sess. (1977) ("Advisory Committee").

Commission has implemented as rapidly as possible that Committee's recommendation to integrate the disclosure systems under the Securities Act and the Exchange Act,² and to avoid "duplicative, unnecessary, or impractical reporting requirements."³ The implementation of the Advisory Committee's recommendations commenced with the promulgation of Regulation S-K as the source of uniform disclosure items⁴ and accelerated during the past year with the proposal and adoption of additional uniform disclosure items⁵ the revision of certain Exchange Act periodic reports⁶ and the revision of Securities Act registration statements to incorporate by reference such revised periodic reports.⁷ In the release proposing new registration forms, the Commission recognized that the "multiplication of disclosure item requirements in Regulation S-K is a recognized prerequisite to the full integration of the registration and reporting requirements under the two Acts."⁸

The proposed revision of Regulation S-K represents the next major step in the Commission's program to integrate the disclosure requirements under the Securities Act and the Exchange Act. In this release the Commission is proposing the categorization by subject matter of the uniform disclosure items in Regulation S-K and the expansion of that Regulation to include uniform disclosure items with respect to the distribution of securities. Revision of registration statement forms to incorporate such items by reference is also proposed.

Generally, if the proposals are adopted, Regulation S-K would be subdivided into seven categories: (1) Application [17 CFR 229.10]; (2) Business [17 CFR 229.20]; (3) Financial

² *Id.* at 420-470.

³ *Id.* at 316.

⁴ See Release No. 34-14306 (December 23, 1977) [42 FR 65554].

⁵ See Release No. 33-6230 (August 27, 1980) [FR 58622] adopting Item 7 [Exhibits] of Regulation S-K; Release No. 33-6231 (September 2, 1980) [45 FR 63630] adopting Item 9 [Market Price of the Registrant's Common Stock and Related Security Holder Matters], Item 10 [Selected Financial Data], and Item 11 [Management's Discussion and Analysis of Financial Condition and Results of Operations]; and Release No. 33-6233 (September 2, 1980) [45 FR 63660] adopting Item 12 [Supplementary Financial Information].

⁶ See Release No. 33-6231 (September 2, 1980) [45 FR 63630] adopting revisions to Form 10-K; and Release No. 33-6236 (September 2, 1980) [45 FR 63724] proposing revisions to Form 10-Q.

⁷ See Release No. 33-6190 (February 22, 1980) [45 FR 13438] adopting revisions to Form S-8; and Release No. 33-6235 (September 2, 1980) [45 FR 63693] proposing Forms A, B and C.

⁸ See Release No. 33-6235 (September 2, 1980) [45 FR 6393].

Information [17 CFR 229.21]; (4) Management [17 CFR 229.22]; (5) Securities of the Registrant [17 CFR 229.23]; (6) Distribution of Securities [17 CFR 229.24]; and (7) Other [17 CFR 229.25]. The existing items of Regulation S-K would be renumbered and relocated without change according to subject matter; for example, Item 3 [Directors and Executive Officers] would become Item 20 under Management [17 CFR 229.22]. In addition, most of the disclosure items of proposed Forms A, B and C⁹ would become uniform disclosure items under Distribution of Securities [17 CFR 229.24]; for example, Item 3 of proposed Form A [Plan of Distribution]¹⁰ would become Item 42 [Plan of Distribution] in that subsection of Regulation S-K. Finally, proposed Forms A, B and C, as well as other commonly used registration statement forms,¹¹ would be revised to substitute references to the applicable Regulation S-K item for the proposed, or current, text of the registration statement item; for example, proposed Form A, when adopted in final form, would substitute reference to Item 42 of Regulation S-K [Plan of Distribution] for the proposed text of Item 3 [Plan of Distribution] in Form A itself. Table I, *infra*, Proposed Revisions of Regulation S-K (appearing as section II-C hereof, Regulation S-K—Table of Proposals) summarizes the changes proposed with respect to Regulation S-K.

B. Guides for the Preparation and Filing of Registration Statements and Reports

Following the Advisory Committee's suggestion that a periodic "re-evaluation of all of the outstanding rules and regulations of the Commission will keep the disclosure requirements current and effective and prevent the development of an encrusting layer of unnecessary and irrelevant information,"¹² the Commission has undertaken to review its rules and regulations with a view to eliminating unnecessary and out-moded requirements.

These proposals represent the first major step in this sunset review program,¹³ and involve the following: (1) the proposed withdrawal of most of the Guides except those which pertain to disclosure by certain industries; (2) the transfer to Regulation C of those Guides

⁹ See Release No. 33-6235 (September 2, 1980) [45 FR 63693].

¹⁰ *Id.* at 63711.

¹¹ Forms S-6 [17 CFR 239.16b], S-11 [17 CFR 239.18], S-14 [17 CFR 239.23], S-15 [17 CFR 239.29], 10 [17 CFR 249.210], and 20-F [17 CFR 249.220f].

¹² Advisory Committee at 338.

¹³ The proposals reflect the comments received in response to the concept release announcing the re-evaluation of the Guides. See Release No. 33-6163 (December 5, 1979) [44 FR 72604].

which relate to procedural matters; and (3) the transfer to Regulation S-K of those Guides which set forth certain disclosure requirements. Thus, if the proposals are adopted, of the 68 present Guides, 22 or over 30% of the existing Guides would be withdrawn entirely as being out-of-date, 6 would remain as industry guides, and the remainder would be incorporated with generally minor and non-substantive modifications into Regulation S-K and Regulation C. In a few cases modifications are proposed in the General Rules under the Securities Act and the Exchange Act. Table II, *infra*, Proposed Revision of Guides, (appearing as section III-D hereof, Guides—Table of Proposals) indicates what changes have been proposed with respect to each Guide. Table III, *infra*, Proposed Revisions to Rules Based on Changes in Guides (appearing as Section III-F hereof, Guides—Table of Rules Affected by Proposals) indicates the changes which are proposed in rules arising from revision of the Guides.

C. Relationship With Existing and Proposed Disclosure Requirements

These proposals should be considered in conjunction with other existing regulations, such as the specific items of Regulation S-K, and with other proposals, particularly the three-tier system of registration under the Securities Act which was recently proposed—Forms A, B, and C.¹⁴ In general, these proposals transfer material from the Guides to other forms and rules, while making only minimal technical changes in those other forms and rules. This approach was taken in order to identify clearly the changes which are proposed and to avoid confusion. Special care was taken not to alter the text of existing items of Regulation S-K or proposed items of Forms A, B and C. Accordingly, if these proposals are adopted, it may be necessary to make additional technical changes to avoid duplication and to consolidate and revise the requirements based on the Guides into existing or already proposed requirements.

For example, at the time of adoption, the references in existing and proposed forms to the present items in Regulation S-K would be changed to comport with the new numbering scheme. In addition, where the requirements of an item of Regulation S-K are to be incorporated into a particular form, it will be necessary to amend the form at that time to provide for such incorporation. Table I (Section II-C, *infra*) sets forth

each form into which each proposed item of Regulation S-K would be incorporated.

As noted above, the uniform disclosure items with respect to the distribution of securities proposed to be added to Regulation S-K consist of the text of the disclosure items contained in proposed Forms A, B and C, plus certain disclosure requirements based on the Guides. The proposed uniform disclosure items with respect to the distribution of securities as finally adopted will therefore reflect comments received with respect to proposed Forms A, B and C¹⁵ as well as comments received with respect to the instant release. Moreover, the Commission may consolidate additional provisions of existing and proposed forms, such as the provisions relating to incorporation by reference, in new items of Regulation S-K. The Commission intends to consider the adoption of proposed Forms A, B and C and these proposals at or about the same time.

If these proposals are adopted, the only Guides that will remain will be those pertaining to disclosure by certain industries: Guide 30, relating to disclosure of principal sources of electric or gas revenues; Guide 55, relating to interests in oil and gas programs, which will be subject to separate re-evaluation in the near future; Guide 57, relating to preparation of registration statements involving insurance premium funding programs; Guide 60, relating to preparation of registration statements for interests in real estate limited partnerships, which will be subject to separate re-evaluation in the near future as part of a joint effort with the North American Securities Administrators Association; and Guide 61 (and Exchange Act Guide 3), relating to statistical disclosure by bank-holding companies. It is proposed that, at the time of adoption, the Commission will renumber these industry Guides, and make all of them applicable under both the Securities Act and the Exchange Act.

D. "Sunset" Review of Regulation C

While the transfer of certain Guide provisions to Regulation C has necessitated proposed modifications to certain existing rules and the proposal of new rules, such as proposed Rule 462A relating to registrations for delayed or continuous offerings, these proposals do not otherwise involve a revision of Regulation C. The

¹⁴ See proposed Forms A, B, and C. Release No. 33-6235 (September 2, 1980) [45 FR 63693]. The comment period for proposed Forms A, B and C closes January 15, 1981.

Commission currently intends as part of its "sunset" program to review Regulation C for the purpose of deleting unnecessary and outmoded procedural requirements. While this "sunset" review will be the subject of a separate notice and comment process, the Commission does request specific comment now on any changes in Regulation C that might be necessary in connection with implementation of the proposals in this release or proposed Forms A, B and C, all of which the Commission expects to consider for adoption at or about the same time.

The remainder of this release consists of two parts. One discusses the proposed revisions to Regulation S-K, with an introductory discussion of the development of Regulation S-K, and a detailed explanation and table of the proposed revisions to that Regulation. The next contains an introductory discussion of the development of the Guides, a discussion of commentator reaction to the general issues which were raised by an advance concept release,¹⁶ an explanation and table of the proposed revisions, and a table of the rules which would be affected by such revisions.

II. Regulation S-K

A. Background

Regulation S-K was adopted on December 23, 1977 in response to the recommendation of the Advisory Committee on Corporate Disclosure that the disclosure systems under the Securities Act and under Exchange Act be integrated further.¹⁷

In the decade prior to the publication of the Advisory Committee Report, commentators expressed concern over the bifurcated disclosure systems and called for closer coordination of Securities Act and Exchange Act disclosure.¹⁸ In response to that concern, in the years preceding the publication of the Advisory Committee Report, the Commission announced its objective of coordinating and integrating the two systems;¹⁹ attempted to conform disclosure requirements under both

¹⁶ See n. 13 *supra*.

¹⁷ Advisory Committee at 420-470. Regulation S-K was initially proposed as Form SK in response to tentative recommendations of the Advisory Committee contained in minutes of the sixth meeting of that Committee on February 7 and 8, 1977. See Release No. 33-5826 (May 10, 1977) [42 FR 26010].

¹⁸ See generally Cohen, "Truth in Securities Revisited," 79 Harv. L. Rev. 1340 (1966); and SEC, Disclosure to Investors (Wheat Report) (1969).

¹⁹ See Release No. 33-5274 (July 26, 1972) [37 FR 16005].

¹⁵ See Release No. 33-6235 (September 2, 1980) [45 FR 63693].

Acts;²⁰ introduced simplified registration statement Forms S-7 and S-16;²¹ and proposed an integrated disclosure Form SK.²²

Following the Advisory Committee's endorsement of the integration concept in November 1977, the Commission promulgated proposed Form SK as Regulation S-K²³ so that the new integrated disclosure regulation would be included in the Code of Federal Regulations ("CFR"). By inclusion in CFR, the Regulation is updated annually and is more readily available to registrants who need to obtain a current copy.²⁴ Although Regulation S-K initially contained only two items (Description of Business and Description of Property), the Commission stated that additional items would be adopted "as disclosure provisions involving more than one of the various forms for the registration of securities or for the reporting to or solicitation of security holders are amended."²⁵

In July 1978, the Commission added four additional items to Regulation S-K [Item 3—Directors and Executive Officers, Item 4—Management Remuneration and Transactions, Item 5—Legal proceedings and Item 6—Security Ownership of Certain Beneficial Owners and Management], noting that most of the commentators believed that uniform disclosure requirements save registrants time in

securing interpretations and gathering facts, thereby enabling them to concentrate on the resolution of complex disclosure issues. In view of the favorable reaction to Regulation S-K, the Commission stated that eventually all general disclosure requirements under the securities acts would be contained therein.²⁶

With the acceleration of integration over the past six months—the proposal and adoption of six more uniform disclosure items in Regulation S-K,²⁷ the revision of Exchange Act periodic reports²⁸ and the revision of Securities Act registration statement forms to incorporate by reference such reports²⁹ the categorization and expansion of Regulation S-K is now appropriate.

B. Proposals

The Commission proposes that Part 229 [Standard Instructions for Filing Forms under Securities Act of 1933 and Securities Exchange Act of 1934—Regulation S-K] be divided into seven sections relating to the following subjects:

1. Application (§ 229.10).
2. Business (§ 229.20).
3. Financial Information (§ 229.21).
4. Management (§ 229.22).
5. Securities of the Registrant (§ 229.23).
6. Distribution of Securities (§ 229.24).
7. Other (§ 229.25).

The existing twelve uniform disclosure items would be relocated without change, according to subject matter; for example, Item 4 [Management Remuneration and Transactions] would become Item 21 in Section 229.22 [Management]. The substantive disclosure requirements proposed in Forms A, B and C³⁰ and the

provisions from twenty-eight of the existing Guides, with only minor modifications, would also be incorporated in Regulation S-K.

Substantive disclosure provisions from the Guides would be added to the distribution items from Forms A, B and C to which they relate; e.g., the disclosure required by Guide 5 with respect to the absence of a market for the securities to be registered is proposed to be added to the text of Item 6 of proposed Form A and consolidated as proposed Item 45 [Securities to be Registered] of Regulation S-K. As noted above, the Commission currently anticipates that proposed Forms A, B and C and the proposed revisions to Regulation S-K and the Guides will be considered for adoption contemporaneously. At that time, certain technical changes may be necessary in order to achieve consistency between the text of the items in proposed Forms A, B and C and the text of the proposed additions from the Guides.

C. Table of Proposals

A table of the proposed revision of Regulation S-K appears below. The table shows the number and caption of the proposed item, the source of that item, for example, an existing item of Regulation S-K, an item in proposed Forms A, B or C, a substantive disclosure provision of a Guide, or a rule or release), and the registration statement forms which would incorporate by reference that item. It should be noted that the numbering system of proposed items in Regulation S-K may be changed at the time of final adoption in order to allow for the addition of uniform disclosure items in the future. It should also be noted that, at the time of adoption, cross-references to Regulation S-K items in the existing rules, forms and schedules will be updated to reflect the new numbers assigned to those items.

²⁰ See, e.g., Release No. 33-5395 (June 1, 1973) [38 FR 17202] and Release No. 33-5758 (July 26, 1976) [41 FR 32539].

²¹ See Release No. 33-4886 (December 14, 1967) [32 FR 17934] and Release No. 33-5117 (December 23, 1970) [36 FR 777]. The use of such Forms is predicated, in part, upon the registrant's status as a continuously reporting company under the Exchange Act. Form S-16 also allows registrants, in certain limited instances, to incorporate by reference periodic reports filed under the Exchange Act.

²² See Release No. 33-5826 (May 10, 1977) [42 FR 26010].

²³ See Release No. 34-14306 (December 23, 1977) [42 FR 65554].

²⁴ See Release No. 33-5949 (July 28, 1978) [43 FR 34402].

²⁵ See Release No. 33-5983 (December 23, 1977) [42 FR 65561].

²⁶ See Release No. 33-5949 (July 28, 1978) [43 FR 34402].

²⁷ See n. 5 *supra*.

²⁸ See n. 6 *supra*.

²⁹ See n. 7 *supra*.

³⁰ The text of proposed Forms A, B and C is substantially similar to the text of the comparable items in Forms S-1, S-2, S-7 and S-16, the most frequently used registration statement forms.

Table I—Proposed Revision of Regulation S-K

Proposed S-K Item No. and caption	Source			Forms to be affected
	Existing S-K item	Item in proposed forms A, B, or C	Guide	
§ 229.10—Application	(1)			
§ 229.20—Business:				
1. Description of Business	1			B, C, S-14, 10, 10-K, Reg. 14A/C.
2. Description of Property	2			C, S-14, 10, 10-K, Reg. 14A/C.
3. Legal Proceedings	5			C, S-11, S-14, 10, 10-K, 10-Q, Reg. 14A/C.
§ 229.21—Financial Information:				
10. Selected Financial Data	10			A, B, C, S-11, S-14, S-15, 10, 10-K, Reg. 14A/C.

Table I.—Proposed Revision of Regulation S-K—Continued

11. Supplementary Financial Data	12			A, B, C, S-11, S-14, S-15, 10, 10-K, Reg. 14A/C.
12. Management's Discussion and Analysis of Financial Condition and Results of Operations.	11			B, C, S-11, S-14, S-15, 10, 10-K, Reg. 14A/C.
§ 229.22—Management:				
20. Directors and Executive Officers	9			C, S-11, S-14, S-15, 10, 10-K, Reg. 14A/C.
21. Management Remuneration and Transactions	4	63		C, S-11, S-14, 10, 10-K, 20-F, Reg. 14A/C.
§ 229.23—Securities of Registrant:				
30. Market Price of the Registrant's Common Stock and Related Security Holder Matters.	9			B, C, S-14, S-15, 10, 10-K, reg. 14A/C.
31. Security Ownership of Certain Beneficial Owners and Management.	6			C, S-11, S-14, S-15, 10, 10-K, Reg. 14A/C.
§ 229.24—Distribution of Securities:				
40. Cover Page of Prospectus	A-1 and B-3	5, 7, 15, 54	425	A, B, C, S-8, S-11, S-14, S-15.
41. Summary Information	A-2	6, 47, 58, 59		A, B, C, S-11, S-14, S-15.
42. Plan of Distribution	A-3	5, 6, 11, 14, 16, 17, 35, 53		A, B, C, S-11, S-14, S-15.
43. Use of Proceeds to Registrant	A-4	21		A, B, C, S-11.
44. Selling Security Holders	A-5			A, B, C, S-14, S-15.
45. Securities to be Registered	A-6	5, 6, 12, 13, 16, 32, 33, 36, 39, 52		A, B, C, S-8, S-11, S-14, S-15, 10.
46. Other Expenses of Issuance and Distribution	A-9			A, B, C, S-8, S-11, S-14, S-15.
47. Interest of Experts Named in Registration Statement	A-10			A, B, C, S-8, S-11, S-14, S-15, 10.
48. Indemnification of Directors and Officers	A-11	46		A, B, C, S-8, S-11, S-14, S-15, 10.
49. Recent Sales of Unregistered Securities	C-14			C, S-11, S-14, 10.
§ 229.25—Other:				
50. Information Available Concerning the Registrant		48		A, B, C, S-11, S-14, S-15.
51. Exhibits	7	38, 39		A, B, C, S-8, S-11, S-14, S-15, 10, 8-K, 10-K, 10-Q.
52. Commission Policy on Projections		62		All forms, regulations and schedules under the Securities Act and the Exchange Act.

¹ Introductory paragraph.

III. Guides

A. Background

In early 1962, Chairman William L. Cary announced the Commission's concern over a substantial increase in the number of filings under the Securities Act, particularly filings by first-time public issuers. The backlog in filings and inordinate length of the pre-effective period was attributable primarily to the high volume and low quality of first-time filings. These registration statements were subject to as many as four major amendments, apparently due to the inexperience of counsel and accountants, the scarcity of financial information available concerning the company and the complexity of the re-organization which usually prefaces the decision "to go public."³¹

In order to shorten the comment process, the Commission announced one month after Chairman Cary's speech—its intent of "publishing from time to time expressions of its views which may be of assistance to issuers, their counsel and others preparing registration statements."³² The Commission published the predecessors of Guide 35, requiring the registrant to identify, where practicable, any members(s) of the board of directors selected by the underwriters, and Guide 23, outlining

the circumstances under which the registrant should update financial statements and related data contained in the preliminary prospectus.

In February 1964, the Commission published thirty-two guides for the preparation and filing of registration statements, including the original two guides described above. At that time, the Commission stated that it was expected that such guides would be of assistance not only to the public but also to the staff by relieving the staff of the necessity of commenting on the matters covered. The Commission also alerted registrants that "[s]ome of the policies [might] be incorporated later in the rules or forms."³³

In December 1967, the Commission proposed a revised and expanded package of guides, noting that the staff and the public had suggested in the interim certain modifications of the original guides. The Commission again alerted the public to the possibility that some of the policies might later be incorporated in the rules and forms after suitable publication and opportunity for comment.³⁴

The fifty-three guides adopted in late 1968³⁵ have been subsequently modified and expanded to add ten additional guides for the preparation and filing of

registration statements, as well as five guides for the preparation and filing of periodic reports under the Exchange Act. These guides have been added serially, without organization by subject matter.

The modification and expansion of the Guides were responsive primarily to (i) anticipated disclosure problems; (ii) the findings arising out of the Commission's investigation of the hot issues securities markets³⁶; (iii) recommendations of the Industrial Issuers Advisory Committee³⁷; and (iv) recommendations of the Advisory Committee on Corporate Disclosure.³⁸

(i) *Anticipated disclosure problems.* The amendment of Guide 28 [Disclosure of Extractive Reserves and Natural Gas Supplies] in 1974 exemplifies the Commission's use of the Guides to deal with anticipated disclosure problems in a given area. In late 1973, the Commission warned registrants of their obligation to disclose any material impact that potential fuel shortages might have on certain industries and issuers.³⁹ A few months later, the Commission proposed amendment of

³¹ See Release No. 33-4460 (March 23, 1962).

³² See Release No. 33-4475 (April 26, 1962) [27 FR 33090].

³³ See Release No. 33-4466 (February 7, 1964) [29 FR 2490].

³⁴ See Release No. 33-4890 (December 20, 1967) [33 FR 507].

³⁵ See Release No. 33-4936 (December 9, 1968) [33 FR 18017].

³⁶ See Report of the Industrial Issuers Advisory Committee to the Securities and Exchange Commission (December 22, 1972).

³⁷ See Advisory Committee.

³⁸ See Release No. 33-5447 (December 20, 1973) [39 FR 1511].

³⁹ See Release No. 33-5274 (July 26, 1972) [37 FR 16005].

Guide 28 to add a new paragraph relating to disclosure by companies engaged in the gathering, transmission or distribution of natural gas.⁴⁰ The Commission reiterated the need for prompt and accurate disclosure of favorable and unfavorable information concerning such firms' current and anticipated supplies of natural gas and the actual or possible impact which a demand for natural gas in excess of current supply might have.⁴¹

(ii) *Investigation of Hot Issues.* Several amendments of the Securities Act Guides resulted from the Commission's publication of the results of the hot issues hearings.⁴²

On October 20, 1971, the Commission ordered a public investigation in the matter of the hot issues securities market. Public hearings were held on a continuous basis from February 28, 1972 to June 8, 1972 to investigate those instances where a new offering of securities is sold at a substantial premium over the initial offering price immediately, or very soon after, the securities are first distributed to the public. The Commission concluded that since such issues are highly speculative the disclosure contained in the registration statements and offering circulars should "reflect * * * the true economic realities" of the investment.⁴³

In order to elicit better disclosure, particularly with respect to highly speculative initial offerings, the Commission introduced Guide 59, requiring that any lengthy or complex prospectus be preceded by a summary of its contents,⁴⁴ and adopted amendments to Guide 5 instructing registrants to avoid "boiler plate" and to disclose the manner in which the offering price was determined;⁴⁵ Guide 6 instructing registrants to illustrate graphically the dilution of shareholders' equity;⁴⁶ Guide 16, stating that the Commission may request the underwriter of a new or speculative issue to explain supplementally the steps taken in its due diligence inquiry to verify the disclosure in the prospectus;⁴⁷ and Guide 21, instructing registrants to illustrate graphically the

intended use of proceeds from the offering.⁴⁸

(iii) *Report of the Industrial Issuers Advisory Committee.* The Industrial Issuers Advisory Committee was appointed by Chairman Casey in 1972 to review the application of the reporting and other paperwork requirements of the Commission to industrial issuers. The Industrial Issuers Report, published on December 22, 1972, recommended that the use of the guideline technique be extended to disclosure documents filed under the Exchange Act, specifically to registration statements on Form 10, proxy and information statements under Section 14 and annual reports on Form 10-K.⁴⁹

In response to this recommendation, the Commission adopted the text of Securities Act Guide 22 [Summary of Earnings] as Exchange Act Guide 1 [Summary of Earnings]⁵⁰ and the text of Guide 28 [Disclosure of Extractive Reserves and Natural Gas Supplies] as Exchange Act Guide 2.⁵¹ The Commission also adopted Exchange Act Guide 4 [Integrated Reports to Shareholders], which permits registrants to integrate annual and quarterly shareholder reports in Forms 10-K and 10-Q under certain conditions.⁵²

(iv) *Report of the Advisory Committee on Corporate Disclosure.* The Advisory Committee was appointed by the Commission on February 2, 1976:

- (1) To identify the characteristics and functions of the present system of corporate disclosure and the role of the Commission within that system;
- (2) To assess the costs of the present system of corporate disclosure and to weigh those costs against the benefits it produces;
- (3) To articulate the objectives of a system of corporate disclosure and to measure the Commission's present disclosure policies against those objectives; [and]
- (4) If necessary, to formulate recommendations to the Commission for

adjustments to Commission policies to better effectuate those objectives.⁵³

In addition to recommending the integration of the substantive disclosure requirements of the Securities Act and the Exchange Act and a "sunset" review of all existing rules and regulations, as discussed above, the Committee also recommended that the Commission encourage disclosure of "soft information," that is, disclosure of information concerning anticipated future company economic performance, planned capital expenditures and financing, management plans and objectives, dividend policies, and management capital structure policies.⁵⁴

The Commission, in response to that recommendation, authorized the publication of Securities Act Guide 62 and Exchange Act Guide 5 [Disclosure of Projections of Future Economic Performance] which encourage registrants to include projections of future economic performance in filings under the Securities Act and the Exchange Act.⁵⁵

The Advisory Committee also endorsed the concept of industry guidelines, proposing that the Commission continue and expand the approach taken in adopting Guide 55, relating to interests in oil and gas programs, Guide 60, relating to preparation of registration statements for interests in real estate limited partnerships, and Guide 61, relating to statistical disclosure for bank holding companies.

The Committee noted that the use of industry guidelines minimizes the extent to which registrants would have to comply with inapplicable disclosure requirements, secures disclosure of vital importance to understanding a company in a particular industry, and provides the Commission staff with a ready reference to a particular industry.⁵⁶

B. Concept Release

In order to initiate the "sunset" review of the Commission's outstanding rules and regulations recommended by the Advisory Committee,⁵⁷ the Commission issued an advance concept release on December 5, 1979,⁵⁸ requesting commentator assistance in the reevaluation of the Guides. In that release, the Commission asked for comments upon the following issues: (i) whether or not the Guides were useful;

⁴⁰ See Release No. 33-5454 (February 7, 1974) [39 FR 8353].

⁴¹ *Id.* See also Release No. 33-5511 (July 3, 1974) [39 FR 26720] adopting the proposed amendment.

⁴² See Release No. 33-5274 (July 26, 1972) [37 FR 16005].

⁴³ *Id.*

⁴⁴ See Release Nos. 33-5279 (July 26, 1972) [37 FR 16010] and 33-5396 (June 1, 1973) [37 FR 17199].

⁴⁵ See Release No. 33-5278 (July 26, 1972) [37 FR 15985].

⁴⁶ *Id.*

⁴⁷ See Release Nos. 33-5279 (July 26, 1972) [37 FR 16010] and 33-5396 (June 1, 1973) [37 FR 17199].

⁴⁸ See Release No. 33-5276 (July 26, 1972) [37 FR 15985].

⁴⁹ See Report of the Industrial Issuers Advisory Committee to the Securities and Exchange Commission (December 22, 1972) at 18-19.

⁵⁰ See Release No. 33-5342 (December 18, 1972) [38 FR 1740] proposing Guide 1; Release Nos. 33-5443 (December 12, 1973) [39 FR 829] revising proposed Guide 1 and 33-5520 (August 14, 1974) [39 FR 31894] adopting Guide 1.

⁵¹ See Release No. 33-5511 (July 3, 1974) [39 FR 26720]. In addition, when Securities Act Guides 61 [Statistical Disclosure by Bank Holding Companies] and 62 [Disclosure of Projections of Future Economic Performance] were adopted, Exchange Act counterparts of those Guides were adopted simultaneously. See Release Nos. 33-5735 (August 31, 1976) [41 FR 39007] and 33-5992 (November 7, 1976) [43 FR 53250], respectively.

⁵² See Release No. 34-13639 (June 17, 1977) [42 FR 31760].

⁵³ See Advisory Committee at D-3.

⁵⁴ See Advisory Committee at 344-380.

⁵⁵ See Release No. 33-5992 (November 7, 1976) [43 FR 53250].

⁵⁶ See Advisory Committee at 340-342.

⁵⁷ See Advisory Committee at 328-342.

⁵⁸ See Release No. 33-6163 (December 5, 1979) [44 FR 72604].

(ii) whether or not certain Guides or provisions thereof should be deleted or revised; (iii) whether or not other disclosure requirements, particularly Regulation S-K, should be revised in conjunction with the revision of the Guides; and (iv) whether or not the Guides occasioned certain costs and other burdens. While a limited number of commentators responded to Release No. 33-6163,⁵⁹ the commentators who did respond discussed each of the issues raised in considerable detail, furnished comments with respect to specific guides as well,⁶⁰ and proposed certain additional guides.

Most of the commentators agreed that the Guides have served a useful function in producing better disclosure and in saving time and money by publicizing the policies and practices of the Division of Corporation Finance. However, most of the commentators also agreed that the usefulness of the Guides has been offset by outdated information, lack of organization by subject matter and confusing and at times conflicting staff interpretations.

A primary focus of those who commented was the development of a workable system whereby disclosure requirements currently appearing throughout the rules, regulations, Guides and interpretative releases would be conformed and centralized in one location. The ultimate goal would be to have information with respect to common subject matter located in the same guide, rule, regulation or form.

Certain of the commentators urged the preservation of the guideline concept to the extent possible. Those commentators characterized the Guides as generally applicable, interpretative aids which can be applied flexibly to unique fact situations. Those commentators argued that transformation of the Guides into rules would necessitate multiple and complex exceptions and qualifications and stated further that those Guides which discuss staff approaches to filings should not be elevated to the status of rules and regulations.

Most of the commentators, however, recommended that the substantive disclosure provisions of the Guides be codified after a notice and comment period. Those commentators expressed

a clear preference for transforming the Guides into rules and regulations. In their opinion, the status of the Guides was ambiguous, for although the Guides technically do not have the legal effect of existing rules and regulations, the staff and the securities bar nevertheless apply them as though they did. The commentators observed that this uncertainty should be eliminated and recommended that any disclosure requirements should be fully set forth in the forms or regulations after appropriate notice and comment.

Those commentators who advocated incorporation of the Guides into the rules, regulations and forms generally agreed that substantive disclosure requirements should be codified in Regulation S-K, the control source of substantive regulation. The commentators, however, were divided in their recommended treatment of the procedural Guides, with some advocating the incorporation of such Guides into Regulation C or Regulation S-K and others advocating the retention of such Guides as guidelines. The commentators were similarly divided in their recommended treatment of the industry Guides, with some advocating the incorporation of such Guides into Regulation S-K and others advocating the retention of such Guides as guidelines.⁶¹

In order to clarify, conform, codify and centralize certain substantive and procedural provisions of the Guides, as suggested by the majority of the commentators, the Commission is proposing that, with the exception of the industry Guides, the Guides be withdrawn and relocated where appropriate, in Regulation S-K or in the procedural rules of the Securities Act and the Exchange Act. As discussed in detail below, the proposals would (i) retain the industry Guides in guideline form, to be re-evaluated periodically by separate notice and comment; (ii) relocate certain substantive disclosure provisions in Regulation S-K; and (iii) relocate certain procedural provisions in Regulation C and the General rules under the Securities Act and the Exchange Act.

The Commission generally believes that disclosure requirements should be set forth in rules, forms and regulations. Guidelines, on the other hand, should pertain only to those areas, such as industry specific information, where more specific guidance is appropriate yet flexibility is necessary to tailor

disclosures to particular facts and circumstances. Thus, the scope and detail of a particular Guide may not be appropriate to every registrant within the Guide's purview. If such Guides, particularly industry Guides, were codified as formal regulations, waiver procedures would also be necessary where the rule technically applied but where disclosure was neither necessary nor appropriate. The Commission expects that guidelines will relate primarily to disclosure by registrants in certain industries because, as observed by the Advisory Committee,⁶² the use of industry guidelines minimizes the extent to which registrants must comply with inapplicable disclosure requirements, maximizes the quality of disclosure made with respect to particular industries, and provides the Commission staff with a frame of reference for examining filings by particular industries.

C. New Proposals—Low Priced Issues

As noted previously, certain commentators suggested the issuance of additional guidelines relating to procedural and substantive disclosure issues which generally affect a registrant. These commentators suggested that guidelines be issued with respect to disclosure which should be required with respect to unconventional distributions of securities, e.g., "block trades" or "spot" secondary offerings and first-time offerings which are initially priced below \$5.00 per share.⁶³

The proposal relating to first-time offerings recommended special provisions applicable where an issuer is not subject to reporting under the Exchange Act and is publicly offering securities for the first time. If such an issuer proposed to offer a security priced at \$5.00 or less per share, the issuer would be required to submit, at the time of filing the registration statement, a letter signed by the representative of the underwriters explaining the reasons for selecting such a low stock price⁶⁴ and undertaking, under certain circumstances, to furnish the staff with certain information relating to the purchasers of the securities. In particular, it was suggested that the underwriter should be required to furnish the staff with a list of the addresses, numbers of shares purchased

⁵⁹ Letters from only twenty-one commentators were received; eleven law firms and associations, five corporations, three trade organizations and associations and two accounting firms. Copies of the letters of comments as well as the summary of these letters are available in the Commission's Public Reference Room, 1100 L St., N.W., Washington, D.C. File No. S7-813.

⁶⁰ Commentator reaction to certain Guides is briefly summarized below in the synopsis of proposals.

⁶¹ Although the advance concept release asked commentators not to comment on the industry Guides, several did, noting that each industry Guide should be the subject of a separate notice and comment period.

⁶² Advisory Committee at 340-342.

⁶³ The last concern reflects the recent increase in initial nonexempt public offerings.

⁶⁴ It should be noted that paragraph (e)(2)(i) of proposed Item 45 [Description of Securities to be Registered] would provide that, where securities are being registered for the first time, the registrant must describe the various factors considered in determining the offering price.

and consideration paid or received by all purchasers if the offering price doubles during the three months after the date of the prospectus or if the offering price triples during the six months after the date of the prospectus.

For the reasons discussed above, the Commission believes that the resolution of questions relating to block trades and new or unconventional offerings in future guidelines is inappropriate. Specific comment, however, is requested as to whether the proposal on low-priced issues outlined above should be

incorporated in the rules and regulations and, if so, where such requirements should be located.

D. Table of Proposals

The following table outlines the proposed revision of the Guides, showing the number and caption of each Guide, whether it is proposed to be eliminated altogether, and if not, the proposed relocation of requirements of the Guide in Regulation S-K, Regulation C or the General Rules under the Securities Act and the Exchange Act.

Table II.—Proposed Revision of Guides

Guide No. and caption	Elimated	Retained as a guide	Relocated in		
			S-K	Reg. C	Other
1. Pre-Filing Conferences with Registrants				400A	
2. Letter of Comment	X				
3. Applicability of Amended Rules and Forms to Previously Filed Statements				401, 432	
4. Registration of Securities for Delayed Offering				462A	
5. Preparation of Prospectuses			40, 42, 45		
6. Introductory Statements			41, 42, 45		
7. Dating of Prospectuses			40		
8. Pictorial or Graphic Representations in Prospectuses	X				
9. Promoters	X				
10. Registration of Options, Warrants or Rights and Other Securities Issued or Sold to Underwriters	X				
11. Finders			42		
12. Over-the-Counter Trading in Rights or Warrants			45		
13. Market Quotations—Absence of Established Market			45		
14. Underwriters' Compensation from Conversion of Funds into Foreign Currency			42		
15. Expenses of Issuance and Distribution			40		
16. Underwriters' Experience and Due Diligence Inquiry			42	400B	
17. Disclosure of Underwriting Discounts and Commissions			42	400B, 460, 461	
18. Original Issue Discount of Debt Securities			45		
19. Distribution of Preliminary Prospectus				460	15c2-8.
20. Mailing of Amended Preliminary Prospectus to Regional Offices	X				
21. Use of Proceeds			43		
22. Summary of Earnings	X				
23. Current Financial Statements and Related Data	X				
24. Currencies in Which Amounts are to be Stated by Foreign Issuers	X				
25. Manner of Showing Distributions by Real Estate Syndicates and Real Estate Investment Trusts	X				
26. Statement of Dividend Policy	X				
27. Names of Customers and Competitors	X				
28. Disclosure of Extractive Reserves and Natural Gas Supplies	X				
29. Disclosure of Material Long-term Leases	X				
30. Disclosure of Principal Sources of Electric or Gas Revenues		X			
31. Disclosure of Recent Developments—Backlog	X				
32. Liability of Shareholders to Laborers, Servants or Employees under State Law			45		
33. Notice of Redemption of Convertible Securities or Callable Warrants			45		
34. Executive Committee	X				
35. Identification of Members of Board of Directors Selected by the Underwriters			42	460	
36. Effect of Issuance of Options or Warrants to Certain Persons			45		
37. Consents of Accountants	X				
38. Consents of Attorneys			51	435, 436	
39. Charter Amendments Authorizing New Securities			45, 51		
40. Underwriting Agreements	X				
41. Specimen Bond	X				
42. Reports or Memoranda Concerning the Registrant				424A	
43. Representations from Selling Security Holders				461	
44. Securities Act Exemption for Shares Subject to Options	X				
45. Information as to Over-the-Counter-Market for Securities to be Registered				400B	

Table II.—Proposed Revision of Guides—Continued

Guide No. and caption	Elimated	Retained as a guide	Relocated in		
			S-K	Reg. C	Other
46. Statement as to Indemnification			48	460	
47. Enforceability of Civil Liabilities under the Act Against Foreign Persons			41		
48. Annual Reports to Security Holders			50		
49. Revision of Prospectuses Where a Company and its Employee Plan Have Different Fiscal Years				434E	
50. Disclosure of Confidential Material to Other Government Agencies				495	
51. Release of Price Data on Subscription Offerings by Listed Companies					135
52. Disclosure as to Listing on an Exchange			45		
53. Secondary Distributions "at the Market"			42	460	
54. Misleading Character of Certain Registrants' Names			40		
55. Prospectuses Relating to Interests in Oil and Gas Programs		X			
56. Interests of Counsel and Experts in the Registrant	X				
57. Registration Statements Relating to "Insurance Premium Funding" Programs		X			
58. Disclosure in Prospectus of Registrant's Business Address and Telephone Number			41		
59. Summary of Disclosure in the Prospectus			41		
60. Preparation of Registration Statements Relating to Interests in Real Estate Limited Partnerships		X			
61. Statistical Disclosure by Bank Holding Companies		X			
62. Disclosure of Projections of Future Economic Performance			52		
63. Disclosure Relating to Management Remuneration by Certain Foreign Private Issues			21		
Exchange Act Guides:					
1. Summary of Operations	X				
2. Disclosure of Extractive Reserves and Natural Gas Supplies	X				
3. Statistical Disclosure by Bank Holding Companies		X			
4. Integrated Reports to Shareholders					Rule 0-10 under the Exchange Act.
5. Disclosure of Projections of Future Economic Performance			52		

E. Explanation of Proposals

Guide 1—Pre-filing Conferences with Registrants.

Guide 1 describes the practice of the Division of Corporation Finance of holding its staff available for pre-filing conferences. The Guide does state, however, that a request for a pre-filing conference may be refused and that registrants should not attempt to use the conference as a means of having the staff draft language for filing.

In view of its procedural nature, the Commission is proposing that Guide 1 be deleted and recast as Rule 400A of Regulation C [Pre-Filing Conferences]. Proposed Rule 400A would state that registrants may request a pre-filing conference in order to discuss problems encountered in preparing the

registration statement. In order to save both staff and registrants time, the rule would state that the request should be in writing, should outline the proposed subject matter, and should only be made when there are unusual or difficult disclosure issues. The rule would further indicate that pre-filing conferences are in the sole discretion of the staff and that the staff will not prepare materials for filing.

Guide 2—Letter of Comment.

Guide 2 describes the circumstances under which a letter of comment will or will not be sent to a registrant. The Guide states that a letter is ordinarily sent when the disclosure does not meet existing requirements and may not be sent when an investigatory or stop order proceeding is deemed more appropriate.

The comment process has always been discretionary with the Commission staff. The Commission sees no need for a specific guide or rule in this area, particularly in light of the evolving nature of the review process with respect to Securities Act and Exchange Act filings. Accordingly, the Commission is recommending that Guide 2 be withdrawn.

Guide 3—Applicability of Amended Rules and Forms to Previously Filed Statements.

Guide 3 refers to Rule 401 [Requirement as to Proper Form] and Rule 432 [Application of Amendments to Rules Governing Contents of Prospectuses]. Rule 401 provides that a registration statement shall be prepared in accordance with the form prescribed therefor as in effect on the date of filing. Rule 432 provides that a prospectus must conform to the rules in effect at the time the registration statement becomes effective unless a stop order has been in effect under Section 8(d) of the Securities Act. After a stop order is lifted, the prospectus must conform to the rules in effect on the date the stop order is lifted.

The first paragraph of Guide 3 states that the filing date referred to in Rule 401 is the initial filing date and, in the absence of specific provisions to the contrary in subsequent amendments to forms and rules, those subsequent amendments do not apply, even if the registration statement is amended. The second paragraph of Guide 3 indicates that the term "rules" as used in Rule 432 includes "forms."

The commentators generally stated that this Guide should be incorporated in Rules 401 and 432 and that any inconsistencies should be resolved. The Commission agrees and is proposing to delete Guide 3 and to codify the Guide's interpretation of Rules 401 and 432 in those Rules. Specifically, Rule 401 would be amended to refer to the initial date of filing, and Rule 432 would be amended to refer to the applicability of forms as well as rules in effect on the effective date of the registration statement.

Commentators have already noted the possible conflict between Rules 401 and 432, in that Rule 401 refers to the rules and forms in effect on the initial filing date to determine the proper form of the registration statement and pre-effective amendments while Rule 432 refers to the

rules and forms in effect on the effective date to determine the form and contents of prospectuses. The Commission specifically solicits further comment on possible changes to clarify the interrelationship between these rules and Rule 470 [17 CFR 230.470] [Formal Requirements for Amendments] which pertains to the formal requirements for amendments to registration statements, other than delaying amendments.

Guide 4—Registration of Securities for Delayed Offering.

The last sentence of Section 6(a) of the Securities Act provides: "A registration statement shall be deemed effective only as to the securities specified therein as proposed to be offered." [15 U.S.C. 77f(a)]. Guide 4 interprets that sentence to prohibit the registration of securities for a delayed or postponed offering, commonly referred to as "shelf" offering or registration. The Guide, however, cites several instances in which such registration is permitted, for example, where the registrant proposes to engage in a continuing acquisition program.

The majority of the commentators favored retaining the Guide, with substantial revision to reflect current staff policy on shelf registration. Two commentators, however, recommended the elimination of the Guide. One of those commentators argued that the concept of a shelf registration has been difficult to work with and would be unnecessary if expanded short forms of registration for seasoned "continuous reporting" registrants were made available; the other commentator asserted that the permissible categories of shelf registration are so broad as to render the Guide's interpretation of Section 6(a) almost meaningless.

The Commission is proposing that Guide 4 be withdrawn because: (1) it no longer reflects all current staff policies regarding shelf registrations; and (2) its interpretation of the last sentence of Section 6(a) may not, under certain circumstances, be necessary or appropriate for the protection of investors. The Commission is also proposing to replace Guide 4 with a new Rule 462A [Delayed or Continuous Offering and Sale of Securities], to be added to Regulation C, that would permit shelf registration for delayed and continuous offerings. The proposed rule would require compliance with certain conditions designed to insure that the registered securities are in fact proposed to be offered, that investors receive accurate and current information, and that the liability protections of the Securities Act apply to the information on which the investment decisions are based.

For the most part, the conditions in proposed Rule 462A are codifications of the current administrative practice. Accordingly, proposed Rule 462A would permit shelf registration for delayed offerings as currently described in Guide 4, with certain modifications discussed herein. The proposal would also allow registration for additional continuous offerings that comply with the conditions set forth in the proposed rule.⁶⁵

This portion of the release discusses (1) Section 6(a) of the Securities Act and practice under Guide 4; (2) proposed Rule 462A; and (3) certain offerings that would be permitted under the proposal.

Section 6(a) of the Securities Act and Practice under Guide 4. In the absence of any specific legislative comment upon the meaning of the last sentence of Section 6(a) of the Securities Act, as enacted by Congress in 1933,⁶⁶ early opinions of the Commission and its staff interpreted the provision as requiring that a registration statement be effective only as to those securities proposed to be offered "in the proximate future," and this position is currently contained in Guide 4. This general prohibition against shelf registration was designed to effectuate the clear policy underlying the last sentence of Section 6(a) that "the registration statements and prospectuses on which they rely, so far as is reasonably possible, provide current information."⁶⁷ This interpretation was, in turn, premised upon the assumption that the registration of securities which are to be offered at "some remote future time" gives "the appearance of a registered status"⁶⁸ without providing its true substance—accurate and current information.

In practice, the Commission has never adhered to such an absolute prohibition. Recognizing that the early interpretations were based in large part on concerns about the currency of

⁶⁵ A seller making a continuous offering covered by the proposed rule would intend to sell the securities within a reasonable period, but would not have decided upon the timing of the sales. The timing would ordinarily depend on market conditions, the financial needs of the seller, and other factors. Such an offering must be distinguished from the situation, not to be covered by the proposal, in which an offering lasts for a substantial time despite the intent to sell all the securities registered as soon as practicable after the effective date.

⁶⁶ See Hodes, "Shelf Registration: The Dilemma of the Securities and Exchange Commission," 49 Va. L. Rev. 1106, 1108-11 (1963).

⁶⁷ *In re Chiles Syndicate*, 10 S.E.C. 109, 113 (1941). See C. Israels S.E.C. *Problems of Controlling Stockholders and in Underwritings* at 182, 205 (1962).

⁶⁸ *In re Combustion Corporation*, 3 S.E.C. 1062, 1063 (1938).

information, the Commission and the staff developed, by changes in rules and practice, more effective means—particularly through post-effective amendments and undertakings—for updating and assuring the adequacy of disclosure. Because the statutory terminology, "proposed to be offered," has no specific time frame, it has been considered reasonable to take into account the availability of adequate information in administering agency policy with respect to shelf registration.⁶⁹

Guide 4 itself (after stating the general rule against shelf registration) consists mainly of a description of situations in which shelf registration will be permitted. In fact, such registration has been permitted for several types of offerings not referred to in the Guide. To date the staff has processed shelf registrations for the following:

(1) Offerings of securities which are to be issued in a continuing acquisition program, which are pledged by persons in control of the issuer, and which underlie options, warrants, rights or convertible securities (covered by Guide 4);

(2) Secondary offerings made by persons who may be deemed to be statutory underwriters, and secondary offerings of securities received as underwriter compensation (covered by Guide 4);

⁶⁹ Congress has considered the issue of shelf registration on only two occasions. When, in 1941, several bills were introduced that were intended to permit shelf registrations under certain conditions, the administrative practice of utilizing post-effective amendments to keep such registrations current had not yet been developed. Ultimately, no action was taken on those proposals. See Hearings on Proposed Amendments to the Securities Act of 1933 and Securities Exchange Act of 1934 before the House Committee on Interstate and Foreign Commerce, 77th Cong., 1st Sess. 133, 315-17, 1402 (1941); Report of the Securities and Exchange Commission on Proposals for Amendments to the Securities Act of 1933 and the Securities Exchange Act of 1934, 77th Cong., 1st Sess. 2-3, 44 (1941); 1 Loss, *Securities Regulation* 198-99 (2d ed. 1961). Although a Senate report declared in 1954 that Section 6(a) "does not permit registration for the shelf" (S. Rep. No. 1036, 83d Cong., 2d Sess. 10 (1954)), that statement was made in the context of congressional action amending the Investment Company Act of 1940 [15 U.S.C. 80a-1 et seq.] to codify the administrative practice whereby certain open-end management investment companies which had always engaged in continuous offerings were permitted to increase periodically the number of shares being registered on a single shelf registration statement. See Section 24(e) of the Investment Company Act, [15 U.S.C. 80a-24(e)]. In fact, on the same page of the report, the Senate expressly recognized the Commission's administrative practice "in appropriate cases" of allowing registrants to "renew" their registration statements by means of periodic amendments. The Commission is proposing that such administrative practices be codified into a Rule that will permit shelf registration only when adequate and current information is made available to investors by means of such post-effective amendments.

(3) Continuous offerings of securities pursuant to a dividend or interest reinvestment plan or employee benefit plan (not covered by Guide 4);

(4) Continuous offerings of debt securities at fixed maturity dates, interest rates and other terms at the market on a best efforts basis (not covered by Guide 4).⁷⁰

As a condition of allowing shelf registration under Guide 4 or otherwise, the staff has required undertakings to update information by post-effective amendment and to provide that the statutes of limitations contained in the Securities Act begin anew with the filing of each post-effective amendment.⁷¹

After substantial experience with these types of shelf registration, the Commission is not aware of major abuses that have harmed investors. In addition, the integration of the Securities Act and Exchange Act disclosure systems provides an increasingly efficient basis for updating disclosure in securities offerings. Shelf registrations can utilize integration effectively, thereby facilitating the development of important new capital raising techniques. Accordingly, the Commission believes that a restrictive policy on shelf registration is not appropriate or necessary for the protection of investors. The Commission is proposing that Guide 4 be withdrawn and that its stated prohibition of shelf registration be replaced with proposed Rule 462A.

Proposed Rule 462A. Proposed Rule 462A provides that offerings meeting the conditions in the Rule would be deemed to satisfy the statutory provision that the registration statement shall register only securities that are "proposed to be offered." The essential conditions of the proposal are designed to assure: a bona fide intent to offer and sell, accurate current information, and liability protection under the Securities Act.

The first condition, that the securities registered are intended to be sold, is covered by subparagraph (a)(1) of the proposed rule. Subparagraph (a)(1)(i) sets out the general requirement that a registration statement for a continuous or delayed offering must pertain only to an amount of securities that can reasonably be expected to be offered and sold within two years from the effective date of the registration statement. The two year limitation

would apply not to the actual sale of securities but to the reasonable expectations of the sellers at the time the initial registration statement is filed. If the amount of securities registered is reasonable at that time, and if there continues to be a reasonable expectation of sales, it would not be necessary to deregister shares remaining after two years, and then re-register them and pay another registration fee in order to offer and sell them, provided that the other conditions in proposed Rule 462A were met.⁷²

Under current practice, in determining whether securities are "proposed to be offered" under Section 6(a), the staff uses its judgment in evaluating the reasonableness of the amount of securities registered in light of the purposes of the proposed offering.⁷³ That process would not change if the proposed Rule is adopted except insofar as it provides a definite two-year benchmark against which the reasonableness of the offering amount can be measured. The Commission has proposed two years as a standard because it has often been used by the staff in processing shelf registration statements and because it gives the seller a certain flexibility in making the offering while still complying with Section 6(a).⁷⁴

Subparagraph (a)(1) sets out two additional specific categories of permissible shelf registrations. Subparagraph (a)(1)(ii) would permit

⁷⁰ In this regard, subparagraph (a)(2)(iv) of the proposed Rule requires that the registration statement contain an undertaking to deregister by post-effective amendment any of the registered securities which remain unsold at the termination of the offering or as to which there is no longer a reasonable expectation of sale. See n. 80 and accompanying text *infra*.

⁷¹ The Commission is aware that registrants prefer to over-estimate their needs because, under Rule 413 (17 CFR 230.413), additional securities of the same class cannot be added to a current registration statement for that class of securities. Instead, a new registration statement must be filed and declared effective. Section 24(e) of the Investment Company Act provides an exception to this rule for certain investment companies. Rule 413 would not be changed by the adoption of proposed Rule 462A.

⁷² The two year standard would apply, for example, to securities registered for issuance in a continuing acquisition program and for sale in secondary offerings by persons other than the registrant, two categories of shelf registration specifically permitted by Guide 4. Security holders utilizing a shelf registration for a secondary offering are also affected by changes proposed herein with respect to existing Guides 43 and 53. See discussion of those Guides *infra*. The two year standard would also apply with respect to registration of securities received in connection with a public offering and proposed to be resold by underwriters and finders. Guides 4, 10 and 11 currently mandate immediate registration for these securities, but those requirements are proposed to be deleted as unnecessary. See discussion of Guides 10 and 11 *infra*.

shelf registration for securities that are reasonably expected to be offered and sold pursuant to dividend or interest reinvestment plans or employee benefit plans of the registrant. Although these offerings are not specifically allowed under Guide 4, they have long been permitted by the staff as continuous offerings, typically lasting for periods in excess of two years, and are generally registered on Forms S-16 or S-8.⁷⁵ Because these offerings are pursuant to a formal plan, it is reasonable to consider that the registration statement pertains to securities that are proposed to be offered, for purposes of Section 6(a), provided the amount registered is consistent with the anticipated operation of the plan. The Commission sees no need to interfere with these traditional forms to investors simply because they continue for a duration of more than two years. The Commission also solicits comments on whether there are other types of formal plans that are similar in operation and purpose to dividend or interest reinvestment plans or employee benefit plans and should be included in subparagraph (a)(1)(ii).

Subparagraph (a)(1)(iii) would apply to offerings of securities which (1) are the subject of options, warrants or rights which are, or will within the next two years, be, exercisable, (2) issuable upon the conversion of other securities, if such securities are also registered in the effective date, or (3) pledged as collateral. In these situations, the securities registered are proposed to be offered in that the prospective seller has already given to others the legal right to purchase (or, in the case of pledges, sell) the securities under certain items and conditions. This two year rule with respect to securities to be offered pursuant to options, warrants or rights is

⁷³ Qualified registrants may register securities to be offered pursuant to an employee benefit plan upon Form S-8. The General Instructions to that Form provide that Form S-8 is not available for resales or reoffers of such securities by affiliates of the registrant. Those persons may, however, reoffer or resell such securities pursuant to a separate prospectus prepared in accordance with Form S-16 and filed with the initial registration statement on Form S-8, if the registrant is eligible to use Form S-7 and if certain limitations are put upon the amounts of securities to be reoffered or resold within given time periods. See General Instruction E to Form S-8. In addition, those selling shareholders must have an intent to make such reoffers or resales within not more than sixteen months following the effective date of the prospectus. See Notes 1 and 2 to General Instruction E. If proposed Rule 462A is adopted, the Commission intends to amend that portion of Form S-8 to bring it into conformity with the registration for all secondary offerings as set out in subsection (a)(1)(i) of the proposed Rule. Accordingly, affiliates would be able to register those shares that they intend to offer and sell within two years of the effective date of the registration statement.

⁷⁰ See nn. 78, 86 and 87 *infra*.

⁷¹ See Undertaking A to Form S-7 (17 CFR 239.26), Undertaking B to Form S-8 (17 CFR 239.16b), Undertaking C to Form S-11 (17 CFR 239.18) and Undertaking A to Form S-16 (17 CFR 239.27). See also Item 13 of Proposed Form A, Item 15 of proposed Form B, and Item 16 of proposed Form C, [45 FR 63713, 63716, 63718].

consistent with subparagraph (a)(1)(i).⁷⁶ As to convertible securities which are registered, the right to convert into the underlying security is an integral part of the initial offering of the convertible securities.⁷⁷ As to pledged securities, sales could occur at any time upon default. This subparagraph of the proposal is a codification of Guide 4 and existing practice.

The Commission is aware that there can be no precise measure of a bona fide intent to offer securities in the foreseeable future, and it specifically solicits comments upon the appropriateness of using a two-year period.⁷⁸ As previously discussed,⁷⁹ the proposed Rule sets no outer limits upon the duration of an offering once the standards set forth in subparagraph (a)(1) are met. Under the proposal, securities which reasonably could have been expected to be offered for sale within two years may continue to be offered even though two years have elapsed since the effective date of the initial registration statement. Proposed Rule 462A would, however, require that the registration statement contain an undertaking to deregister by post-effective amendment any of the registered securities which remain unsold at the termination of the offering or as to which there is no longer a reasonable expectation of sale.⁸⁰ The Commission recognizes that circumstances may over the course of an offering so that one of the essential conditions to use of a shelf registration—a bona fide intent to offer the securities registered—may no longer be met. If this occurs—be it within one year or three years from the initial effective date of

the registration statement—the registrant would be required to deregister the remaining unsold securities.

The Commission solicits comments on whether the Rule should include a specific outer limit upon the duration of a shelf offering or whether the undertaking to deregister plus the undertaking to provide current information set forth in subparagraph (a)(2)⁸¹ are sufficient to insure that the statutory purposes of Section 6(a) are met.

Subparagraphs (a)(2)(i) and (ii) of proposed Rule 462A set forth the second essential condition for use of a shelf registration—that investors receive adequate current information. These provisions require that the registrant undertake to file post-effective amendments (or, with the permission of the Commission, prospectuses under Rule 424(c) [17 CFR 230.424(c)] [Filing of Prospectuses—Number of Copies]) whenever required to include any information necessary in order that the registration statement not contain any untrue statement of a material fact or omit to state a material fact necessary to make the statements made therein not misleading as of any time during the offering. While this undertaking is not required in currently effective registration forms,⁸² the staff generally requires that post-effective amendments be filed to reflect material changes, and the Commission believes it should be specifically mandated in a Rule permitting delayed or continuous offerings which may last for a substantial period of time. In addition, as currently required by registration forms, the registrant must undertake to file as a post-effective amendment any prospectus required by Section 10(a)(3) of the Securities Act.⁸³ The Commission solicits comment upon whether these undertakings, standing alone, are

sufficient to insure that investors receive current and accurate information.

Subparagraph (a)(2)(iii) sets forth the third essential condition for shelf registrations—that the liability protections of the Securities Act apply to the current information included in post-effective amendments. Specifically, the registration statement must include an undertaking to clarify that, for the purpose of determining any liability under the Securities Act, each post-effective amendment shall be deemed to be a new registration statement, and the offering of such securities at that time shall be deemed to be the initial bona fide offering thereof. Similarly, it is contemplated that a Section 15(d) registrant would be required to comply with the periodic reports requirements of Section 15(d) for one year subsequent to the date of effectiveness of a post-effective amendment.

Notwithstanding the requirements of subparagraph (a)(2) of proposed Rule 462A, there are certain situations in which post-effective amendments (or prospectuses under Rule 424(c)) are not necessary. Accordingly, the Rule contains an instruction which permits a registrant not to file a post-effective amendment if the registration statement is on Form A⁸⁴ and if all information that would have been contained in the post-effective amendment as required by subparagraph (a)(2) has already been set forth in periodic reports filed by the registrant pursuant to Section 12 or Section 15(d) of the Exchange Act and is incorporated by reference in the registration statement. The Commission believes that the disclosure of other material information by post-effective amendment, as required by subparagraph (a)(2) of the proposed Rule, can be eliminated when that information has already received widespread dissemination by means of the registrant's periodic reports and updates information included in the prospectus solely by incorporation by reference. This theory underlies the Commission's development of an integrated disclosure system and is

⁷⁶ However, securities offered pursuant to options under employee benefit plans may be registered under subparagraph (a)(1)(ii) without regard to the two-year period.

⁷⁷ It should be noted that, if options, warrants or rights are immediately exercisable or if convertible securities are immediately convertible, the underlying securities must be registered along with the registration of the options, warrants or rights of the convertible securities. This position as to convertible securities is set forth in Guide 4 and would not be changed by the elimination of the Guide. However, the actual conversion of convertible securities without payment of additional consideration, whether or not the securities are convertible immediately upon issuance, may be exempt from registration under Section 3(a)(9) of the Securities Act, provided the securities obtained on conversion are "exchanged by the issuer with its existing security holders exclusively where no commission or other remuneration is paid or given directly or indirectly for soliciting such exchange."

⁷⁸ The Commission is also aware that, in at least one instance, the staff has limited the availability of a shelf registration for a continuous offering of debt to that which the registrant proposed to sell in one year. See Release No. 33-6240 (September 17, 1960) [45 FR 61609]. See n. 87 *infra*.

⁷⁹ See n. 72 and accompanying text *supra*.

⁸⁰ Proposed Rule 462A(a)(2)(iv).

⁸¹ See n. 82 and accompanying text *infra*.

⁸² See n. 71 *supra*. However, the Commission staff obtains various forms of additional undertakings in connection with certain specific types of shelf registrations and will continue to require any undertakings deemed appropriate in a particular case. See, e.g., letter to Beatrice Foods Co., 1973 (CCI) Fed. Sec. L. Rep. ¶ 79,351 (available January 17, 1973).

⁸³ Section 10(a)(3) of the Act requires that "when a prospectus is used more than nine months after the effective date of the registration statement, the information contained therein shall be as of a date not more than sixteen months prior to such use so far as such information is known to the user of such prospectus or can be furnished by such user without unreasonable effort or expense."

Current registration forms (see n. 71 *supra*) specify that post-effective amendments with Section 10(a)(3) prospectuses must comply with forms, rules and regulations in effect on the dates such amendments are filed. See discussion of Guide 3 *supra*.

⁸⁴ The Commission has proposed to create a new three-tier registration system to facilitate the integration of filings made under the Securities Act and Exchange Act. See Release No. 33-6235 (September 2, 1960) [45 FR 63603]. Proposed form A is designed to be used by the same qualified issuers and for virtually the same primary and secondary offerings as are permitted on existing Form S-16. It requires minimal prospectus disclosure and relies heavily, through incorporation by reference, on Exchange Act periodic reports. If proposed Rule 462A is adopted, Form A would be amended to cover registration of offerings allowed by the proposed Rule. The provisions of proposed Forms B (Instruction 9) and C (Instruction C) which refer to Guide 4 would also be amended to refer to proposed Rule 462A.

incorporated into the proposed three-tier registration system. As proposed, this instruction in Rule 462A would apply only to registration statements filed on Form A.⁸⁵

However, a post-effective amendment (or prospectus under Rule 424(c)) would still be required if the information actually included in the prospectus and delivered to investors contained a material misstatement of fact or failed to state a material fact necessary to make such information not misleading as of any time during the offering. In determining whether the prospectus is materially inaccurate, registrants and selling security holders should consider whether substantive disclosures in the prospectus have been rendered misleading by subsequent events. For example, even if quarterly financial results are incorporated in the registration statement and prospectus by reference, if financial information has actually been included in the prospectus being delivered, it may be misleading to continue to deliver the prospectus without amending it to include the current data. The Commission further believes that, if financial information is included in a prospectus, the prospectus must be updated to reflect comparable information when new information is required by Section 10(a)(3).

In addition, the registrant and selling securities holders should consider whether all facts were set forth about the seller's particular plan of distribution in the initial registration statement. The Commission, therefore, wishes to emphasize that any alteration made in the terms of the offering or plan of distribution—for example, a change from an underwriting at the market on a "best efforts" basis to any variety of "firm commitment" underwriting, or a change of managing underwriter in a "firm commitment" deal—would always necessitate the filing of a post-effective amendment.⁸⁶ Even an issuer registering

securities on proposed Form A and incorporating by reference into the registration statement all periodic reports generally would have to file a post-effective amendment because information about the plan of distribution for a particular offering of securities would ordinarily not appear in those periodic reports.

It should be noted that proposed Rule 462A does not apply to registration statements filed by investment companies registered under the Investment Company Act of 1940 [15 U.S.C. 80a-1 et seq.] because that statute specifically provides for continuous registration of investment company securities in Section 24 [15 U.S.C. 80a-24]. In addition, the Commission has recently published a release setting forth a staff interpretive position permitting a foreign government to use a shelf registration for an offering of debt securities upon terms and conditions not identical to those contained in proposed Rule 462A.⁸⁷ The Commission solicits comments on whether foreign governments or political subdivisions thereof, whose prospectuses must meet the requirements of Section 10(a)(2) of the Securities Act, should be subject to different requirements for the use of shelf registrations.

Certain Offerings Permitted by Proposed Rule 462A. In addition to permitting delayed offerings, proposed Rule 462A would broaden the category of permissible shelf registrations to make clear that issuers may register equity and debt securities for a continuous offering "at-the-market" or otherwise. The Commission recognizes that, although such an offering would be permissible under the Securities Act if the conditions contained in proposed Rule 462A were to be met, a continuous offering by an issuer of its equity securities "at the market," without formal underwriting arrangements, represents a novel method of issuer

entrance into the market place and may raise issues under the anti-manipulative provisions of the Exchange Act, specifically Rules 10b-2, 10b-6 and 10b-7.⁸⁸ It would be necessary for participants in a continuous distribution of securities to limit their market purchases of the class of securities being offered (or rights to acquire or securities convertible into that class) in a manner consistent with those anti-manipulative rules. In addition, the nature and timing of selling efforts in connection with an issuer's continuous offering of equity securities at the market might have an impact on trading in those securities and could possibly have effects on orderly market processes.

In view of the novel market concerns that may arise in connection with permitting an issuer to offer its securities in the manner contemplated by proposed Rule 462A, the Commission specifically solicits comment on (1) whether and to what extent there is a potential for manipulation in connection with issuer sales in an "at-the-market" offering; (2) whether and to what extent any such manipulative potential would differ from that with respect to market transactions not involving the issuer; (3) whether any potential concerns could be adequately dealt with by disclosure of the plan of distribution and any resulting market overhang;⁸⁹ (4) whether and what limitations, if any, should be imposed on at-the-market offerings on the basis of outstanding value or float in the market for the securities; and (5) whether and what conditions, if any, should be imposed upon the timing and amounts of sales in an at the market offering.⁹⁰

In addition, the Commission invites suggestions as to additional conditions that would be appropriate for use of shelf registration of equity securities to be sold at-the-market. For example, the Commission is considering whether it should limit such offerings to certain issuers which exceed the requirements for use of proposed form A and in which the securities are sold by or through a broker-dealer, or a limited, named group as agent(s) or principal(s).

Guide 5—Preparation of Prospectuses. Guide 5 lists the subject matter which should appear on the cover page of a prospectus and in the notes to the distribution table on the cover page.

⁸⁵ 17 CFR 240.10b-2, 240.10b-6 and 240.10b-7.

⁸⁶ Proposed Items 42 and 45 of Regulation S-K would require disclosure as to the plan of distribution and material effects of market overhang. See discussion of Guides 6 and 53 *infra*.

⁸⁷ For example, restrictions on sales could be modeled after the restrictions on issuer purchases in proposed Rule 13e-2. See Release No. 34-17222 (October 17, 1980) [45 FR 70890].

⁸⁵ See Release No. 33-6235 (September 2, 1980) [45 FR 63693, 63701].

⁸⁶ The Commission is aware that the plan of distribution for certain forms of delayed or continuous offerings will not ordinarily change and, therefore, can be adequately disclosed well in advance of the actual transactions. In those situations, a post-effective amendment describing the terms of the offering would not be necessary. For example, shares are purchased through a dividend or interest reinvestment plan at a price set in accordance with a predetermined formula. Similarly, a continuous offering of securities made directly into the market on an episodic basis at the market price would require no further description if the agents for sale and the proposed method of sale are fully described in the initial registration statement. The Commission would expect to allow the registrant to "stick" its prospectus under Rule 424(c), rather than file a post-effective amendment, to reflect the addition or deletion of a particular broker/dealer as a member of the syndicate in a

firm commitment offering or an agent in a "best efforts" offering if the plan of distribution otherwise remained the same. The staff has also processed registration statements for several offerings of debt securities at specific interest rates, maturities and other terms that could be sold, without post-effective amendment, by the company or its disclosed agents whenever market conditions were right for such offerings. See, e.g., Ford Motor Credit Company (File No. 2-64112) and Creditrith Financial, Inc. (File No. 2-59682). In such debt offerings, changes limited to interest rates were permitted to be disclosed and filed by means of a prospectus under Rule 424(c), and the Commission would expect to continue to allow similar changes to be disclosed and filed in that manner, rather than by post-effective amendment.

⁸⁷ See Release No. 33-6240 (September 17, 1980) [45 FR 61609]. In particular, the staff imposed certain additional prospectus-delivery requirements upon the registrant. See also n. 78 *supra*.

focusing particularly upon treatment of underwriter compensation, material risks associated with the offering and pricing information with respect to first-time issues.

With one exception, the commentators were in favor of retaining guide 5, but removing redundant or unnecessary notes. One writer particularly requested that the definition of underwriter compensation conform to the definition of such compensation used by the National Association of Securities Dealers, Inc., ("NASD"). Another suggested that the Guide be eliminated in view of the abbreviated disclosure now allowed in Forms S-7 and S-16 or, alternatively, be translated into a new cover page rule in Regulation C. This writer stressed that, if the Guide or its substances were retained, it should be applicable only to a first-time offering of securities on a long-form registration statement.

In light of the disclosure which is elicited by Guide 5, the Commission is proposing to delete the Guide and to incorporate most of its requirements in regulation S-K.⁹⁰ The Commission believes that cover page requirements should be centralized, and that such requirements should be viewed as substantive disclosure requirements, not as procedural requirements of the type included in Regulation C. Further, the Commission believes that certain of the cover page information required by this Guide is relevant with respect to all registrants, not simply first-time issuers. For example, every prospectus should contain a distribution table which shows the per unit and total offering price to the public, underwriting discounts and commissions, and proceeds to the registrant or other persons.

The Commission, therefore, is proposing the adoption of Item 40 of Regulation S-K [Cover Page of the Prospectus] which would combine the distribution table which would be required by Item 1 of proposed form A with respect to any offering⁹¹ and Item 3 of proposed Form B with respect to a best efforts offering.⁹² While much of the subject matter of Guide 5 is covered by the distribution table requirements in proposed Forms A and B, certain additional information required by Guide 5 would also be included in proposed Item 40, that is, (i) the name of the registrant; (ii) the amount and a brief

description of the securities offered; (iii) the required statement that the Commission has neither approved nor disapproved the securities;⁹³ (iv) if applicable, identification of material risks involved in the purchase of the securities;⁹⁴ (v) the date of the prospectus;⁹⁵ (vi) and any material required by state law.

Since disclosure of the various forms of underwriter compensation is material with respect to any offering, the Commission further proposes that the brief description of "the discounts and commissions to be allowed or paid to underwriters" required by the note to paragraph (d) of Guide 5 be added to proposed Item 42 of Regulation S-K [Plan of Distribution]. Such information would be included in the body of the prospectus to the extent not set forth on the cover page. At the suggestion of one commentator, the Guide 5 directive to describe the forms of underwriter compensation would be elaborated by setting forth examples of the forms of underwriter compensation deemed reportable. Such examples are drawn from the Corporate Financing Interpretation of the NASD and from Guides 14 and 35.⁹⁶ It is anticipated that these examples would be updated to reflect changes in the NASD's Corporate Financing Interpretation.

Finally, in view of the significance of the disclosure required by Guide 5 with respect to first-time issues, the Commission is recommending that the notes to Guide 5 which call for disclosure of the absence of an established trading market and the method of determining the offering price of first-time issues be added to proposed Item 45 of Regulation S-K [Securities to be Registered].

As discussed further in connection with guide 59, the Commission is requesting comment on what information should be set forth on the cover page, in the summary and elsewhere in the prospectus.

Guide 6—Introductory Statements.

Guide 6 sets forth certain items which should be disclosed immediately following the cover page: risk factors and a graphic illustration of the dilution of shareholder equity.

The commentators on Guide 6 generally felt that the Guide elicited extremely useful information. In fact, one commentator suggested that the

Guide be expanded to require a first-time issuer to describe the effect of any anticipated market overhang. Only one commentator expressed the view that the Guide should be eliminated because discussions of risk factors and dilution have become "trivialized" and "boilerplate." All of the commentators, however, were strongly opposed to making mandatory a graphic presentation of the dilution of a new investor's equity.

The Commission agrees with the majority of the commentators that a discussion of risk factors constitutes a material disclosure item and, accordingly, proposes that such requirement be added to proposed Item 41 of Regulation S-K [Summary of Information].⁹⁷ A tabular presentation of any material dilution of the interests of new equity investors or existing security holders has already been proposed as a summary requirement in proposed Forms A, B and C. That requirement would not mandate the particular form in which such dilution should be presented, so long as an "appropriate" tabular form is used.⁹⁸ In addition, the following disclosure requirements from Guide 6 are proposed to be added to Item 42 of Regulation S-K [Plan of Distribution]. Where there is substantial disparity between the public offering price and the effective cash cost to insiders, the registrant would be required to disclose the net tangible book value per share before and after the distribution; the amount of increase in such net tangible book value per share attributable to all cash payments made by purchasers of the shares being offered; and the amount of the immediate dilution from the public offering price which will be absorbed by such purchasers.

The Commission is also proposing, in response to the commentator suggestion noted previously, that a requirement be added to proposed Item 45 [Securities to be Registered], requiring the registrant to furnish a description of any material impact or potential impact (including dilution and market overhang), upon security holders, upon the registrant and upon the market for registrant's securities, which may result from (i) options for, warrants for or securities convertible into securities of the same class as those being registered, (ii) outstanding securities of the same class as those being registered held by affiliates or constituting restricted securities (for the purpose of Rule 144 [17 CFR 230.144]), or (iii) securities being

⁹⁰ Certain provisions of guide 5 are proposed to be eliminated as unnecessary, including instructions encouraging brevity and readability and discouraging use of stock phrases and "bare bones" disclosure.

⁹¹ See Release No. 33-6235 (September 2, 1980) [45 FR 63693, 63710].

⁹² *Id.* at 63715.

⁹³ Also required by Rule 425 [Statement Required in All Prospectuses] [17 CFR 230.425] which is proposed to be rescinded.

⁹⁴ The proposals would codify existing staff practice by requiring that the identification of material risks be printed in bold-face type.

⁹⁵ Also required by Guide 7.

⁹⁶ See discussion of Guides 14 and 35 *infra*.

⁹⁷ See discussion of Guide 59 *infra*.

⁹⁸ See Release No. 33-6235 (September 2, 1980) [45 FR 63693, 63710].

registered for delayed or continuous distribution, or securities of the same class being offered pursuant to an effective registration statement.

The proposed rule would call for disclosure of information on potential dilution not only from rights issued to persons related to the registrant but also from rights issued to others. Further, although there are no specific current requirements on disclosure of market overhang, such disclosure has often been deemed material and included in registration statements. The proposed rule would call for information on the potential dilution and market impact of securities of the same class which may be offered in the future or are currently being offered by the registrant, by its affiliates, or by other persons who hold amounts of restricted securities and who may sell under Rule 144 or upon registration. The third requirement of the proposed rule would apply to registration of delayed or continuous offerings under proposed Rule 462A and would elicit information that is particularly relevant to the market impact of a continuous-at-the-market offering by an issuer of its equity securities.⁹⁹

Guide 7—Dating of Prospectuses.

Guide 7 provides that the date of the prospectus required by Rules 423 [Date of Prospectus] [17 CFR 230.423] and 433 [Prospectus for Use Prior to Effective Date] [17 CFR 230.433] should be set forth on the cover page of the prospectus. Rule 423 provides generally that each prospectus used after the effective date of the registration statement should be dated approximately as of the effective date and that each prospectus supplement should be dated as of the approximate date of issuance. Rule 433 in paragraph (b) provides, *inter alia*, that each preliminary prospectus used before the effective date of the registration statement should be dated on the cover page as of the approximate date of issuance.

As discussed above in connection with Guide 5, the Commission is proposing that this dating requirement be included in proposed Item 40 of Regulation S-K [Cover Page of the Prospectus] and is therefore proposing to withdraw Guide 7.

Guide 8—Pictorial or Graphic Representation in Prospectuses.

Guide 8 provides that drawings are not permitted in a prospectus, although photographs and/or trademarks may be permitted so long as they do not create a misleading impression.

⁹⁹ See discussion of Guide 4 *supra*.

Since this Guide draws an artificial distinction between drawings and photographs, the Commission proposes that it be eliminated altogether. Registrants, however, should be aware of their continuing obligation not to use misleading or potentially misleading maps, surveys, drawings, photographs, trademarks and other graphic representations.

Guide 9—Promoters.

Guide 9 states that persons coming within the definition of "promoters" in Rule 405 may also be referred to as "founders" or "organizers" [Definitions of Terms] [17 CFR 230.405]. Since the definition of "promoter" in Rule 405 describes promoters in terms of their founding and organizing activities, in the Commission's view the use of the terms "founder" or "organizer" is tantamount to the use of the term "promoter." Since the Guide appears to be unnecessary, the Commission accordingly proposes its elimination. Specific comment is requested, however, as to whether it is desirable to amend Rule 405 to permit explicitly the alternative terminology.

Guide 10—Registration of Options, Warrants or Rights and Other Securities Issued or Sold to Underwriters.

Guide 10 requires that all transferable options, warrants, rights and convertible securities, and the securities to be issued upon the exercise or conversion thereof, issued or sold to underwriters in connection with a registered public offering are to be considered a part of that offering and registered accordingly, regardless of whether the underwriter takes with a view to distribution. Non-transferable options, warrants or rights issued in the offering need not be registered as part of the offering, but the securities subject thereto must be. The Guide also requires the registrant to undertake to file an updated post-effective amendment with respect to the secondary offering of such securities where the securities are not to be distributed immediately.

The commentators believed that this Guide unnecessarily requires registration of securities which are not being distributed, and that, in appropriate circumstances, underwriters should be able to resell the securities in the future pursuant to an available exemption,¹⁰⁰ or to register the securities

¹⁰⁰ Rule 144 establishes a safe harbor for the open market resale of restricted securities without registration if all the conditions of the Rule are met. In general, the Rule imposes a two year holding period and sets limitations upon the amount of securities that can be sold within a given time period. Rule 144 cannot be used directly by an underwriter because underwriters do not meet the requirement that their securities be acquired in a transaction or chain of transactions not involving any public offering. See Securities Act Release No.

at a future time if an exemption is not available. In light of these views and the proposal to adopt Rule 462A regarding delayed or continuous offerings¹⁰¹ the Commission is proposing to withdraw Guide 10. Registration of securities issued to underwriters would then not be mandated in all cases, but only if the securities are in fact being publicly distributed.

Underwriters must continue to avoid engaging in unregistered public distributions of securities received by them. In the event that securities issued by underwriters are deemed to be part of the distribution, proposed Rule 462A would enable underwriters to register options, warrants, rights and convertible securities, and the underlying securities, that are received in connection with an offering at the time of the offering, provided that the registration statement contains certain undertakings to provide updated information with respect to delayed offering by post-effective amendment or by incorporation by reference of periodic reports. Further, as noted in connection with Guide 4,¹⁰² the proposed deletion of Guide 10 does not obviate the necessity of registering the securities underlying options, warrants, rights or convertible securities which are immediately exercisable at the time such options, warrants, rights or convertible securities are themselves registered.

Guide 11—Finders.

Guide 11 states that the cover page of the prospectus should, in addition to disclosing any finder's fee in the distribution table, identify any finder and disclose the nature of any affiliation of the finder to the registrant, its officers, directors, promoters, principal stockholders and underwriters (including in each case, affiliates or associates thereof). Guide 11 also states that if a finder receives securities as compensation for services rendered in connection with the offering, the finder may be deemed a statutory underwriter whose shares must be registered pursuant to Guide 10.

The Commission is proposing deletion of the Guide, but continuation of certain

6099 (August 2, 1979) [44 FR 467527]. The staff nevertheless allows underwriters to use the standards of Rule 144, provided that: (1) the securities to be sold were registered originally as part of the public offering; and (2) at least two years have elapsed from the date of the last sale of that public offering. See *e.g.*, letter to Communications Properties, Inc., dated March 13, 1978. If the Guide's mandatory requirement for registration is eliminated, the staff would be inclined not to apply proviso (1) as a condition to use of Rule 144 by underwriters with respect to sale of securities obtained in connection with a public offering.

¹⁰¹ See discussion of Guide 4 *supra*.

¹⁰² See *n.* 76 *supra*.

of its requirements. While the Commission believes that disclosure of a finder's affiliation should appear in the prospectus, it is proposed that such disclosure not be required on the cover page. Finder's fees and similar payments would still be required to be disclosed in the distribution table on the cover page of the prospectus,¹⁰³ but the disclosure required by Guide 11 with respect to the finder's affiliations would be added to the Plan of Distribution section of the prospectus. In view of the significance of a promoter's, as well as a finder's, affiliation to the registrant, its officers, directors, principal stockholders, underwriters and finder(s) or promoter(s) (or their affiliates or associates), as the case may be, proposed Item 42 of Regulation S-K [Plan of Distribution] would also codify the current staff practice of requiring disclosure in the prospectus of such affiliation(s) of the promoter.

With respect to treatment of finders as statutory underwriters commentators expressed views similar to those expressed concerning Guide 10. In view of these comments and the proposed adoption of Rule 462A, the Commission is proposing the withdrawal of the mandatory registration requirement for securities issued to finders. As with securities issued to underwriters, registration may be required for securities which are issued to finders and are intended to be offered to the public. In such cases, proposed Rule 462A may be available, provided that the conditions specified by that Rule are satisfied.

Guide 12—Over-The-Counter Trading in Rights or Warrants.

Guide 12 states that disclosure should be made in the prospectus of the basis upon which subscription rights or warrants will be traded in the over-the-counter market. The Guide cites Section 61 of the NASD's Uniform Practice Code, stating that, pursuant to that Section, quotations will be based on the assumption that one right or one warrant represents the right to purchase one share of stock, although several rights may be necessary to purchase one share.

Since this Guide provides useful market information concerning the securities to be registered, the Commission is recommending that it be deleted and that proposed Item 45 of Regulation S-K [Securities to be Registered] require that if warrants, options or rights are being registered the basis of trading in such securities should

be stated. A description of the basis of trading in such securities would include a statement, where applicable, that such rights trade separately from other securities and that such rights are quoted on the basis of a single right, even though several rights may be necessary to purchase one share. The Commission believes that the information currently elicited by the Guide should be expanded to take into account the basis of trading in options and rights, as well as subscription rights and warrants, and that a description of the basis of trading should include a statement as to whether such rights will be traded separately. (Exchange traded options would not be covered by the disclosure requirement.)

Guide 13—Market Quotations—Absence of Established Market.

Guide 13 sets forth the disclosure which should appear in a prospectus where there is an established market for the securities to be registered and where there is no established market. Guide 13 also states that the existence of limited or sporadic quotations should not of itself be deemed to constitute an established trading market.

In accordance with the commentators' suggestion that this Guide be incorporated in Regulation S-K, with revisions to reflect recent changes in market practices, the Commission is proposing that the Guide be deleted and that the following disclosure concerning market and market price of the securities being registered be required by proposed Item 45 of Regulation S-K [Securities to be Registered]: (i) if there is no market for the securities being registered (excluding limited or sporadic quotations), a statement should be furnished to that effect; (ii) if there is an established market for such securities, the principal market or markets on which such securities are traded should be identified; and (iii) in the case of listed securities, historical market price data on a quarterly basis for a two year period should be set forth as reported in the consolidated transaction system or, if not so reported, as reported by each principal exchange; and (iv) in the case of quoted securities, historical market price data on a quarterly basis together with an explanation of the source and basis for such quotations should be set forth.

The disclosure called for by Guide 13 would therefore be added to proposed Item 45 with only one modification. To reflect the institution of the consolidated transaction system, Item 45 would require that historical market price data for listed securities should be based, whenever possible, upon prices reported

by the consolidated transaction system.¹⁰⁴

Guide 14—Underwriters' Compensation From Conversion of Funds into Foreign Currency.

Guide 14 provides that, where an underwriter sells securities for U.S. currency but remits the proceeds to the issuer in foreign currency, any material profit made by the underwriter from exchange rate fluctuations should be disclosed in the prospectus as underwriter compensation.

In order to provide guidance as to the forms of underwriter compensation which should be described in the prospectus, the Commission is proposing that reference to any material amount of profit realized from conversion of offering proceeds into foreign currency be included in proposed Item 42 of Regulation S-K [Plan of Distribution] as a form of reportable underwriter compensation. The Guide itself is proposed to be deleted.

Guide 15—Expenses of Issuance and Distribution.

Guide 15 provides that the itemized statement of "other expenses of issuance and distribution" called for in Part II of a registration statement should break out any premium paid by the registrant or selling security holder on any policy which insures or indemnifies directors or officers against any liabilities they may incur in connection with the offering. Guide 15 also states that the total of such expenses should be set forth in a note to the net proceeds column of the distribution table on the cover page of the prospectus.

The first directive of Guide 15—that the premium paid for liability insurance or indemnification should be separately itemized—is already set forth in an instruction to Item 9 of proposed Form A.¹⁰⁵

In accordance with one commentator a suggestion, however, specific comment is requested as to whether an increase in the amount of such premiums resulting from the offering should also be itemized separately.

The Commission proposes that the second directive of Guide 15—that aggregate "other expenses of issuance and distribution" be reported in a note to the net proceeds column of the

¹⁰³ This updated reporting requirement tracks the requirements for reporting historical market price data for the registrant's common stock which were recently adopted in Item 9 [proposed herein to be renumbered Item 30] of Regulation S-K [Market Price of the Registrant's Common Stock and Related Security Holder Matters]. See Release No. 33-6231 (September 2, 1980) [45 FR 63630].

¹⁰⁴ See Release No. 33-6235 (September 2, 1980) [45 FR 63693, 63713] incorporated in proposed Item 46 of Regulation S-K. See also instruction to Item 9 of Form S-10.

¹⁰⁵ See Item 1 of proposed Form A in Release No. 33-6235 (September 2, 1980) [45 FR 63693, 63710], incorporated in proposed Item 40 of Regulation S-K.

distribution table, with the aggregate of such expenses borne by the registrant and by selling security holders shown separately—be added to proposed Item 40 of Regulation S-K [Cover Page of the Prospectus] as an instruction to the distribution table. Guide 15 itself is proposed to be deleted.

Guide 16—Underwriters' Experience and Due Diligence Inquiry.

The first paragraph of Guide 16 discusses the more detailed disclosure called for in a prospectus relating to a "new or speculative issue if the underwriter is newly organized, reactivated or recently registered as a broker-dealer, especially if the principal function of the underwriter will be to sell the securities to be registered, or if the underwriter is identified with the promoters of the registrant. The second paragraph of Guide 16 states that the underwriter of a "new or speculative" issue may be called upon to explain to the staff on a supplemental basis the steps taken to verify the disclosure in the prospectus.

The commentators felt that this Guide should be retained but revised to apply only to managing or sole underwriters of original public offerings or speculative issues. The Commission proposes to delete this Guide and to retain its substance elsewhere (without a limitation as to managing underwriters).

Congruent with past practice, in view of the critical role played by the underwriter as the intermediary between the issuer and the investing public in affording protection against defects in the prospectus, the Commission is proposing that the text of the first paragraph of Guide 16 be included in proposed Item 42 of Regulation S-K [Plan of Distribution]. In view of Item 3(a) of proposed Form A, which would require disclosure of any material relationship between the underwriter and the issuer,¹⁰⁶ specific comment is requested as to whether these disclosure provisions should be combined and expanded to require identification of any underwriter which has a material relationship with promoters, finders and affiliates of the registrant as well as the registrant itself.

The Commission is also proposing that new Rule 400B [Supplemental Information] incorporate the remainder of Guide 16 and state that the staff may request supplemental information relating to the due diligence inquiry of the underwriters of a "new or speculative issue."

Guide 17—Disclosure of Underwriting Discounts and Commissions.

Guide 17 discusses the need to disclose fully in the prospectus all forms of underwriter compensation which are not easily reducible to a dollar per unit basis, for example, options or warrants to purchase shares, expense allowances, continuing fees for services, and first refusal on future financing. Guide 17 also requires the registrant, before the effective date of the registration statement, to notify the Commission as to whether or not the amount of compensation to be allowed or paid to the underwriters has been cleared with the NASD.

As discussed above in connection with Guide 5, the Commission is proposing that proposed Item 42 of Regulation S-K [Plan of Distribution] require the registrant to describe briefly the forms of compensation to be allowed or paid to the underwriters. At the suggestion of one commentator, that Item would list possible forms of underwriter compensation based upon the NASD's Corporate Financing Interpretation.

The Commission proposes (i) to add the requirement of Guide 17 that a registrant automatically inform the staff when the amount of underwriter compensation has been cleared with the NASD to Rule 401 [Request for Acceleration of Effective Date] [17 CFR 230.461]; and (ii) add a paragraph to the Note to Rule 460 [Preparation and Distribution of Preliminary Prospectus] to the effect that the staff may require a copy of the NASD clearance as a condition to acceleration.

The Commission recently approved certain proposed rule changes of the National Association of Securities Dealers, Inc. (the "NASD") that pertain to underwriting practices in fixed price offerings.¹⁰⁷ One of the rule changes amended Article III, Section 24 of the NASD's Rules of Fair Practice so as to allow underwriters and other dealers to receive selling concessions for the sale of underwritten securities to their customers in return for research they provided to those customers. As a result, investors who received research in connection with their purchases in a fixed price offering would receive more or at least different value than those who did not. In approving that rule change, the Commission did not address the question of what disclosure, if any, of practices permitted by NASD rule is or should be required.¹⁰⁸ In light of the NASD's rules, as now amended, the Commission requests that commentators

address the question of whether generic or other disclosure should be made to investors concerning anticipated distribution and research practices under the NASD's rules.

Guide 18—Original Issue Discount of Debt Securities.

Guide 18 provides that when debt securities are offered at a discount, the discount and the tax treatment thereof under Section 1232 of the Internal Revenue Code should be disclosed in the prospectus.

In order to provide comprehensive market price information with respect to the securities being registered, the Commission is proposing that Guide 18 be deleted and the substance of its provisions added to proposed Item 45 of Regulation S-K [Securities to be Registered]. The proposed wording is changed from the Guide to make clear that disclosure is required only if there is "original issue discount" subject to special tax rules under Section 1232. Accordingly, if debt securities are to be offered at an original issue discount as defined in Section 1232 or if a debt security is sold in a package with another security and the allocation of the offering price between the two securities may have the effect of offering the debt security at such an original issue discount, a registrant would be required to disclose the amount of such an original issue discount and any tax effects thereof pursuant to Section 1232.

Guide 19—Distribution of Preliminary Prospectus.

Guide 19 outlines the information which a registrant must furnish the staff with respect to the extent of distribution of the preliminary prospectus to enable the staff to rule upon requests for acceleration. The Guide notes that the staff may require broader distribution as a condition to acceleration and that the distribution of the preliminary prospectus is not ordinarily a condition of acceleration in the case of subscription offerings.

The majority of the commentators believed that compliance with Guide 19 did not impose an excessive burden because an adequate distribution of the preliminary prospectus affords the market sufficient time and opportunity to appraise information disseminated about the issuer. The commentators further believed that the rules and guidelines governing the distribution of preliminary prospectuses (Rule 15c2-8, Rule 460, Guide 19 and Release No. 33-4968) should be consolidated.

In accordance with these commentator views, the Commission is proposing deletion of Guide 19, and incorporation of its requirements into Rule 460 [Preparation and Distribution

¹⁰⁷ See Release No. 34-17371 (December 12, 1980) [45 FR 83707].

¹⁰⁸ *Id.* But see the dissenting opinion of Commissioner Evans.

¹⁰⁶ See Release No. 33-6235 (September 2, 1980) [45 FR 63693, 63711].

of Preliminary Prospectus] of Regulation C and the incorporation of the "48-hour rule" of Release No. 33-4968¹⁰⁹ into Rule 15c2-8 [Delivery of Prospectus] [17 CFR 240.15c2-8] under the Exchange Act. Rule 460 would be amended in two respects. First, proposed Rule 460(e) would specify that a distribution of the preliminary prospectus may not be necessary in the case of certain subscription rights offerings. Second, proposed Rule 460(g) would permit the staff to request certain information with respect to the distribution of the preliminary prospectus as a condition to acceleration. This information includes the dates of distribution; the number of prospective underwriters and dealers to whom the preliminary prospectus was furnished; the number of prospectuses so distributed and the number of prospectuses distributed to others, identifying them in general terms. While the proposals substantially reflect Guide 19, certain changes would be made. These include: (i) the registrant would supply distribution information only upon request from the staff, rather than automatically, whenever a request for acceleration is made; (ii) the approximate rather than exact dates of distribution would be given in the case of large offerings where, as pointed out by the commentators, it may be difficult to pinpoint exact distribution dates; and (iii) the registrant may be called upon to explain the steps taken by the underwriters and dealers to comply with the provisions of Rule 15c2-8 under the Exchange Act [Delivery of the Prospectus].

The proposal would alleviate the regulatory burden imposed by the requirement that every issuer supply a "Guide 19" letter in connection with every offering since "Guide 19" information is frequently unnecessary in offerings by experienced issuers and underwriters.

In accordance with the commentators' suggestion that distribution requirements be consolidated, Rule 15c2-8, which sets forth the specific steps which participating brokers or dealers must follow to distribute the preliminary prospectus reasonably, is proposed to be amended to incorporate the "48-hour rule" of Release No. 33-4968. A new paragraph (b) would be added to Rule 15c2-8, providing that, in connection with a new or speculative issue of securities, participating brokers or dealers must distribute a copy of the preliminary prospectus to each person who is expected to receive a confirmation of sale at least 48 hours

prior to the mailing of such confirmation. Although the "48 hour" rule may be an appropriate standard for issues which are not new or speculative, Release No. 33-4968 was directed to new and speculative issues, and the proposed rule change is likewise limited. The Commission requests comment on whether the "48 hour" rule should be applied as a mandatory requirement for issues other than those discussed in Release No. 33-4968.

Guide 20—Mailing of Amended Preliminary Prospectus to Regional Offices.

Guide 20 provides that unmarked copies of the preliminary prospectus contained in any material amendment to a registration statement should be sent to the Chicago and New York regional offices of the Commission.

The Commission, concurring with the commentators that the mailing of material amendments to the regional offices serves no useful purpose at present, proposes that this Guide be eliminated.

Guide 21—Use of Proceeds.

The first paragraph of Guide 21 indicates that, in an S-1 prospectus, management may reserve the right to change the use of proceeds only if all contingencies are adequately disclosed. The second paragraph of the Guide requires the registrant to use a pie-chart, table or some other graphic illustration of the intended use of proceeds.

In order to provide guidance with respect to adequate disclosure of the intended use of proceeds, the Commission is proposing that Guide 21 be withdrawn and that the first paragraph of the Guide be added as an instruction to proposed Item 43 of Regulation S-K [Use of Proceeds to Registrant]. In addition, the Commission is proposing an instruction requiring use of proceeds disclosure for all proceeds of an offering which is made both in the United States and abroad.

The Commission is also recommending that mandated "pie-chart" disclosure of use of proceeds be eliminated because such disclosure may not be necessary or appropriate and, as pointed out by the commentators, the inclusion of a pie-chart may involve unwarranted printing costs. However, pie charts and similar graphic disclosures will continue to be permitted or encouraged where appropriate.

Guide 22—Summary of Earnings.

Guide 22 and Exchange Act Guide 1 were recently withdrawn when the Commission adopted Item 11 (proposed herein to be renumbered Item 12) of Regulation S-K [Management's

discussion and Analysis of Financial Condition and Results of Operations].¹¹⁰

Guide 23—Current Financial Statements and Related Data.

Guide 23 was recently withdrawn when the instructions to financial statements were centralized in Regulation S-X.¹¹¹

Guide 24—Currencies in which Amounts are to be Stated by Foreign Issuers.

Guide 24 provides that a foreign issuer may state money amounts solely in the currency of its domicile, unless a second parallel statement in U.S. dollars is necessary to a clear understanding. The Guide also states that the foreign issuer should prominently disclose the exchange rate as of the latest practicable date.

Since the subject matter of Guide 24 has been superseded by a more recent statement of the Commission policy in Staff Accounting Bulletin ("SAB") No. 1,¹¹² the Commission is proposing the elimination of this Guide. SAB-1 states that current staff practice is to require statements in U.S. as well as foreign currency, with the exchange rate given as of the date of the most recent balance sheet. If a material change in the exchange rate has occurred since the balance sheet date, the Bulletin instructs the foreign registrant to give the exchange rate at or about the date of filing. However, it should be noted that this matter is presently being reconsidered by the staff, and the Commission anticipates proposing a rule on the subject in the near future.

Guide 25—Manner of Showing Distributions by Real Estate Syndicates and Real Estate Investment Trusts.

Guide 25 provides that real estate syndicates and real estate investment trusts should not express distributions in percentages where, as is usually the case, the distribution includes both investment income and return of capital, because the percentages would then indicate a rate of return in excess of that based on investment income. Rather, the Guide requires that such distributions be broken down to show separately the investment income and return of capital components. The Guide also states that such data should be computed on the basis of financial accounting standards rather than the basis used for income tax purposes, if different.

The Commission is proposing the elimination of Guide 25 because it has

¹¹⁰ See Release No. 33-6231 (September 2, 1980) [45 FR 63630].

¹¹¹ See Release No. 33-6234 (September 2, 1980) [45 FR 63682].

¹¹² See Staff Accounting Bulletin Release No. 1 (November 4, 1975) [40 FR 53557], as amended.

¹⁰⁹ See Release No. 33-4968 (April 24, 1969) [34 FR 723].

been superseded by Item 6(b)(3) of Form S-11 [Summary of Operations].

Guide 26—Statement of Dividend Policy.

Guide 26 was withdrawn when the Commission adopted Item 9 (proposed herein to be renumbered Item 30) of Regulation S-K [Market Price of the Registrant's Common Stock and Related Security Holder Matters].¹¹² However, the Commission believes that certain aspects of the disclosure under present Item 9 applicable to registrant's common stock should also apply to securities being registered.

The Commission is proposing that the requirements of Item 9 as they relate to the frequency and amount of dividends paid, restrictions on the registrant's present or future ability to pay such dividends and the registrant's policy with respect to payment of future dividends be added to proposed Item 45 of Regulation S-K [Securities to be Registered] in the section setting forth disclosure requirements with respect to capital stock to be registered.

The Commission specifically requests comment on whether and to what extent the disclosure requirements in existing Item 9 (proposed herein to be renumbered Item 30) of Regulation S-K pertaining to common stock and proposed Item 45 of Regulation S-K pertaining to securities to be registered can be harmonized and made uniform, for example, as to dividends and market for the securities.¹¹⁴

Guide 27—Names of Customers and Competitors.

Guide 27 states that, although a registrant is usually not required by Form S-1 to disclose the names of its customers and competitors in describing its business, where a substantial part of the business is dependent upon a single customer, or a very few customers, the loss of any one of which would have a materially adverse effect on the registrant, that customer or customers should be identified, and material facts with respect to them should be stated. The Guide also warns that identification of customers and competitors should be avoided if the effect of including specific names would be misleading.

The Commission is proposing the elimination of Guide 27 because it has been superseded by paragraphs (c)(vii) and (x) of Item 1 of Regulation S-K [Description of Business].

Guide 28—Disclosure of Extractive Reserves and Natural Gas Supplies.

Guide 28 and Exchange Act Guide 2 contain detailed instructions as to how

registrants should disclose the quantitative amount of their estimated reserves and the current availability of gas supplies.

The Commission proposes the elimination of Guide 28 and Exchange Act Guide 2 because they have been superseded by Item 2(b) of Regulation S-K [Description of Property].

Guide 29—Disclosure of Material Long-term Leases.

Guide 29 states that a registrant, in describing any property held under a material long-term lease, should give the remaining term of years of the lease.

The Commission is proposing the elimination of this Guide because it has been superseded by Financial Accounting Standards Board Statement No. 13 on Leases.

Guide 30—Disclosure of Principal sources of Electric or Gas Revenues.

Guide 30 instructs registrants which are electric or gas utilities to disclose the principal classes of service from which electric or gas revenues are derived.

The Commission is recommending that Guide 30 be retained as an industry guide. Other aspects of disclosure by utility companies are discussed in Release No. 33-6259¹¹⁵ which was recently issued as the result of a separate notice and comment process.

Guide 31—Disclosure of Recent Developments—Backlog.

Guide 31 states in the first paragraph that if there has been a material change in the trend of sales or earnings of the registrant, the reason for the change should be adequately disclosed. Guide 31 also states in the second paragraph that, where material to the business of the registrant, information concerning backlog and levels of plant operation should also be given. The Guide goes into some detail as to the manner in which backlog should be disclosed.

The Commission proposes that this Guide be eliminated because the first paragraph relating to disclosure of material changes in sales or earnings trends has been superseded by recently adopted Item 11 (proposed herein to be renumbered Item 12) of Regulation S-K [Management's Discussion and Results of Financial Condition and Results of Operations]¹¹⁶ and the second paragraph relating to disclosure of material backlog has been superseded by paragraph (c)(viii) of Item 1 of Regulation S-K [Description of Business].

Guide 32—Liability of Shareholders to Laborers, Servants or Employees Under State Law.

Guide 32 requires disclosure of potential liabilities imposed on shareholders by state labor laws, unless the financial resources of the registrant are such as to make it unlikely that the liability will ever be imposed.

The Commission is proposing that this guide be withdrawn and its substance added to proposed Item 45 of Regulation S-K [Description of Securities to be Registered] under section (a) of that Item which calls for a description of the rights evidenced by capital stock to be registered, as well as any qualifications or limitations upon those rights.

Guide 33—Notice of Redemption of Convertible Securities or Callable Warrants.

Guide 33 provides that, with respect to convertible securities which are subject to redemption and stock purchase warrants which are callable, the registrant should: (i) state whether the right to convert or purchase will be lost unless it is exercised before the redemption or call; (ii) state the kinds, frequency and timing of the notice of redemption or call, including the cities or newspapers in which notice will be published; and (iii) in the case of bearer securities, caution investors to make appropriate arrangements to prevent loss of the right to convert or purchase in the event of redemption by, for example, reading newspapers in which the notice of redemption or call may be published.

Since the manner in which a registrant intends to redeem or call convertible securities or stock purchase warrants constitutes a material term of such securities which should be described in the prospectus, the Commission proposes to withdraw Guide 33 but to add its disclosure requirements to proposed Item 45 of Regulation S-K [Description of Securities to be Registered] under section (c) of that Item which calls for a description of the rights evidenced by warrants, rights and convertible securities, as well as any qualifications or limitations upon those rights.

Guide 34—Executive Committee.

Guide 34 provides that the members of the registrant's executive committee should be disclosed in Form S-1. The Commission is proposing the elimination of this Guide because it has been superseded by Item 3 (proposed herein to be renumbered Item 20) of Regulation S-K [Directors and Executive Officers].

Guide 35—Identification of Members of Board of Directors Selected by the Underwriters.

¹¹² See Release No. 33-6231 (September 2, 1980) [45 FR 63630].

¹¹³ See also discussion of Guide 12 *supra* and Guide 32 *infra*.

¹¹⁴ See Release No. 33-6259 (November 13, 1980) [45 FR 76995].

¹¹⁵ See Release No. 33-6231 (September 2, 1980) [45 FR 63630].

Guide 35 states that the Commission may refuse to accelerate the effective date of a registration statement if a director to be designated by the underwriter has not been so designated but when designated may be a director, officer, partner, employee or affiliate of the underwriter. If the person to be designated is not yet known and will not be affiliated with the underwriter, the prospectus should contain a representation to that effect. The Commission proposes to withdraw Guide 35 but to retain its substance in other rules and regulations.

In order to provide guidance as to the various forms of underwriter compensation which should be described in the prospectus, the Commission is proposing that Item 42 of Regulation S-K [Plan of Distribution] which describes reportable underwriter compensation include requirements that the registrant describe any arrangement whereby the underwriter has chosen or will choose a member or members of the board of directors, identify any director so designated, and state whether the designee is related to the underwriter. In addition, the Commission is proposing to codify the condition of acceleration contained in Guide 35 by adding it to the list of conditions contained in the Note to Rule 460 [Preparation and Distribution of Preliminary Prospectus] [17 CFR 230.460].

Guide 36—Effect of Issuance of Options or Warrants to Certain Persons.

Guide 36 outlines the additional disclosure which should appear in a prospectus whenever a material amount of options, warrants or convertible securities have been or are to be issued to promoters, underwriters, finders, principal stockholders, officers or directors. Such disclosure would ordinarily include the following: that for the life of the options, warrants or convertible securities, the holders thereof are given, at a minimal cost, the opportunity to profit from a rise in the market for securities of the class subject thereto, with a resulting dilution in the interest of security holders; that the terms on which the issuer would obtain additional capital during that period may be adversely affected; and that the holders of such securities might be expected to exercise them at a time when the issuer would, in all likelihood, be able to obtain any needed capital by a new offering of securities on terms more favorable than those provided for by the options or warrants.

As noted above in connection with Guide 8, the Commission is proposing that Item 45 of Regulation S-K [Description of Securities to be Registered] require a registrant to

describe any material effect(s) upon security holders, upon the registrant, and upon the market for the registrant's securities which may result from options for, warrants for or securities convertible into, the securities of the same class as those being registered as the instruction to proposed Item 45(e)(1)(v) makes clear, the description of such material effects would ordinarily include the potential dilution as described in Guide 36. Accordingly, the Commission proposes that Guide 36 be withdrawn.

Guide 37—Consents of Accountants.

Guide 37 provides that the accountants' consent should be included in any registration statement which refers to the examination or review by the accountants of material contained in the registration statement.

The Commission proposes that Guide 37 be eliminated because accountants' consents are already required by Section 7 of the Securities Act and by Rule 436(b) of Regulation C [Consents Required in Special Cases] [17 CFR 230.436(b)].

Guide 38—Consents of Attorneys.

Guide 38 provides that, where a registration statement requires as an exhibit an opinion of counsel as to the legality of the issue, or any other attorney is named as having passed on the legality of the issue, or where any information contained in the registration statement is to be furnished upon the authority of an attorney, the written consent of such counsel must be filed with the registration statement. However, Guide 38 also provides that no consent will be required from an attorney named as counsel for the underwriters or selling shareholders or from an attorney whose opinion was relied upon by another attorney in formulating the latter's own opinion.

Since, in the opinion of the commentators and the Commission, neither Section 7 of the Securities Act nor Rules 435 and 436 of Regulation C specifically discuss the filing of attorney consents, the Commission is proposing: (i) elimination of Guide 38; (ii) amendment of Item 7 (proposed herein to be renumbered Item 51) of Regulation S-K [Exhibits] ¹¹⁷ to require that consents of experts and a list thereof be filed as exhibits to the registration statement; (iii) amendment of Rule 435 [Formal Requirements as to Consents] [17 CFR 230.435] and Rule 436 [Consents Required in Special Cases] [17 CFR 230.436] to refer to opinions as well as reports of experts; and (iv) amendment of Rule 436 to state that, where an

attorney is named as having acted for the underwriters or selling security holders, no consent will be required by reason of his being named as having acted in such capacity and, where the opinion of one attorney relies upon the opinion of another attorney, the consent of the attorney whose opinion is relied upon need not be furnished although he is named as an expert. The Commission specifically requests comment on whether a consent should be obtained from an attorney whose opinion is relied on by another attorney in connection with rendering an opinion on the legality of the issue, and the relying attorney is named and furnishes a consent.

Guide 39—Charter Amendments Authorizing New Securities.

Guide 39 provides that, in cases where a new issue of securities requires an amendment to the articles of incorporation authorizing the new shares and it is not possible to file the amendment with the appropriate state authority prior to the effective date of the registration statement, the registrant may file a copy of the proposed form of amendment, and, if material changes are later made, must also file the changed copy. Guide 39 adds that the prospectus should contain disclosure of the fact that the securities are being offered before the charter amendment has become effective pursuant to state authority.

The Commission is proposing that this Guide be withdrawn and that paragraph (b)(3) of Item 7 (proposed herein to be renumbered Item 51) of Regulation S-K [Exhibits] ¹¹⁸ be revised to provide that a form of charter amendment may be filed as an exhibit where it is impracticable for the registrant to file such amendment with the appropriate state authority prior to the effective date of the registration statement, and that, if material changes are made after the copy is filed, the registrant must also file a changed copy. The Commission is also proposing that the disclosure requirement of Guide 39 be added to proposed Item 45 of Regulation S-K [Description of Securities to be Registered] to state that, where the securities being registered are to be offered before the charter amendment authorizing the issuance of such securities is made effective by the appropriate state authority, a statement to that effect should be furnished.

Guide 40—Underwriting Agreements.

This Guide allows a registrant to file as an exhibit to its registration statement the form of underwriting agreement instead of the final executed copy. The Guide does require, however,

¹¹⁷ Recently adopted in Release No. 33-6230 (August 27, 1980) [45 FR 58822].

¹¹⁸ Recently adopted in Release No. 33-6230 (August 27, 1980) [45 FR 58822].

that the form filed be a complete copy of the contract as it will be finally executed.

The Commission is proposing elimination of this Guide since the provisions thereof are now covered by paragraph (b)(1) of Item 7 (proposed herein to be renumbered Item 51) of Regulation S-K [Exhibits].¹¹⁹

Guide 41—Specimen Bond.

Guide 41 provides that, if a specimen bond is not available to be filed as an exhibit, the registrant may instead refer in the exhibit list to the pages of the indenture where the text of the bond is set forth.

In view of the Commissions recent decision no longer to require that specimen certificates be filed as exhibits,¹²⁰ the Commission is proposing the elimination of Guide 41.

Guide 42—Reports or Memoranda Concerning the Registrant.

Guide 42 states that a registrant should furnish the staff with certain supplemental information prior to any pre-filing conference or, if none, at the time of filing the registration statement or as soon as practicable thereafter.

Paragraph 1(a) of the Guide requires registrants who do not meet the conditions for use of Form S-7 to furnish the staff with any reports or memoranda (including those for internal use) prepared within the past twelve months for or by the registrant, a principal security holder or a principal underwriter. All registrants must furnish pursuant to paragraph 1(c) of the Guide any reports or memoranda prepared for external use by the registrant or a principal underwriter in connection with the proposed offering. All registrants proposing a reclassification of securities, merger, consolidation, acquisition of assets, exchange offer, tender offer or similar transaction must furnish pursuant to paragraph 1(d) of the Guide any reports or memoranda prepared by or for any of the parties to the transaction. Paragraph 2 of the Guide requires information about the use or distribution of any reports or memoranda furnished under the Guide.

Although the six commentators addressing this Guide objected to its continued use, in the experience of the staff the supplementary information furnished pursuant to Guide 42 has proved valuable in measuring the adequacy and accuracy of disclosure contained in the registration statement. In view of the value of such reports and memoranda and in view of the Commission's recent re-evaluation of

the Guide's provisions,¹²¹ it is proposed that the Guide be withdrawn and recast as new Rule 424A [Reports or Memoranda Concerning the Registrant] with only technical, non-substantive changes.

Specific comment is requested as to whether registrants should continue to furnish such reports or memoranda as supplemental information with respect to every registration statement or whether proposed Rule 424A should be revised to require such information only with respect to the registration of securities in connection with certain types of transactions, such as going private, initial public offerings, mergers, tender offers or other complicated transactions.

Guide 43—Representations From Selling Security Holders.

Guide 43 requires each selling security holder in a secondary offering to furnish the staff with a letter including a statement of the reason(s) for the sale; a representation that the seller is familiar with the registration statement; and any material adverse information which is known to the seller but is not disclosed in the prospectus (or a representation that the seller knows of no such information).

The Commission proposes to delete Guide 43, in agreement with the conclusion of the majority of the commentators that this Guide should be eliminated because it elicits "boilerplate" representations and creates costly mechanical problems whenever there is a large number of selling security holders. This proposal should not be construed, however, to obviate the obligation of the selling security holder to insure that material adverse information is adequately disclosed in the prospectus. A selling security holder must still submit a request for acceleration under Rule 461 [Request for Acceleration of Effective Date] [17 CFR 230.461] and, under an amendment to that Rule proposed herein, an acceleration request by a selling security holder (or the registrant or managing underwriter) would be deemed an acknowledgement of that person's responsibilities under the Securities Act.

Guide 44—Securities Act Exemption for Shares Subject to Options.

Guide 44 requires any registrant which has an employee stock option plan but which has not registered the securities underlying that plan, at the time of filing a new registration statement relating to securities of the same class of securities covered by the

plan, to advise supplementally whether the securities covered are to be registered. If registration is not contemplated, the registrant is required to furnish information indicating the exemption from registration relied upon and the pertinent facts concerning transactions and participants under the plan.

The Commission does not believe it is necessary as a general matter to require supplemental information on exemptions from registration for employee stock options (although, of course, it may request such information if circumstances indicate a reason to do so). Accordingly, Guide 44 is proposed to be withdrawn.

Proposed Item 49 of Regulation S-K [Recent Sales of Unregistered Securities] would require disclosure of unregistered sales of securities over the past three years, including unregistered sales pursuant to employee stock option plans.

Guide 45—Information as to Over-the-Counter Market for Securities to be Registered.

Guide 45 provides that an issuer registering securities for which there is an over-the-counter market should furnish the staff with supplemental information as to the number of holders of record and the aggregate number of shares held of record by persons other than directors, officers and principal shareholders (with holdings in street or nominee name stated separately), the aggregate number of shares transferred during the past six months, and the most active market-makers during the past six months.

The Commission does not believe these detailed requirements are necessary in all cases, and that a more flexible approach is appropriate. Accordingly, Guide 45 is proposed to be withdrawn.

Instead of requiring registrants of over-the-counter securities to supply the staff with supplemental information whenever such securities are registered, the Commission proposes to state in new Rule 400B [Supplemental Information] that the staff, in considering requests for acceleration may request supplemental information, including, but not limited to, information relating to recent market activity in the securities to be registered. It should also be noted that pursuant to existing paragraph (e) of the Note to Rule 460, the Commission may deny a request for acceleration where there have been transactions in securities of the registrant by persons connected with or proposed to be connected with the offering which may have artificially affected or may artificially affect the

¹¹⁹ Recently adopted in Release No. 33-6230 (August 27, 1980) [45 FR 58822].

¹²⁰ *Id.*

¹²¹ See Release No. 33-5829 (May 5, 1978) [43 FR 53250].

market price of the securities to be offered.

Guide 46—Statement as to Indemnification.

Guide 46 discusses the disclosure concerning indemnification which a registrant should make in its prospectus. Paragraph (a) pertains to provisions for indemnification of officers, directors and controlling persons of the registrant. It provides that, if Note (a) to Rule 460 [Preparation and Distribution of Preliminary Prospectus] [17 CFR 230.460] does not apply because the registrant is not requesting acceleration pursuant to Rule 461 [Requests for Acceleration of Effective Date of Registration Statements] [17 CFR 230.461], and waivers have not been obtained from directors, officers, or controlling persons against liabilities arising under the Securities Act, provisions for indemnifying such persons should be referenced in the prospectus. A statement should also be made in the prospectus that, in the opinion of the Commission, such indemnification provisions are against public policy and therefore unenforceable. If Note (a) to Rule 460 does not apply because the registrant is requesting acceleration pursuant to Rule 461, the Note requires either waivers from the indemnified persons or a brief description of the indemnification provisions in the registration statement, together with a statement that, in the opinion of the Commission, such provisions are unenforceable and an undertaking to submit to a court of appropriate jurisdiction the question of whether such provisions are enforceable. Guide 46 makes clear that if Note (a) applies, the waiver or disclosure and undertaking required thereby need not be made in the prospectus and may appear in Part II of the registration statement.

Paragraph (b) of Guide 46 provides that provisions for indemnification of underwriters and their controlling persons should be described in the prospectus and referenced on the cover page. Paragraph (c) states that insurance against liabilities arising under the Securities Act will not prevent acceleration under Note (a) to Rule 460, and no waivers or undertakings are necessary.

The Commission proposes to delete Guide 46 and to incorporate equivalent provisions in Note (a) to Rule 460 and proposed Item 48 of Regulation S-K [Indemnification of Directors and Officers].

The Commission is proposing that Note (a) Rule 460 be amended by adding a statement, based on paragraph (c) of Guide 46, that, in any event, insurance against liabilities will not be considered

a bar to acceleration. Paragraph (a) of proposed Item 48 of Regulation S-K (as derived from Item 11 of proposed Form A¹²³) already requires a registrant to disclose in Part II of the registration statement the general effect of any charter provisions, by-laws, contract, arrangement or statute under which any director or officer of the registrant is indemnified or insured against any liability such person may incur in his capacity as such. This requirement would include any indemnification for liability under the Securities Act (as now called for by paragraph (a) of Guide 46). Paragraphs (b) and (c) would be added to Item 48 to require disclosure in Part II of the registration statement with respect to indemnification by the registrant for Securities Act liability of controlling persons of the registrant (as now called for by paragraph (a) of Guide 46) and underwriters or controlling persons thereof (as now called for by paragraph (b) of Guide 46). Paragraph (d) would also be added to Item 48 to provide that, in cases where Note (a) to Rule 460 does not apply because acceleration has not been requested, the registrant should describe in the prospectus any provisions indemnifying its directors, officers or controlling persons against Securities Act liability and should state that, in the opinion of the Commission, such provisions are unenforceable (based on paragraph (a) of Guide 46).

The principal effect of these proposals is to codify Guide 46 in proposed Item 48 of Regulation S-K and in Rule 460, except that provisions in the underwriting agreement for indemnification by the registrant of underwriters (and their controlling persons) against liabilities under the Securities Act would ordinarily be described in Part II of the registration statement rather than in the prospectus. The Commission has proposed this change because there seems to be little reason to require prospectus disclosure of indemnification provisions as to underwriters but not directors, officers and controlling persons of the registrant.

Guide 47—Enforceability of Civil Liabilities under the Act Against Foreign Persons.

Guide 47 provides that a foreign private registrant should disclose in the forepart of the prospectus how investors may enforce civil liabilities arising under the Securities Act against the registrant, its directors and officers, and underwriters and experts in connection with the offering if such persons or the assets of the registrant are located

outside the United States, e.g., whether or not service of process can be effected outside the United States and whether or not judgments will be enforced by foreign courts.

The Commission is proposing to delete Guide 47 and add the substance of its disclosure requirements to proposed Item 41 of Regulation S-K [Summary Information].

Guide 48—Annual Reports to Security Holders.

Guide 48 applies to registrants which do not have to send their annual reports, including certified financial statements, to shareholders pursuant to laws or regulations administered by the Commission or pursuant to a listing agreement with a national securities exchange. Under the Guide, such registrants must disclose in the prospectus whether or not the reports will be furnished, whether or not those reports will contain certified financial statements, and the nature and frequency of other reports to be issued by the registrant.

The Commission proposes to delete Guide 48 and include similar disclosure requirements in Regulation S-K. Specifically, proposed Item 50 of Regulation S-K [Availability of Information Relating to the Registrant] would require that registrants subject to the filing requirements of Section 15(d) of the Exchange Act describe briefly the nature and frequency of reports which will be made to the purchasers of the securities being registered, indicating whether or not such reports will contain certified financial information.

Specific comment is requested as to whether the requirements proposed in Forms A, B and C with respect to the availability of information relating to registrants using those Forms should also be consolidated in proposed Item 50.¹²³

Guide 49—Revision of Prospectuses Where a Company and its Employee Plan Have Different Fiscal Years.

Guide 49 provides that, in cases where securities are registered under the Securities Act for offering pursuant to an employee stock purchase, savings or similar plan, and the interests in the plan constitute a separate securities, such interests must also be registered and the financial statements of the plan included in the prospectus. Where the company and plan have different fiscal year-ends, the prospectus must contain up-to-date information with respect to the company and the plan.

¹²³ See Release No. 33-6235 (September 2, 1980) [45 FR 63693, 63712 (Item 7(d) and (e) of proposed Form A), 63715 (Item 8(b) and (a) of proposed Form B) and 63717 (Item 8(a) of proposed Form C)].

¹²³ See Release No. 33-6235 (September 2, 1980) [45 FR 63693, 63712 (Item 7(d) and (e) of proposed Form A), 63715 (Item 8(b) and (a) of proposed Form B) and 63717 (Item 8(a) of proposed Form C)].

The Commission is proposing that Guide 49 be deleted, and that its substance be set forth in a new proposed Rule 434E [Revision of Prospectuses Where a Company and its Employee Plan Have Different Fiscal Years]. The reminder in Guide 49 that registrants may be required to register interests in the plan has already been incorporated in recently revised Form S-8¹²⁴ as General Instruction (1)(b). The directive that the prospectus contain up-to-date financial information with respect to the plan, as well as the registrant, is unnecessary in Form S-8 since that Form, as recently revised incorporates by reference the periodic reports of the plan and the registrant. The Commission specifically solicits comments as to possible means of coordinating the contents of proposed Rule 434E with the pertinent provisions of Form S-8 and of proposed Rule 462A relating to registration of delayed or continuous offerings.¹²⁵

Guide 50—Disclosure of Confidential Material to Other Government Agencies.

Guide 50 states that, in applying for confidential treatment of a material contract (or a portion thereof) pursuant to Rule 485 of Regulation C [Contracts in General] [17 CFR 230.485], the applicant should also state whether or not the applicant is willing to permit the disclosure of such material to other governmental bodies.

The Commission proposes the elimination of this Guide and the addition to Rule 485 of a provision to the effect that (i) the applicant should state whether the applicant will permit the material contract in question to be disclosed to other government agencies; and (ii) such willingness will be a factor in the Commission's consideration of the application.

Guide 51—Release of Price Data on Subscription Offerings by Listed Companies.

Guide 51 states that the Division has no objection to dissemination in specified manners of price data on subscription offerings by listed companies prior to effectiveness, provided that such price data is contained in a pre-effective amendment on file with the Commission.

The Commission proposes to delete Guide 51 and include the substance thereof as a new paragraph of Rule 135 [Notice of Certain Proposed Offerings] [17 CFR 230.135]. The new paragraph of Rule 135 would permit dissemination of

price data on subscription offerings pursuant to the conditions specified.

Guide 52—Disclosure as to Listing on an Exchange.

Guide 52 states that it may be misleading for a registrant to state in its prospectus that a listing application may be filed, unless there is reasonable assurance that the exchange would accept such application.

The Commission proposes to delete Guide 52 and add a corresponding provision to proposed Item 45 of Regulation S-K [Description of Securities to be Registered]. The new provision would allow (but not require) the registrant to state that the securities being registered have been accepted for listing on an exchange and would include the same warning as in Guide 52 if such securities have not actually been accepted for listing.

Guide 53—Secondary Distribution "at the Market."

Guide 53, citing the *Hazel Bishop* Case (40 SEC 718), provides that, in cases where a substantial amount of securities are being offered "at the market" in a secondary distribution to the public by, among others, insiders or substantial security holders, without professional underwriters, the issuer and the sellers should undertake to assure compliance with the anti-manipulative provisions of the Exchange Act, notably Rules 10b-2, 10b-6 and 10b-7. In cases of a limited number of sellers, the Guide states that the sellers should enter into contractual arrangements with the issuer to comply with those Rules and should inform the exchange, the brokers and the selling shareholders in the group when the distribution by the respective members of the group is over. In cases of a large number of sellers, however, the issuer may simply alert the sellers of their obligation under the Exchange Act to avoid market manipulation. Guide 53 also requires that any arrangements entered into by the sellers and issuer should be disclosed in the registration statement.

Commentator reaction to Guide 53 was mixed. There were statements that the Guide should be eliminated as obsolete, and other statements that should be retained with more limited provisions. Those commentators who recommended elimination of the Guide altogether believed that the Guide did not reflect current interpretations of Rule 10b-6 and had been rendered unnecessary by the adoption of Rule 144 and Form S-16.

Those commentators who believed that the Guide should be retained suggested amendments to reflect current Commission practice, to shorten the

reference to the *Hazel Bishop* case and to exempt very small shareholders who are part of a larger group of selling shareholders from entering into formal marketing arrangements. One commentator added that, if the Guide were retained, it should require only that issuers alert shareholders to their statutory obligations in appropriate circumstances.

The Commission is proposing to delete Guide 53 and incorporate the substance of certain provisions thereof in other disclosure rules. Shareholders would be alerted to their obligations to enter into arrangements where necessary to avoid violation of the anti-manipulative rules by adding a paragraph to the Note to Rule 460 [Preparation and Distribution of Preliminary Prospectus] [17 CFR 230.460]. The new paragraph would state that the Commission may refuse to accelerate the effective date of a registration statement where the participants in a significant secondary offering at the market have not taken sufficient measures to insure compliance with the anti-manipulative rules.

The Commission is also proposing that proposed Item 42 of Regulation S-K [Plan of Distribution] require the registrant to describe any arrangements entered into by the registrant and the selling security holders or other steps taken in order to insure compliance with anti-manipulative Rules 10b-2, 10b-6 and 10b-7. This requirement would be of general applicability and would be relevant to continuous at-the-market offerings which might be allowed pursuant to proposed Rule 462A.¹²⁶

Guide 54—Misleading Character of Certain Registrants' Names.

Guide 54 warns that a registrant's name may be misleading if the name indicates a line of business in which the registrant is not engaged or is engaged only to a limited extent or if the name is the same or substantially the same as the name of another well-known company. In both cases, the Guide states that the only way to cure the misleading character may be to change the registrant's name. In some cases, however, it may be sufficient to disclose on the cover page additional facts, for example, that another well-known company has the same name.

The Commission proposes to delete Guide 54 and include its substance in an instruction to proposed Item 40(a) of Regulation S-K [Cover Page of the Prospectus].¹²⁷ As proposed, the instruction would provide that, where the name of the registrant is the same as

¹²⁴ See Release No. 33-6190 (February 22, 1980) [45 FR 13438].

¹²⁵ See discussion of Guide 4 *supra*.

¹²⁶ See discussion of Guide 4 *supra*.

¹²⁷ See discussion of Guide 5 *supra*.

the name of another well-known company or indicates a line of business in which the registrant is not engaged or is engaged to only a limited extent, a statement should be furnished to that effect. The instruction also indicates that, in some circumstances, disclosure may not be sufficient, and a change of name may be the only way to cure its misleading character.

Guide 55—Prospectuses Relating to Interests in Oil and Gas Programs.

Guide 55 sets forth the disclosure items to be covered in prospectuses relating to oil and gas drilling programs. The Guide also states that the disclosure items should appear in the sequence indicated by the Guide.

In accordance with the recommendation of the Advisory Committee discussed above, the Commission is recommending that Guide 55 be retained as an industry Guide. The Commission anticipates that the provisions of the Guide will be re-evaluated shortly by separate notice and comment.

Guide 56—Interests of Counsel and Experts in the Registrant.

Guide 56 states that if counsel or any expert named in the prospectus has a direct or indirect interest in the registrant (or will have such an interest as a result of the offering), the nature and amount of such interest should be disclosed unless the interest does not exceed \$30,000 in the aggregate for a firm or \$10,000 for an individual.

The Commission is proposing that Guide 56 be deleted, since disclosure requirements with respect to the interests of experts, including counsel to the registrant, have already been proposed in Item 10 of Form A.¹²⁸ That item, which is proposed to be relocated in Regulation S-K as Item 47 [Interest of Experts Named in Registration Statement], would require disclosure of any "substantial" interest in the registrant or any of its parents or subsidiaries of any expert named in the registration statement, without specifying the dollar amount which would be deemed substantial. Specific comment is requested as to whether the item should define "substantial" interest by referring to the definition of material direct or indirect interest contained in the recently revised remuneration item of Regulation S-K.¹²⁹

Guide 57—Registration Statement Relating to "Insurance Premium Funding" Programs.

¹²⁸ See Release No. 33-6235 (September 2, 1980) [45 FR 63693, 63713].

¹²⁹ See Release No. 33-6261 (November 14, 1980) [45 FR 76682].

Guide 57 sets forth the disclosures which should be contained in a registration statement relating to an insurance premium funding program, e.g., an introductory section and tabular data showing mutual fund performance.

The Commission is proposing that this Guide be retained as an industry Guide. Since few insurance premium funding programs have registered securities in recent years, it is not anticipated that the Guide provisions will be amended in the near future.

Guide 58—Disclosure in Prospectus of Registrant's Business Address and Telephone Number.

Guide 58 requires the registrant to set forth prominently in the forepart of the prospectus the mailing address and telephone number of its principal executive offices.

The Commission proposes that Guide 58 be deleted and its provisions recast as part of proposed Item 41 of Regulation S-K [Summary Information].¹³⁰

Guide 59—Summary of Disclosure in the Prospectus.

Guide 59 states that, immediately following the cover page of a prospectus on Forms S-1 or S-2, there should be set forth a short summary of the contents of the prospectus, highlighting the registrant's business, plan of operation of a new business, intended use of proceeds, material risks and summary financial information. The Guide includes a tabular format which should be substantially followed for the presentation of the summary financial information.

The commentators, with one exception, strongly endorsed the concept of having summary disclosure in the forepart of an S-1 or S-2 prospectus and suggested that a summary be required in any lengthy or complex prospectus, proxy statement or information statement.

The Commission formalized the summary concept in Item 2 of proposed Form A.¹³¹ That item, based in part on Guide 59, would require (i) a brief description of the business conducted by the issuer; (ii) a brief description of the material terms and features of the offering; (iii) certain selected financial data;¹³² and (iv) an appropriate tabular

presentation of any material dilution of the interests of the purchasers or existing shareholders. The Commission is proposing that Item 2 of proposed Form A be relocated in Regulation S-K as proposed Item 41 [Summary Information] and that additional material based on Guide 59 be added to that item, requiring the registrant to describe briefly with respect to the offering the intended use of proceeds, any material risks and, in the case of certain new registrants, the plan of operation. Guide 59 is proposed to be withdrawn.

As discussed above in connection with Guides 6, 47 and 58, the Commission proposes to codify the requirements of those Guides in proposed Item 41, that is, to require disclosure of risk factors (Guide 6), the registrant's business address and telephone number (Guide 58) and a statement by foreign registrants as to the enforceability of civil liabilities under the federal securities law (Guide 47) in the summary. In addition, the Commission proposes to codify in proposed Item 41 the existing staff practice of requiring registrants of a debt offering to state the aggregate amount of outstanding debt which would be deemed senior to the securities being registered. Comment is requested as to the relationship which the information contained in the summary should bear to the information required on the cover page and elsewhere in the prospectus.

Guide 60—Preparation of Registration Statements Relating to Interests in Real Estate Limited Partnerships.

Guide 60 describes in detail the information which should be included in a registration statement relating to the offer and sale of interests in real estate limited partnerships. The preface to the Guide states that "where appropriate" the specific items of information should be presented in the order in which they appear in the Guide.

In accordance with the recommendation of the Advisory Committee discussed above, the Commission recommends that this Guide be retained as an industry Guide and anticipates that, as the result of a joint effort with the North American Securities Administrators Association, a release proposing revisions to the Guide will be published in the near future.

Guide 61—Statistical Disclosure by Bank Holding Companies.

Guide 61 specifies the statistical information which should be included in the description of business of a bank-holding company filing a registration statement in which financial statements are required. Exchange Act Guide 3—

¹³⁰ See discussion of Guide 59 *infra*.

¹³¹ See Release No. 33-6235 (September 2, 1980) [45 FR 63693, at 63710-11].

¹³² It should be noted that the Office of the Chief Accountant is now considering comments which it received in response to an advance concept release with respect to, *inter alia*, whether Item 10 of Regulation S-K [Selected Financial Data] should include present historical and pro forma ratios of earnings to fixed charges and earnings to combined fixed charges and preferred stock dividends. See Release No. 33-6190 (March 7, 1980) [45 FR 16498].

the Exchange Act counterpart of Guide 61—specifies the statistical information which should be included in the description of business of a bank-holding company filing a registration statement on Form 10, a proxy or information statement relating to a merger, consolidation, acquisition or similar matter or in an annual report file on Form 10-K.

In accordance with the recommendations of the Advisory Committee discussed above, the Commission is proposing the Guide 61 and Exchange Act Guide 3 be retained as industry Guides. Since Guide 61 was recently published in revised form, after a separate notice-and-comment process,¹²² the Commission does not anticipate that it will be revised again in the near future.

Guide 62—Disclosure of Projections of Future Economic Performance.

Guide 62 and Exchange Act Guide 5 set forth the views of the Division on the voluntary disclosure of projections of future economic performance. These Guides encourage the use of projections and discuss at some length the way in which projections should be presented, that is, disclosing the basis of the projections, the limitations of the projections and variances between projected and actual results on a continuing basis.

The Commission is proposing that these Guides be withdrawn and relocated as proposed Item 52 of Regulation S-K [Commission Policy on Projections]. The Commission realizes that the provisions relating to projections are not mandatory, but instead represent a statement of Commission policy. However, because of the potential importance of projections in a variety of filings, the Commission is proposing inclusion of the substance of Guide 62 (and Exchange Act Guide 5) in Regulation S-K, the general repository for provisions relating to substantive disclosure. The Commission does not, by moving these provisions into Regulation S-K, intend to create any obligation to make projections or to define liability for projections. The "safe-harbor" provisions for projections in Rule 175 [17 CFR 230.175] [Liability for Forward Looking Statements by Issuers] would continue to apply in the same manner. Further, the Commission is not proposing any revision of the provisions of Guide 62 (or Exchange Act Guide 5), for such provisions were the product of a recent lengthy and complex rule-

making proceeding.¹²⁴ Specific comment is requested, as to whether the provisions of this Guide should be modified in any substantive respect, for example, whether there should be a maximum period for projections if assumptions are not disclosed.

Guide 63—Disclosure Relating to Management Remuneration by Certain Foreign Private Issuers.

Guide 63 provides that in cases where foreign law does not require a foreign private issuer (other than a North American issuer) to disclose the remuneration paid to each director and officer, the Division will allow such issuer to report only aggregate remuneration paid to directors and officers.

The Commission is proposing that Guide 63 be deleted and that the substance thereof be added as an instruction prefacing proposed Item 21 of Regulation S-K [Management Remuneration and Transactions].¹²⁵

Exchange Act Guides

Guide 1—Summary of Operations. See discussion of Securities Act Guide 22 *supra*.

Guide 2—Disclosure of Extractive Reserves and Natural Gas Supplies. See discussion of Securities Act Guide 28 *supra*.

Guide 3—Statistical Disclosure by Bank Holding Companies. See discussion of Securities Act Guide 61, *supra*.

Guide 4—Integrated Reports to Shareholders. Guide 4 sets forth the conditions under which quarterly or annual reports to shareholders may be incorporated by reference in Forms 10-K and 10-Q in satisfaction of certain of the disclosure requirements of those Forms.

In view of its procedural nature and in view of its recent amendment,¹²⁶ the Commission is proposing that Guide 4 be deleted and recast without substantive change as new Rule 0-10 of the Rules of General Application under the Exchange Act.

Guide 5—Disclosure of Projections of Future Economic Performance. See discussion of Securities Act Guide 62 *supra*.

F. Table of Rules Affected By Proposals

The following table sets forth the rules under the Securities Act and under the

Exchange Act which would be affected by the proposed revisions of the Guides. The proposed rule changes are based on 17 of the existing Guides (and one release). The table indicates the rules affected in Regulation C and in the general rules under the Securities Act and the Exchange Act, as well as whether such rules are old or new, and the Guide or Guides upon which such proposed revisions are based.

Table III.—Proposed Revisions To Rules Based on Changes in Guides

Rules affected	Old	New	Guides on which revision is based
Regulation C (17 CFR 230)			
400A Pre-filing Conferences....		X	1
400B Supplemental Information.		X	16, 17, 45
401 Requirement as to Proper Form.	X		3
424A Reports or Memoranda Concerning the Registrant.		X	42
[425 Statement Required in All Prospectuses—This rule is proposed to be rescinded and recast as a mandatory disclosure requirement in proposed Item 40 of Regulation S-K, Cover Page of the Prospectus].			
432 Application of Amendments to Rules Governing Contents of Prospectus.	X		3
434E Revision of Prospectuses Where a Company and Its Employee Plan Have Different Fiscal Years.		X	46
435 Formal Requirements as to Consents.	X		38
436 Consents Required in Special Cases.	X		38
460 Preparation and Distribution of Preliminary Prospectus.	X		17, 19, 35, 46, 53
461 Requests for Acceleration of Effective Date.	X		17, 43
462A Delayed or Continuous Offering and Sale of Securities.		X	4
485 Contracts in General....	X		50
Other			
General Rules and Regulations, Securities Act of 1933 (17 CFR 230)			
135 Notice of Certain Proposed Offerings.		X	31
General Rules and Regulations, Securities Exchange Act of 1934 (17 CFR 240)			
0-10 Integrated Reports to Shareholders.			(1)
15c 2-8 Delivery of Prospectus.			(1)

¹ 4 (Exchange Act).

² 19, Release No. 33-4966.

IV. Request for Comments

Any interested persons wishing to submit written comments on the proposed amendments, as well as on other matters which might have an impact on the proposals contained herein, are requested to do so. Moreover, commentators are urged to address any alternatives or modifications which may assist the

¹²² See Release Nos. 33-5992 (November 7, 1978) [43 FR 53250] and 33-5609 (April 23, 1976) [41 FR 19986].

¹²³ Proposed Item 21 of Regulation S-K [Management Remuneration] (based on existing Item 4) was recently revised as the result of a separate notice and comment process. See Release No. 33-6201 (November 4, 1980) [45 FR 76982].

¹²⁴ See Release No. 33-6231 (September 2, 1980) [45 FR 63630].

¹²⁵ See Release No. 33-6221 (July 8, 1980) [45 FR 47138].

Commission in achieving the objectives set forth in this release.

The Commission also solicits comment as to whether the proposals would have an adverse effect on competition or would impose a burden on competition which is not necessary or appropriate in furtherance of the purposes of the Securities Act and the Exchange Act.

V. Text of Proposals

In accordance with the foregoing, it is proposed to amend Title 17, Chapter II, of the Code of Federal Regulations as follows:

PART 229—STANDARD INSTRUCTIONS FOR FILING FORMS UNDER SECURITIES ACT OF 1933 AND SECURITIES EXCHANGE ACT OF 1934—REGULATION S-K

1. By revising the heading of § 229.1 and redesignating it as § 229.10 as follows:

§ 229.10 Application.

(The text of this section is the same as the text of present § 229.1)

2. By revising § 229.20, item 3, to read as follows:

§ 229.20 Business.

Item 3. Legal proceedings.
(The text of this item is the same as the text of present Item 5 of § 229.20.)

3. By adding § 229.21 to read as follows:

§ 229.21 Financial information.

Item 10. Selected financial data.
(The text of this item is the same as the text of present Item 10 in § 229.20.)

Item 11. Supplementary financial information.

(The text of this item is the same as the text of present Item 12 in § 229.20)

Item 12. Management's discussion and analysis of financial condition and results of operations.

(The text of this item is the same as the text of present Item 11 of § 229.20.)

4. By adding § 229.22 to read as follows:

§ 229.22 Management.

Item 20. Directors and executive officers.

(The text of this item is the same as the text of present Item 3 of § 229.20.)

Item 21. Management remuneration.

(The text of this item is the same as the text of present Item 4 of § 229.20, except that the following instruction is added before the text of the Item:)

Instruction: Foreign private issuers (other than North American issuers) may respond to

this Item 21 by indicating the aggregate payments or benefits paid to or accrued on behalf of all directors and executive officers as a group. However, if such a registrant discloses to its shareholders or otherwise makes public the information specified in this Item 21 for individually named directors and executive officers, then such information should also be disclosed.

5. By adding § 229.23 to read as follows:

§ 229.23 Securities of registrant.

Item 30. Market price of the registrant's common stock and related security holder matters.

(The text of this item is the same as the text of present Item 9 of § 229.20.)

Item 31. Security ownership of certain beneficial owners and management.

(The text of this item is the same as the text of present Item 6 of § 229.20.)

6. By adding § 229.24 to read as follows:

§ 229.24 Distribution of securities.

Item 40. Cover page of the prospectus.

(a) The following information should appear on the cover page of the prospectus with appropriate cross-references to more detailed discussion elsewhere in the prospectus:

- (1) Name of the registrant;
- (2) Description and amount of securities offered;

(3) The following statement in capital letters printed in bold-face roman type at least as high as ten-point modern type and at least two points leaded:

"THESE SECURITIES HAVE NOT BEEN APPROVED OR DISAPPROVED BY THE SECURITIES AND EXCHANGE COMMISSION NOR HAS THE COMMISSION PASSED UPON THE ACCURACY OR ADEQUACY OF THIS PROSPECTUS. ANY REPRESENTATION TO THE CONTRARY IS A CRIMINAL OFFENSE."

(4) If applicable, make reference to material risks in connection with the purchase of the securities printed, in bold-face roman type at least as high as ten-point modern type and at least two points leaded, with a cross reference to further discussion in the prospectus.

(5) The date of the prospectus;

(6) Any materials required by the law of any state in which the securities are to be offered.

Instruction: Where the name of the registrant is the same as the name of another well-known company or indicates a line of business in which the registrant is not engaged or is engaged to only a limited extent, a statement should be furnished to that effect. In some circumstances, however, disclosure may not be sufficient, and a change of name may be the only way to cure its misleading character.

(b) (The text of Item 40(b) is the same as the text of Item 1 of proposed Form A [45 FR 63710] except that the following instructions are added.)

Instructions.

4. (The text of Instruction 4 is the same as the text of Instruction 4 to Item 3 of proposed Form B [45 FR 63715].)

5. Where an underwriter has received an over-allotment option, maximum-minimum information should be presented in the price table based on the purchase of all or none of the shares subject to the option. The terms of the option should be described in connection with the other compensation to underwriters rather than on the cover page.

6. The total of "other expenses of insurance and distribution" called for by Part II of the registration statement, stated separately for the registrant and for the selling security holders (if any), should be set forth in a note to the net proceeds column of the distribution table.

7. In addition, for registrants not subject to the reporting provisions of Sections 13(a) or 15(d) of the Exchange Act immediately prior to the filing of the registration statement, the disclosure on the cover page of a preliminary prospectus that is circulated should include a bona fide estimate of the range of the maximum offering price and maximum number of shares or other units of securities to be offered, or a bona fide estimate of the principal amount of debt securities to be offered.

Item 41. Summary information.

(The text of Item 41 is the same as the text of Item 2 of proposed Form A [45 FR 63710-11], except that the following paragraphs are added.)

(e) The complete mailing address, including zip code, and the telephone number, including area code, of the principal executive office of the registrant;

(f) A brief description of the intended use of proceeds;

(g) A brief description of the principal factors which make the offering one of high risk or speculative. These factors may be due to such matters as an absence of an operating history of the registrant, an absence of profitable operations in recent periods, an erratic financial history, the financial position of the registrant, the nature of the business in which the registrant is engaged or proposes to engage, or the absence of a previous market for the registrant's securities.

(h) In the case of an offering of debt securities, the aggregate amount of outstanding debt which would be deemed senior to the securities being registered;

(i) If the registrant has not previously filed a registration statement under the Securities Act or the Exchange Act, and

has not received revenues from operations for each of the three fiscal years immediately prior to the filing of the registration statement, a brief description of the information relating the registrant's plan of operation required by paragraph (2) of Item 1 of Regulation S-K [Description of Business].

(j) In the case of a foreign private registrant, a statement of how the enforcement by investors of civil liabilities under the federal securities laws may be affected by the fact that the registrant is located in a foreign country, including, but not limited to the following information where applicable:

- (1) That certain of its officers and directors are residents of a foreign country;
- (2) That certain underwriters and experts named in the registration statement are residents of a foreign country;
- (3) That all or a substantial portion of the assets of the registrant and of said persons are located outside the United States;
- (4) Whether investors will be able to effect service of process within the United States upon such persons;
- (5) Whether investors will be able to enforce against such persons judgments obtained in United States courts predicated upon the civil liability provisions of the federal securities laws;
- (6) Whether the appropriate foreign courts would enforce judgments of United States courts obtained in actions against such persons predicated upon the civil liability provisions of the federal securities laws; and
- (7) Whether the appropriate foreign courts would enforce, in original actions, liabilities against such persons predicated solely upon the federal securities laws.

If any portions of such disclosures are stated to be based upon an opinion of counsel, such counsel should be named in the prospectus and an appropriate manually signed consent to the use of such name and opinion should be included in the registration statement.

Item 42. Plan of distribution.

(The text of Item 42 is the same as the text of Item 3 of proposed Form A [45 FR 63711] except that the following paragraphs are added.)

(e) Where an underwriter of a new or speculative issue of securities is newly organized or reactivated, or only recently registered as a broker-dealer, and especially where the principal business function of such underwriter will be to sell the securities to be registered, or the promoters of the

registrant are identified with the underwriter, these facts should be disclosed in the prospectus. Sufficient details should be given to allow full appreciation of the underwriter's experience and its relationship with the registrant, promoters and controlling persons.

(f) To the extent not otherwise set forth on the cover page, describe the discounts and commissions to be allowed or paid to the underwriters, and any other cash, expenses, securities, contracts or other consideration to be received by any underwriter in connection with the sale of the securities. Such description of consideration shall include, but is not necessarily limited to:

- (1) Total expenses payable by the registrant, whether accountable or non-accountable, to or on behalf of the underwriters which would normally be paid by the underwriters;
- (2) Financial, consulting, investment counseling, and finders' fees;
- (3) Securities given by or acquired from the registrant or selling shareholder(s) or from any person directly or indirectly controlling or controlled thereby or from any person under direct or indirect common control therewith in connection with the offering;
- (4) Where an underwriter receives U.S. currency as a result of an offering but remits the proceeds to the issuer in a foreign currency, any material amount of profit accruing to the underwriter from conversion of the proceeds of the offering into a foreign currency;
- (5) Any arrangement whereby the underwriter has the right to designate a member or members of the board of directors of the registrant. (The registrant should disclose the identity of any director so designated, and indicate whether or not a person so designated or allowed to be designated by the underwriter is a director, officer partner, employee or affiliate of the underwriter.)

Instruction. Generally, it will be assumed for the purpose of disclosure that options, warrants, rights, stock or other securities sold or given to the underwriters within 12 months before the filing of the registration statement or proposed to be sold or given to them thereafter were issued in connection with such offering. Accordingly, the potential profits which may be received upon the sale of such options, warrants, rights, stock or other securities should be identified as additional underwriting compensation for such offering, whether or not such underwriters withdraw and other underwriters are substituted.

(g) With respect to a distribution by persons other than the registrant, who include affiliates of the registrant, of

more than 10% of the securities of a class outstanding in an at-the-market offering, or an at-the-market offering by the registrant, registered pursuant to Rule 462A (a)(i), and in each case where there is no professional underwriter or conventional underwriting agreement, describe any arrangements entered into by the participants in such an offering in order to insure compliance with Rules 10b-2 (17 CFR 240.10b-2) 10b-6 (17 CFR 10b-6) and 10b-7 (17 CFR 240.10b-7) under the Exchange Act.

(h) Identify any finder or promoter and, if applicable, describe the nature of any affiliation between such finder or promoter and the registrant, its officers, directors, underwriters, principal stockholders, finders and promoters (including, in each case, affiliates or associates thereof).

(k) Where there is substantial disparity between the public offering price and the effective cash cost to officers, directors, promoters and affiliated persons for shares acquired by them in a transaction during the past five years, or which they have a right to acquire, there should be included a comparison of the public contribution under the proposed public offering and the effective cash contribution of such persons. In such cases, and in other instances where the extent of the dilution makes it appropriate, the following shall be given: (a) the net tangible book value per share before and after the distribution; (b) the amount of the increase in such net tangible book value per share attributable to the cash payments made by purchasers of the shares being offered; and (c) the amount of the immediate dilution from the public offering price which will be absorbed by such purchasers.

Item 43. Use of proceeds to registrant.

(The text of Item 43 is the same as the text of Item 4 of proposed Form A [45 FR 63711] except that the following instruction is added:)

Instructions.

6. The registrant may reserve the right to change the use of proceeds provided that such reservation is due to certain contingencies which are adequately discussed.

7. Where the registrant is making a simultaneous offering in the United States and in a foreign country, the anticipated proceeds from both offerings should be shown.

Item 44. Selling security holders.

(The text of Item 44 is the same as the text of Item 5 of proposed Form A [45 FR 63711].)

Item 45. Securities to be registered.

(The text of Item 45 is the same as the text of Item 6 of proposed Form A [45 FR 63711-12] except that the following subparagraphs are added.)

(a) *Capital stock to be registered.*

(6) Briefly describe potential liabilities imposed on shareholders under state statutes, for example, to laborers, servants or employees of the registrant, unless such disclosure would be immaterial because the financial resources of the registrant are such as to make it unlikely that the liability will ever be imposed.

(7) Where the securities being registered are to be offered before the charter amendment authorizing the issuance of such securities becomes effective pursuant to applicable state law, appropriate disclosure of that fact should be made.

(8) Where securities are being registered for the first time or where there is a substantial disparity between the offering price and the market price, the various factors considered in determining the offering price should be described.

(9) Regarding dividends with respect to the securities being registered, the registrant should state the frequency and amount of any such dividends paid during the past two years and briefly describe any restriction(s) on the registrant's present or future ability to pay such dividends.

(10) Where registrants have a record of paying no dividends although earnings indicate an ability to do so, they are encouraged to consider the question of their intention to pay cash dividends in the foreseeable future and, if no such intention exists, to make a statement of that fact in the filing. Registrants which having a history of paying dividends are also encouraged to indicate whether there is a present expectation that dividends will continue to be paid in the future.

(b) *Debt securities to be registered.*

(9) If debt securities are to be offered at a price such that they will be deemed to be offered at an "original issue discount" as defined in Section 1232 of the Internal Revenue Code (26 U.S.C. § 1232), or if a debt security is sold in a package with another security and the allocation of the offering price between the two securities may have the effect of offering the debt security at such an original issue discount, the amount of such original issue discount and any tax effects thereof pursuant to Section 1232 should be stated.

(c) *Warrants, Rights and Convertible Securities.*

(5) With respect to convertible securities which are subject to redemption and stock purchase warrant which are callable,

(i) Whether the right to convert or purchase will be lost unless it is exercised before the redemption or call;

(ii) The kinds, frequency and timing of notice of the redemption or call, including the cities or newspapers in which notice will be published; and

(iii) In the case of bearer securities, that investors are responsible for making arrangements to prevent loss of the right to convert or purchase in the event of redemption, for example, by reading newspapers in which the notice of redemption or call may be published.

(6) With respect to warrants, rights or convertible securities, the various factors considered in determining the exercise price should be described.

(e) *Market information.* Furnish the following information with respect to the securities being registered:

(1) Market (or absence of market) for securities being registered.

(i) If there is no market for equity securities being registered (excluding limited or sporadic quotations), furnished a statement to that effect. (The existence of limited or sporadic quotations should not of itself be deemed to constitute an established trading market. If any known facts indicate the absence of an established trading market, reference to quotations in the prospectus should be qualified by appropriate explanation.)

(ii) If the securities being registered have been accepted for listing on an exchange, the exchange may be identified. However, unless there is reasonable assurance that the securities to be offered will be acceptable to a securities exchange for listing, the prospectus may be misleading if it conveys the impression that the registrant may apply for listing of the securities on an exchange or that the underwriters may request the registrant to apply for such listing.

(iii) If there is an established market for such securities, identify the principal market or markets on which such securities are traded.

(iv) If warrants, options or rights (other than exchange traded options) are being registered, state the following:

(A) The amount of such securities outstanding; and

(B) The basis of trading in such securities, including, where applicable, that such rights would trade separately

from other securities and that such rights would be quoted on the basis of a single right, even though several rights may be necessary to purchase one share.

(v) Describe any material impact or potential impact (including dilution and market overhang) upon security holders, upon the registrant, and upon the market for registrant's securities which may result from:

(A) Options for, warrants for, or securities convertible into, securities of the same class as those being registered;

(B) Outstanding securities of the same class as those being registered held by affiliates or constituting restricted stock for purposes of Rule 144 (17 CFR § 230.144); and

(C) Securities being registered for a delayed or continuous offering, or securities of the same class as the securities being registered being offered pursuant to another effective registration statement (unless such registered securities are being offered pursuant to an employee benefit plan or a dividend reinvestment plan).

Instruction. If applicable, the additional disclosure with respect to dilution should ordinarily include the following: that for the life of the options or warrants the holders thereof are given, at nominal cost, the opportunity to profit from a rise in the market for securities of the class subject thereto, with a resulting dilution in the interest of security holders; that the terms on which the issuer could obtain additional capital during that period may be adversely affected; and that the holders of such options or warrants might be expected to exercise them at a time when the issuer would, in all likelihood, be able to obtain any needed capital by a new offering of securities on terms more favorable than those provided for by the options or warrants.

(2) The value placed on securities outstanding of the same class of the securities being registered should be stated as follows:

(i) If a principal market for the subject securities is an exchange, state the high and low prices for the securities as reported in the consolidated transaction system or, if not so reported, on such principal exchange for each quarterly period during the past two years.

(ii) If a principal market for the subject securities is the over-the-counter market, state the range of high and low bid quotations for each quarterly period during the past two years and the source of such quotations.

(iii) If no market exists for the subject securities, the manner in which the value of outstanding securities has been estimated should be set forth, together with appropriate caveat, e.g., that such assigned value may bear no relationship

to the assets, earnings or other criteria of value applicable to the registrant.

(f) *Information with respect to foreign registrants.* If the registrant is a foreign registrant,

(1) State whether or not there are, and describe, any limitations on the right of non resident or foreign owners to hold or vote such securities imposed by foreign law or by the charter or other constituent document of the registrant;

(2) Identify the trading market for the securities being registered in foreign as well as U.S. markets;

(3) Describe any governmental laws, decrees or regulations in the country in which the registrant is organized affecting the remittance of dividends, interest and other payments to nonresident holders of the securities being registered;

(4) Outline briefly all taxes, including withholding provisions, to which United States security holders are subject under existing laws and regulations of the foreign country of origin; and

(5) Describe briefly pertinent provisions of any reciprocal tax treaties between such foreign country and the United States regarding withholding and, if there are no such treaties, so state.

Item 46. Other expenses of issuance and distribution.

(The text of Item 46 is the same as the text of Item 9 of proposed Form A [45 FR 63713].)

Item 47. Interest of experts named in registration statement.

(The text of Item 47 is the same as the text of Item 10 of proposed Form A [45 FR 63713].)

Item 48. Indemnification of directors and officers.

(The text of Item 48 is the same as the text of Item 11 of proposed Form A [45 FR 63713], except that the following paragraphs are added.)

(b) State the general effect of any charter provisions, bylaws, contract, arrangement, or statute under which any controlling person of the registrant is insured or indemnified in any manner against any liability arising under the Securities Act of 1933.

(c) If the underwriting agreement provides for indemnification by the registrant of the underwriters or their controlling persons against any liability arising under the Securities Act of 1933, furnish a brief description of such indemnification provisions.

(d) If Note (a) to Rule 460 [17 CFR 230.460] does not apply because

acceleration of the effective date of the registration statement is not to be requested, and waivers have not been obtained as required in Note (a) to Rule 460 [17 CFR 230.460], a brief description of the indemnification provisions relating to directors, officers and controlling persons of the registrant against liabilities arising under the Securities Act of 1933 shall be included in the prospectus, together with a statement in substantially the following form: "Insofar as indemnification for liabilities arising under the Securities Act of 1933 may be permitted to directors, officers or persons controlling the registrant pursuant to the foregoing provisions, the registrant has been informed that in the opinion of the Securities and Exchange Commission such indemnification is against public policy as expressed in the Act and is therefore unenforceable."

Item 49. Recent sales of unregistered securities.

(The text of Item 49 is the same as the text of Item 14 of proposed Form C [45 FR 63717-18].)

7. By adding § 229.25 to read as follows:

§ 229.25 Other.

Item 50. Availability of information relating to the registrant.

Registrants subject to the filing requirements of section 15(d) of the Exchange Act should describe briefly the nature and frequency of reports which will be made to the purchasers of the securities being registered, specifying whether or not such reports will contain certified financial information.

Item 51. Exhibits.

(The text of this Item is the same as the text of present Item 7 of § 229.20, except that the following material is added.)

Table 1.—Securities Act of 1933—Frequently Used Forms

	S-1	S-2	S-7	S-8	S-11	S-14	S-15	S-16
(23) Consents of experts	X	X	X	X	X	X	X	X
(b) Description of Exhibits								

(3) Articles of incorporation and by-laws.

* * * Where it is impracticable for the registrant to file a charter amendment authorizing new securities with the appropriate state authority prior to the effective date of the registration statement registering such securities, the registrant may file as an exhibit to the registration statement the form of amendment to be filed with the state authority; and in such a case, if material changes are made after the copy is filed, the registrant must also file the changed copy.

(23) Consents of experts. All written consents, together with a list thereof, filed pursuant to Section 7 of the Securities Act of 1933.

Item 52. Commission policy on projections.

The Commission encourages the use in documents specified in Rule 175 [17 CFR 230.175] of management's projections of future economic performance that have a reasonable basis and are presented in an appropriate format. The guidelines set forth herein represent the Commission's

views on important factors to be considered in formulating such projections.

(a.) Basis for projections. (1) The Commission believes that management should have the option to present in Commission filings its good faith assessment of a registrant's future performance. Management must, however, have a reasonable basis for such an assessment. Although a history of operations or experience in projecting may be among the factors providing a basis for management's assessment, the Commission does not believe that a company always must have had such a history or experience in order to formulate projections with a reasonable basis.

(2) An outside review of management's projections may furnish additional support for having a reasonable basis for a projection. If management decides to include a report of such a review in a Commission filing, there should also be disclosure of the qualifications of the reviewer, the extent of the review, the relationship between the reviewer and the registrant and any

other material factors concerning the process by which any outside review was sought or obtained. Moreover, in the case of a registration statement under the Securities Act the reviewer would be deemed an expert and an appropriate consent must be filed with the registration statement.

(b) **Format for projections.** (1) In determining the appropriate format for projections included in Commission filings, consideration must be given to, among other things, the financial items to be projected, the period to be covered, and the manner of presentation to be used. Although traditional projections have been given for three financial items generally considered to be of primary importance to investors (revenues, net income and earnings per share), projection information need not necessarily be limited to these three items. However, management should take care to assure that the choice of items projected is not susceptible of misleading inferences through selective projection of only favorable items.

(2) Revenues, net income, and earnings per share usually are presented together in order to avoid any misleading inferences that may arise when the individual items reflect contradictory trends. There may be instances, however, when it is appropriate to present earnings from continuing operations, or income before extraordinary items in addition to or in lieu of net income. It generally would be misleading to present sales or revenue projections without one of the foregoing measures of income.

(3) The period that may appropriately be covered by a projection depends to a large extent on the particular circumstances of the company involved. For certain companies in certain industries, a projection covering a two or three year period may be entirely reasonable. Other companies may not have a reasonable basis for projections beyond the current year. Accordingly, management should select the period most appropriate in the circumstances. In addition, management in making a projection should disclose what in its opinion is the most probable specific amount or the most reasonable range for each financial item projected based on the selected assumptions. Ranges should not, however, be so wide as to make the disclosures meaningless. Moreover, several projections based on varying assumptions may be judged by management to be more meaningful than a single number or range and would be permitted.

(c) **Investor understanding.** (1) When management chooses to include its projections in a Commission filing, the

disclosures accompanying the projections should facilitate investor understanding of the basis for and limitations of projections. In this regard investors should be cautioned against attributing undue certainty to management's assessment, and the Commission believes that investors would be aided by a statement indicating management's intention regarding the furnishing of updated projections. The Commission also believes that investor understanding would be enhanced by disclosure of the assumptions which in management's opinion are most significant to the projections or are the key factors upon which the financial results of the enterprise depend and encourages disclosure of assumptions in a manner that will provide a framework for analysis of the projection.

(2) Management should also consider whether disclosure of the accuracy or inaccuracy of previous projections would provide investors with important insights into the limitations of projections. In this regard, consideration should be given to presenting the projections in a format that will facilitate subsequent analysis of the reasons for differences between actual and forecast results. An important benefit may arise from the systematic analysis of variances between projected and actual results on a continuing basis, since such disclosure may highlight for investors the most significant risk and profit-sensitive areas in a business operation.

(3) With respect to previously issued projects, registrants are reminded of their responsibility to make full and prompt disclosure of material facts, both favorable and unfavorable, regarding their financial condition. This responsibility may extend to situations where management knows or has reason to know that its previously disclosed projections no longer have a reasonable basis.

(4) Since a company's ability to make projections with relative confidence may vary with all the facts and circumstances, the responsibility for determining whether to discontinue or resume making projections is best left to management. However, the Commission encourages companies not to discontinue or resume projections in Commission filings without a reasonable basis.

(Attention: The text of the following proposed amendments use arrows to indicate ►◀ additions and brackets [] to indicate deletions.)

PART 230—GENERAL RULES AND REGULATIONS, SECURITIES ACT OF 1933

8. By amending § 230.135 by adding paragraph (c) to read as follows:

§ 230.135 Notice of certain proposed offerings.

(c) Notwithstanding the provisions of paragraphs (a) and (b) of this section, in the case of a rights offering of securities listed on a national securities exchange, information with respect to the interest rate, conversion ratio and subscription price may be disseminated through the facilities of the exchange or the Dow Jones board tape, provided such information is disclosed in a registration statement on file with the Commission.

9. By adding § 230.400a to read as follows:

§ 230.400a Pre-filing conferences.

Prior to filing a registration statement, a prospective registrant or its representative may request a conference with the Commission staff in order to discuss problems encountered by the registrant in preparing the registration statement. Such a request should be in writing, should outline the proposed subject matter of the conference and should only be made if the filing presents unusual or difficult disclosure issues. The staff may grant or refuse a pre-filing conference in its sole discretion, and the staff will not in any event prepare material for filing.

10. By adding § 230.400b to read as follows:

§ 230.400b Supplemental information.

Pursuant to the statutory requirement that the Commission in ruling upon requests for acceleration of the effective date of a registration statement shall have due regard to the adequacy of the information respecting the issuer theretofore available to the public, the Commission staff may, where it is deemed appropriate, request supplemental information concerning the registration statement, including, where a new or speculative offering of securities is being registered, information relating to the due diligence inquiry of the underwriters or to recent market activity in the securities to be registered.

11. By amending § 230.401 to read as follows:

§ 230.401 Requirement as to proper form.

A registration statement shall be prepared in accordance with the form prescribed therefor by the Commission as in effect on the ►initial◀ date of filing. Any registration statement shall

be deemed to be filed on the proper form unless objection to the form is made by the Commission prior to the effective date of the registration statement.

12. By adding § 230.424a to read as follows:

§ 230.424a Reports or memoranda concerning the registrant.

(a) The registrant shall furnish to the staff as supplemental information the following reports or memoranda at the time of filing the registration statement or as soon as practicable thereafter:

(1) Any reports or memoranda which have been prepared for external use by the registrant or a principal underwriter in connection with the proposed offering;

(2) In the case of a registration statement relating to a business combination as defined in Rule 145(a) [17 CFR 230.145(a)], exchange offer, tender offer or similar transaction, any feasibility studies, management analyses, fairness opinions or similar reports prepared by or for any of the parties to the subject transactions in connection with such transaction;

(3) In the case of a registration statement on Forms C, S-11, S-14 or S-18, any engineering, management or similar reports or memoranda relating to broad aspects of the business, operations or products of the registrant, which have been prepared within the past twelve months for or by the registrant, a beneficial owner of five percent or more of any class of equity securities of the registrant or any principle underwriter, as defined in Rule 405 [17 CFR 230.405], of the securities being registered excepting:

(i) Reports solely comprised of recommendations to buy, sell or hold the securities of the registrant, unless such recommendations have changed within the past six months, and

(ii) Any information contained in documents already filed with the Commission.

(b) The registrant shall furnish to the staff as supplemental information at the time of filing the registration statement or as soon as practicable thereafter:

(1) A statement as to the actual or proposed use and distribution of the reports or memoranda specified in paragraph (a), identifying each class of persons who have received or will receive such reports or memoranda and the number of copies distributed to each such class; or

(2) A statement that no such reports or memoranda have been prepared.

(c) The supplemental information furnished pursuant to paragraphs (a) and (b) of this section shall be returned to the registrant upon request, provided:

(1) Such request is made at the time such information is furnished to the staff;

(2) The return of such information is consistent with the protection of investors; and

(3) The return of such information is consistent with the provisions of the Freedom of Information Act [5 U.S.C. 552].

§ 230.425 [Removed]

13. By removing § 230.425.

14. By revising § 230.432 to read as follows:

§ 230.432 Application of amendments to rules governing contents of prospectuses.

(a) The form and contents of any prospectus need conform only to the applicable rules and forms in effect and contain the information including financial statements specified therein, at the time the registration statement became effective (or, if amended pursuant to the provisions of section 24(e) of the Investment Company Act of 1940 as amended, the effective date of the latest such amendment which contains a revised prospectus) notwithstanding subsequent amendments to such rules and forms except as otherwise provided in any such amendment or in paragraph (b) of this section.

(b) When a stop order entered under section 8(d) ceases to be effective as to a registration statement, the form and contents of an prospectus used thereafter for securities covered by such statement shall conform to the applicable rules and forms in effect at the date such stop order ceases to be effective.

15. By adding § 230.434e to read as follows:

§ 230.434e Revision of prospectuses where a company and its employee plan have different fiscal years.

(a) Where securities are registered under the Act for offerings pursuant to an employee stock purchase, savings or similar plan, and the interests in the plan constitute separate securities, such interests are also required to be registered and appropriate financial statements of the plan must be included in the prospectus.

(b) Where the fiscal year of the plan ends on a date different from the date on which the fiscal year of the employer company ends and the information with respect either to the plan or the company becomes out of date for the purpose of section 10(a)(3) of the Act, the registrant may file a post-effective amendment to the registration statement containing the information required by section 10(a)(3).

(c) After the post-effective amendment described in paragraph (b) of this section becomes effective, the employer may continue to use the old prospectus with the up-to-date financial statements and other information attached, until the prospectus is revised to include up-to-date financial statements and other information with respect to the plan or employer company, as the case may be.

(d) A copy of the prospectus with up-to-date information attached need not be furnished to existing participants in the plan who have previously received a copy of the prospectus and who are otherwise furnished with a copy of such up-to-date information, provided the prospectus contains a statement to the effect that such financial statements are to be deemed incorporated therein by reference for all purposes of the Act and the rules and regulations thereunder.

16. By revising the last sentence of § 230.435 to read as follows:

§ 230.435 Formal requirements as to consents.

* * * Where the consent of an expert is contained in his report or opinion, a reference shall be made in the list to the report or opinion containing the consent.

17. By amending § 230.436 to add the material between arrows to paragraph (a) and to add paragraphs (e) and (f) as follows:

§ 230.436 Consents required in special cases.

(a) If any portion of the report or opinion of an expert is quoted or summarized as such in the registration statement or in a prospectus, the written consent of the expert shall expressly state that the expert consents to such quotation or summarization.

(e) Where an attorney is named as having acted for the underwriters or selling security holders, no consent will be required by reason of his being named as having acted in such capacity.

(f) Where the opinion of one attorney relies upon the opinion of another attorney, the consent of the attorney whose prepared opinion is relied upon need not be furnished although he is named in the registration statement as an expert.

18. By amending § 230.460 to delete material between brackets in paragraph (a), to add material between arrows to paragraphs (a) and (e) and to add new paragraph (g) and by amending the Note to § 230.460 to add material between arrows to paragraph (a) and to add new paragraphs (f), (g) and (h) as follows:

§ 230.460 Preparation and distribution of preliminary prospectus.

(a) Pursuant to the statutory requirement that the Commission in ruling upon requests for acceleration of the effective date of a registration statement shall have due regard to the adequacy of the information respecting the issuer theretofore available to the public, the Commission [will] ▶ may ◀ consider whether the persons making the offering have taken reasonable steps to make the information contained in the registration statement conveniently available to underwriters and dealers who it is reasonably anticipated will be invited to participate in the distribution of the security to be offered or sold.

(e) Notwithstanding the provisions of paragraphs (a) to (d) of this section, the granting of acceleration will not be conditioned upon the distribution of a preliminary prospectus (1) in the case of a registration statement relating solely to securities to be offered at competitive bidding, provided the undertaking in § 230.435(a)(2) is included in the registration statement and distribution of prospectuses pursuant to such undertaking is made prior to the publication or distribution of the invitation for bids, or (2) in the case of a registration statement relating to securities currently offered by an issuer described in the last sentence of section 24(d) of the Investment Company Act of 1940 as amended, ▶ or, (3) in the case of an offering of subscription rights unless it is contemplated that the distribution will be made through dealers and the underwriters intend to make the offering during the stockholders' subscription period, in which case copies of the preliminary prospectus must be distributed to dealers prior to the effective date of the registration statement in the same fashion as is required in the case of other offerings through underwriters. ◀

(g) Where it is deemed appropriate, the Commission may request the registrant to furnish the following supplementary information with respect to the extent of the distribution of the preliminary prospectus:

- (1) The dates or approximate dates of distribution;
- (2) The number of prospective underwriters and dealers to whom the preliminary prospectus was furnished;
- (3) The number of prospectuses so distributed;
- (4) The number of prospectuses distributed to others, identifying them in general terms; and
- (5) The steps taken by such underwriters and dealers to comply with

the provisions of Rule 15c2-8 of the Exchange Act (17 CFR 240.15c2-8).

Note.— * * *

(a) * * *

▶ Insurance against liabilities arising under the Act, whether the cost of such insurance is borne by the registrant, the insured or some other person, will not, however, be considered a bar to acceleration. ◀

(f) Where the amount of compensation to be allowed or paid to the underwriters, as described in the registration statement, is required to be and has not been cleared with the National Association of Securities Dealers, Inc.

(g) Where, in the case of a significant secondary offering at the market, the registrant, selling security holders and underwriters have not taken sufficient measures to insure compliance with rules 10b-2 (17 CFR 240.10b-2), 10b-6 (17 CFR 240.10b-6) and 10b-7 (17 CFR 240.10b-7).

(h) Where an underwriter has the right to designate a director and the person has not been so designated but when designated may be a director, officer, partner, employee or affiliate of the underwriter, unless the underwriter has furnished a representation that any person designated will not be a director, officer, partner, employee or affiliate of the underwriter.

19. By amending § 230.461 to add the following:

§ 230.461 Requests for acceleration of effective date.

* * * A request for acceleration by the registrant, a managing underwriter or a selling security holder, if any, will be considered confirmation of such person's awareness of the person's obligations under the Act. Not later than the time of filing the last amendment prior to the effective date of the registration statement, the registrant shall inform the Commission as to whether or not the amount of compensation to be allowed or paid to the underwriters, as described in the registration statement, has been cleared with the National Association of Securities Dealers, Inc.

20. By adding § 230.462a to read as follows:

§ 230.462a Delayed or continuous offering and sale of securities.

(a) A registration statement may be declared effective for an offering of securities to be made on a continuous or delayed basis in the future, *provided that*

(1) The registration statement pertains to:

(i) Securities in an amount which can reasonably be expected to be offered and sold within two years from the effective date of the initial registration statement; or

(ii) Securities which are reasonably expected to be offered and sold pursuant to dividend or interest reinvestment plans or employee benefit plans of the registrant; or

(iii) Securities which (A) are the subject of exercisable options, warrants or rights which are, or within two years from the effective date of the initial registration statement will be, exercisable, or (B) are issuable upon conversion of other securities, if such other securities are also registered on the effective date, or (C) are pledged as collateral.

(2) The registration statement contains undertakings by the registrant:

(i) To file post-effective amendments (or, with the permission of the Commission, prospectuses under Rule 424(c) [17 CFR 230.424(c)]) whenever required to set forth any information necessary in order that the registration statement not contain any untrue statement of a material fact or omit to state a material fact necessary in order to make the statements made therein not misleading.

(ii) To file any prospectus required by section 10(a)(3) of this Act as a post-effective amendment to the registration statement;

(iii) That, for the purpose of determining any liability under the Act, each such post-effective amendment shall be deemed to be a new registration statement relating to the securities offered therein and the offering of such securities at that time shall be deemed to be the initial bona fide offering thereof; and

(iv) To remove from registration by means of a post-effective amendment any of the registered securities which remain unsold at the termination of the offering or as to which there is no longer a reasonable expectation of sale.

(b) Paragraph (a) of this section shall not apply to registration statements filed by investment companies registered under the Investment Company Act of 1940.

Instruction. If the registration statement is on Form A and the information required to be set forth by paragraph (a)(2) of this section is included in periodic reports filed by the registrant pursuant to section 12 or section 15(d) of the Securities Exchange Act of 1934 and incorporated by reference in the registration statement, no post-effective amendment (or prospectus under Rule 424(c)) need be filed, unless the information actually included in the prospectus contained a material misstatement of fact or failed to state a material fact necessary to make such information not misleading as of any time during the offering.

21. By amending § 230.485 to add paragraph (f) to read as follows:

§ 230.485a Contracts in general.

(f) In an application for confidential treatment of a material contract or portion thereof, the registrant should state whether or not the registrant is willing to permit the disclosure of such contract or portion thereof to other governmental bodies. (Such permission is one factor which will be considered

by the Commission in ruling on the application.)

**PART 231—INTERPRETATIVE
RELEASES RELATING TO THE
SECURITIES ACT OF 1933 AND
GENERAL RULES AND REGULATIONS
THEREUNDER**

22. By deleting reference to the following releases:

Subject	Release No.	Date	FR volume and page
Guides for preparation and filing of registration statements under the Securities Act of 1933.	4938	Dec. 9, 1968	33 FR 18617.
Proposed guide for prospective registrants re the use of misleading names.	4959	Apr. 7, 1969	34 FR 6575.
Proposed guide for prospective registrants re the use of misleading names adopted unchanged.	5005	Sept. 17, 1969	34 FR 15245.
Publication by the Commission of a registration guide relating to the interest of legal counsel and experts in the registrant.	5094	Oct. 21, 1970	35 FR 16019.
Commission's Guide No. 58 requiring disclosure in prospectus of address and telephone number of the registrant's principal executive offices.	5102	Nov. 12, 1970	35 FR 17990.
Commission's authorization of publication of amended Registration Guide No. 8 which sets forth the policy of the Commission's Division of Corporation Finance with respect to pictorial or graphic representations in prospectuses.	5171	July 20, 1971	36 FR 13015.
Commission's guides for preparation and filing of registration statements.	5278	Aug. 9, 1972	37 FR 15988.
Commission's guidelines on preparation and filing of registration statements.	5396	June 29, 1973	38 FR 17200.
Commission's guidelines for filings related to extractive reserves and natural gas supplies.	5511	July 23, 1974	39 FR 26720.
Commission's guidelines for registration and reporting.	5520	Sept. 3, 1974	39 FR 31894.
Guide for reports or memoranda concerning registrants.	5929	May 12, 1978	43 FR 20484.
Guides for disclosure of projections of future economic performance.	5992	Nov. 7, 1978	43 FR 53246.
Guides for preparation and filing of registration statements.	6049	April 3, 1979	44 FR 21567.
Disclosure of management remuneration by certain foreign private issuers.	6157	Nov. 29, 1979	44 FR 70130.

**PART 240—GENERAL RULES AND
REGULATIONS, SECURITIES
EXCHANGE ACT OF 1934**

23. By adding § 240.0-10 to read as follows:

**§ 240.0-10 Integrated reports to
shareholders.**

(a) Annual and quarterly reports to security holders may be combined with the required information of Form 10-K and Part I of Form 10-Q and be suitable

for filing with the Commission when the following conditions are satisfied:

(1) The report contains full and complete answers to all items required by Form 10-K or Part I of Form 10-Q. When responses to a certain item of required disclosure are separated within the report, an appropriate cross-reference should be made. If the information required by Part III of Form 10-K is omitted by virtue of General Instruction G, a definitive proxy or information statement shall be filed.

(2) Any additional information or exhibits contained in the report shall meet the requirements of Rules 12b-20 (17 CFR 240.12b-20) and 12b-30 (17 CFR 240.12b-30) of the Securities Exchange Act of 1934.

(3) For purposes of Form 10-K, its cover page and the required signatures shall be included. For purposes of Form 10-Q, its cover page, appropriate responses to Part II, and the required signatures shall be included. Additionally, as appropriate, a cross-reference sheet should be filed indicating the location of information required by the items of the form.

(4) The report should contain a disclaimer of any action on the part of this Commission to approve or disapprove the report or to pass upon its accuracy or adequacy.

(b) An annual report to security holders prepared on an integrated basis may also be submitted in satisfaction of Rule 14a-3 (17 CFR 240.14a-3) under the Securities Exchange Act of 1934. When filed as the annual report on Form 10-K, responses to the Items of that form are subject to section 18 of the Act.

(c) A quarterly report to security holders filed in satisfaction of the

requirements of Part 1 of Form 10-Q is not deemed to be "filed" for the purpose of section 18 of the Act but is subject to all other provisions of the Act (Rules 13a-13(d) (17 CFR 240.13a-13(d)), 15d-13(d) (17 CFR 240.15d-13(d))).

24. By amending § 240.15c2-8 to add the following new paragraph (b) and renumber present paragraphs (b)-(h) as paragraphs (c)-(i).

§ 240.15c2-8 Delivery of prospectus.

(a) * * *

(b) In connection with a new or speculative issue of securities, such broker or dealer shall distribute a copy of the preliminary prospectus to any person who is expected to receive a confirmation or sale at least 48 hours prior to the mailing of such confirmation.

* * * * *

PART 241—INTERPRETATIVE RELEASES RELATING TO THE SECURITIES EXCHANGE ACT OF 1934 AND GENERAL RULES AND REGULATIONS THEREUNDER

25. By deleting reference to the following releases:

Subject	Release No.	Date	FR volume and page
Interpretations of the Commission in regard to requirements for registration statements and reports concerning information requested re description of business, summary of operations and financial statements.	9083	Feb. 16, 1971	36 FR 4483.
Commission's guidelines for registration and reporting	5520	Sept. 3, 1974	39 FR 31894.
Guideline regarding the preparation of integrated reports to shareholders.	13639	June 17, 1977	42 FR 31780.
Guides for disclosure of projections of future economic performance	5992	Nov. 15, 1978	43 FR 53246.

Statutory Authority

These amendments are being proposed pursuant to Sections 7, 10 and 19(a) of the Securities Act [15 U.S.C. 77g, 77j, 77s(a)] and Sections 13, 14, 15(d) and 23(a) of the Exchange Act [15 U.S.C. 78m, 78n, 78o(d), 78w(a)].

[Secs. 7, 10, 19(a), 48 Stat. 78, 81, 85; secs. 205, 208, 48 Stat. 906, 908; sec. 8, 68 Stat. 665; sec. 308(a)(2), 90 Stat. 57; secs. 13, 14, 15(d), 23(a), 48 Stat. 894, 895, 901; sec. 203(a) 49 Stat. 704; secs. 3, 8, 49 Stat. 1377, 1379; secs. 4, 5, 6, 78 Stat. 569, 570-574; secs. 2, 3, 82 Stat. 454, 455; secs. 1, 2, 3-5, 84 Stat. 1497; secs. 10, 18, 89 Stat. 119, 155 sec. 308(b), 90 Stat. 57; sess. 202, 203, 204, 91 Stat. 1494, 1498, 1499, 1500, 15 U.S.C. 77g, 77j, 77s(a), 78m, 78n, 78o(d), 78w(a)]

By the Commission.

George A. Fitzsimmons,
Secretary.

[FR Doc. 80-40791 Filed 12-31-80; 8:45 am]

BILLING CODE 8010-01-M

DEPARTMENT OF HEALTH AND HUMAN SERVICES

Food and Drug Administration

21 CFR Part 1020

[Docket No. 76N-0308]

Diagnostic X-Ray Systems and Their Major Components; Proposed Amendments to Performance Standard; Extension of Comment Period

AGENCY: Food and Drug Administration.
ACTION: Proposed rule; extension of comment period.

SUMMARY: The Food and Drug Administration (FDA) extends the time for submission of comments on the proposed rule to amend the performance

standard for diagnostic X-ray systems and their major components by revising and adding requirements concerning computed tomography (CT) X-ray systems. FDA is taking this action in response to a request for an extension of the comment period.

DATE: Comments by January 29, 1981.

ADDRESS: Written comments to the Dockets Management Branch (formerly the Hearing Clerk's office) (HFA-305), Food and Drug Administration, Rm. 4-62, 5600 Fishers Lane, Rockville, MD 20857.

FOR FURTHER INFORMATION CONTACT: Joseph Wang, Bureau of Radiological Health (HFX-460) Food and Drug Administration, 5600 Fishers Lane, Rockville, MD 20857, 301-443-3426.

SUPPLEMENTARY INFORMATION: In the Federal Register of October 31, 1980 (45 FR 72204), FDA published for public comment a proposed rule that would amend the performance standard for diagnostic X-ray systems and their major components by revising and adding requirements concerning computed tomography (CT) X-ray systems. The proposed rule provides for a 60-day comment period which is scheduled to close December 30, 1980. FDA received a request for an extension of the comment period because of the complexity of the proposal, the need for concurrent review of a Bureau of Radiological Health draft document concerning standard dosimetry phantoms, and the loss of time to review these documents due to the Thanksgiving and Christmas holidays.

FDA agrees that the proposal is complex and believes that additional time for the preparation and submission of meaningful and carefully constructed comments is in the public interest. FDA is, therefore, granting a 30-day extension of the comment period to January 29, 1981.

Therefore, under the Public Health Service Act as amended by the Radiation Control for Health and Safety Act of 1968 (sec. 358, 82 Stat. 1177-1179 as amended (42 U.S.C. 263f)) and under the Federal Food, Drug, and Cosmetic Act, as amended (secs. 201, 501, 502, 514 and 701, 52 Stat. 1040-1042 as amended, 1049-1051 as amended, 1055-1056 as amended (21 U.S.C. 321, 351, 352, 360d, and 371)), and under authority delegated to the Commissioner of Food and Drugs (21 CFR 5.1), the comment period on the proposal to amend the performance standard for diagnostic X-ray systems and their major components is extended to January 29, 1981.

Interested persons may, on or before January 29, 1981, submit to the Dockets Management Branch (HFA-305), Food

and Drug Administration, Rm. 4-62, 5600 Fishers Lane, Rockville MD 20857, written comments regarding the proposal. Four copies of any comments are to be submitted, except that individuals may submit one copy. Comments are to be identified with the docket number found in brackets in the heading of this document. Received comments may be seen in the office above between 9 a.m. and 4 p.m., Monday through Friday.

Dated: December 23, 1980.

William F. Randolph,

Acting Associate Commissioner for Regulatory Affairs.

[FR Doc. 80-40788 Filed 12-29-80; 2:56 pm]

BILLING CODE 4110-03-M

DEPARTMENT OF THE TREASURY

Internal Revenue Service

26 CFR Part 1

[LR-1993]

Basis and Nonrecognition of Gain or Loss in Triangular Corporate Reorganizations

AGENCY: Internal Revenue Service, Treasury.

ACTION: Notice of proposed rulemaking.

SUMMARY: This document contains proposed regulations relating to triangular corporate reorganizations. The regulations would provide the public with the guidance needed to determine the amount of gain or loss recognized by a controlled corporation when it exchanges stock of its parent corporation in a corporate reorganization and the adjustment to the parent corporation's basis in the stock of the controlled corporation resulting from such reorganization. The regulations would also provide the public with the guidance needed to determine the parent corporation's basis in the stock of a surviving corporation that it acquires in a reverse triangular reorganization.

DATES: Written comments and requests for a public hearing must be delivered or mailed by March 3, 1981. The amendments are proposed to be effective for corporate reorganizations occurring in taxable years beginning after December 31, 1953.

ADDRESS: Send comments and requests for a public hearing to Commissioner of Internal Revenue, Attention: CC:LR:T (LR-1993), Washington, D.C. 20224.

FOR FURTHER INFORMATION CONTACT: Jack A. Levine of the Legislation and Regulations Division, Office of Chief Counsel, Internal Revenue Service, 1111

Constitution Ave., N.W., Washington, D.C. 20224; Attention: CC:LR:T (202-566-3474, not a toll-free call).

SUPPLEMENTARY INFORMATION:

Background

This document contains proposed amendments to the Income Tax Regulations (26 CFR Part 1) under sections 358 and 1032 of the Internal Revenue Code of 1954. These amendments provide rules for a transaction in which a controlled corporation (S) acquires stock or property in exchange for stock of its parent corporation (P) in a triangular corporate reorganization. These amendments also provide rules for a triangular reorganization in which the controlled corporation (S) is merged into a surviving corporation (T). The proposed amendments are to be issued under the authority contained in section 7805 of the Code (68A Stat. 917; 26 U.S.C. 7805).

General Statement of Purpose

I. Acquisitions by Subsidiary Using Parent's Stock

The proposed amendment provides rules to apply whenever S uses P stock to acquire stock or property in a triangular reorganization under section 368. In these transactions, two questions are present. First, whether S recognizes gain by the use of P stock and, second, whether any adjustment is made to the basis of S stock owned by P to reflect S's acquisition of property.

In the case of a two-party reorganization where P directly acquires the property or stock of another corporation (T), section 1032(a) provides that no gain or loss is recognized to P on the receipt of property in exchange for its stock. In addition, under section 368(a)(2)(C), P may transfer the acquired property to S. In such a case, P's basis in its S stock is adjusted under section 358 to reflect the transfer of the acquired property to S.

Congress has also provided that a reorganization may qualify under section 368(a)(1) where S directly acquires the property in exchange for P stock. However, there is no explicit, statutory rule regarding the recognition of gain or loss by S as a result of using P's stock and there is no provision for an adjustment to the basis of the S stock owned by P to reflect the property acquired by S.

The proposed amendment adds §§ 1.358-6 and 1.1032-2 to provide rules to resolve these problems. In general, the rules provide for the same results that would occur if P acquired T's stock or property in a two-party

reorganization and then transferred the acquired property and any assumed liabilities to S in a tax-free transfer.

The rules do not provide for an increase in P's basis in its S stock to reflect the transfer of property by P to S that is subsequently transferred to T or distributed to T's shareholders in the reorganization. The reason for this treatment is that if P had acquired T's property in a two-party reorganization in exchange for P stock and other property and had transferred T's property to S, P would not have received an increase in the basis of its S stock to reflect the transfer of property to T. Consequently, P is not entitled to an increase in the basis of its S stock to reflect the transfer of its property to S, if S subsequently transfers the property to T. However, as in a two-party reorganization, if T recognizes gain attributable to the transfer of the property to it, then P's basis in its S stock is increased by the amount of the gain. See section 362(b).

The rules also provide that P's basis in its S stock is decreased by the fair market value of any consideration provided in exchange for T's property in the reorganization that is not furnished by P in the reorganization. The reason for this treatment is to preserve in P's basis in its S stock any unrealized appreciation in T's property. If P had acquired T's property in a two-party reorganization and then transferred T's property to S, P's basis in its S stock would be increased by the basis in T's property. Consequently, any unrealized appreciation in T's property would be preserved in P's basis in its S stock. In order to reach the same result where S directly acquires T's property in a reorganization in exchange for P stock, it is necessary to reduce P's basis in its S stock by the fair market value of any consideration not furnished by P in the reorganization.

II. Merger of Subsidiary Into Surviving Corporation

Proposed § 1.358-6 also provides rules for determining the basis of T stock acquired by P in the case of the merger of S into T in a reorganization that qualifies under section 368(a)(1)(A) by reason of the application of section 368(a)(2)(E). In general, the rules provide for the same results that would occur if P acquired T's property in exchange for P stock and then transferred the acquired property and any assumed liabilities back to T in a tax-free transfer. Under these rules, P will have a uniform basis in the T stock (of each class) owned by it after the reorganization (including any T stock owned by P before the reorganization).

This treatment is consistent with the results that would occur if P had acquired T's property in the merger and then transferred the property back to T. These rules are designed to parallel the basis rules on forward triangular reorganizations. In addition, by providing for an asset basis they avoid the problems that are inherent in determining the basis of stock held by T's previous shareholders.

Comments and Requests for a Public Hearing

Before adopting these proposed regulations, consideration will be given to any written comments that are submitted (preferably six copies) to the Commissioner of Internal Revenue. All comments will be available for public inspection and copying. A public hearing will be held upon written request to the Commissioner by any person who has submitted written comments. If a public hearing is held, notice of the time and place will be published in the Federal Register.

Drafting Information

The principal author of these proposed regulations is Jack A. Levine of the Legislation and Regulations Division, Office of Chief Counsel, Internal Revenue Service. However, personnel from other offices of the Internal Revenue Service and Treasury Department participated in developing the regulation, both on matters of substance and style.

Proposed Amendments to the Regulations

The proposed amendments to 26 CFR Part 1 are as follows:

Paragraph 1. A new § 1.358-6 is added in the appropriate place to read as follows:

§ 1.358-6 Basis in triangular reorganizations.

(a) *Basis in forward triangular merger and triangular "C" reorganization—(1) Scope.* This paragraph (a) applies to a reorganization qualifying under section 368(a)(1)(A) by reason of the application of section 368(a)(2)(D) (forward triangular merger) and to a reorganization qualifying under section 368(a)(1)(C) in which the acquiring corporation exchanges stock of its controlling corporation for substantially all of the properties of another corporation (triangular "C" reorganization).

(2) *In general.* In the case of a forward triangular merger or a triangular "C" reorganization, the basis of stock of the acquiring corporation (S) owned by the

controlling corporation (P) is the sum of—

(i) P's basis in the stock of S before the reorganization,

(ii) The net basis of property acquired by S from P in the reorganization that is not transferred to the transferor corporation (T) or T's shareholders in the reorganization, and

(iii) T's net basis in the property acquired from it by S in the reorganization.

(3) *Adjustments.* The basis determined under paragraph (a)(2) of this section is adjusted as follows:

(i) P's basis in its S stock decreased by the fair market value of any consideration provided in exchange for T's assets in the reorganization that is not furnished by P in the reorganization, and

(ii) In the case of a triangular "C" reorganization, P's basis in its S stock is increased by the amount of any gain recognized to T on the transfer of its assets to S in the reorganization.

(4) *Net basis.* For purposes of paragraphs (a)(2)(ii), (a)(2)(iii), and (c)(2)(ii) of this section, the net basis of property acquired from the transferor corporation (either P or T) by S in the reorganization is the excess (if any) of—

(i) The sum of the amount of money and the basis in the property acquired from the transferor corporation by S in the reorganization over

(ii) Any of the transferor corporation's liabilities assumed by S in the reorganization and any liabilities to which the transferred property is subject.

(5) *Examples.* The following examples illustrate the application of this paragraph (a):

Example (1). (a) P transfers 490 shares of its stock worth \$4,900 and \$1,000 cash to S in exchange for all 100 shares of S's single class of stock. S immediately acquires all of the cash and property of T in a forward triangular merger. In the merger of T into S, T's shareholders exchange their T stock (50 shares) for the 490 shares of P stock and \$100. T has \$1,000 of cash and property with a basis of \$2,000 and a fair market value of \$4,000. T has no liabilities.

(b) P's basis in its S stock is determined under this paragraph (a). P's basis in its S stock is equal to the sum of the amount of money (\$900) transferred by P to S in the reorganization that is not distributed to T's shareholders, and the net basis of T's property (\$3,000) acquired by S in the reorganization. Consequently, P's basis in its 100 shares of S stock is \$3,900 [i.e., \$900 + 3,000] or \$39 per share.

Example (2). (a) Assume the same facts as in example (1) except that in the reorganization T redeems one share of its stock for \$100 cash. S acquires T's remaining \$900 of cash and its property, and T's

shareholders exchange their T stock (49 shares) for the 490 shares of P stock.

(b) Based on these facts, P's basis in its S stock is equal to the sum of the amount of money (\$1,000) transferred by P to S in the reorganization that is not distributed to T's shareholders and the net basis of T's property (\$2,900) transferred to S in the reorganization. Consequently, P's basis in its 100 shares of S stock is \$3,900 [i.e., \$1,000 + 2,900] or \$39 per share.

Example (3). (a) P transfers 8 shares of its stock worth \$8,000 and corporation Q transfers \$2,000 in cash to S in exchange for all 10 shares of S's stock. P receives 8 shares of the S stock and Q receives the other 2 shares. S immediately acquires T's property in a forward triangular merger. In the merger of T into S, T's shareholders exchange their T stock for the 8 shares of P stock and the \$2,000 cash. At the time of the merger, the aggregate basis of T's property is \$6,000 and its fair market value is \$10,000. T has no liabilities.

(b) Under paragraphs (a)(2) of this section, P's basis in its 8 shares of S stock would be \$8,000, i.e., the basis of T's property (\$6,000) acquired by S in the reorganization, or \$750 per share. However, under paragraphs (a)(3)(i) of this section, P's \$6,000 basis in its S stock is reduced by the \$2,000 of consideration provided in exchange for T's assets that was furnished by Q in the reorganization. Consequently, P's basis in its 8 shares of S stock is \$4,000, or \$500 per share.

Example (4). (a) Assume the same facts as in example (3) except that P transfers 10 shares of its stock worth \$10,000 and Q transfers \$2,500 to S in exchange for all 10 shares of S's stock. Additionally, in the merger of T into S, T's shareholders exchange their T stock solely for the 10 shares of P stock.

(b) Under paragraph (a)(2) of this section, P's basis in its 8 shares of S stock would be \$6,000 (i.e., the basis of T's property (\$6,000) acquired by S in the reorganization) or \$750 per share.

Example (5). (a) S is an operating company that has been in existence for several years. P is the sole shareholder of S which has 10 shares of a single class of stock outstanding. P contributes 8 shares of its voting stock to the capital of S. T immediately merges into S in a forward triangular merger. In the merger of T into S, T's shareholders exchange their T stock for the 8 shares of P stock and \$2,000 of S's cash. At the time of the merger, the aggregate basis of T's property is \$6,000 and its fair market value is \$10,000. T has no liabilities.

(b) Under paragraph (a)(2) of this section, P's basis in its 10 shares of S stock would be increased by \$6,000, or \$600 per share. However, under paragraph (a)(3)(i) of this section, P's basis in its S stock is reduced by the \$2,000 of consideration provided in exchange for T's assets that was furnished by S in the reorganization. Consequently, P's basis in its 10 shares of S stock is increased by \$4,000, or \$400 per share.

(b) *Basis in triangular "B" reorganization—(1) Scope.* This paragraph (b) applies to a

reorganization qualifying under section 368(a)(1)(B) in which S acquires T stock in exchange solely for P voting stock (triangular "B" reorganization).

(2) *In general.* In the case of a triangular "B" reorganization, P's basis in its S stock is increased by the former shareholders' basis in the T stock acquired by S in the reorganization.

(3) *Adjustment.* P's basis in its S stock (as determined under paragraph (b)(2) of this section) is decreased by the fair market value of any P stock provided in exchange for T stock in the reorganization that is not furnished by P in the reorganization.

(c) *Basis in reverse triangular merger—(1) Scope.* This paragraph (c) applies to a statutory merger that qualifies as a reorganization under section 368(a)(1)(A) by reason of the application of section 368(a)(2)(E) (reverse triangular merger).

(2) *In general.* The basis of the stock of the surviving corporation (T) owned by the controlling corporation (P) after a reverse triangular merger is the sum of—

(i) P's basis in the stock of the merged corporation (S) before the reorganization,

(ii) The net basis of property transferred by P to S in the reorganization that is not distributed to T's shareholders in the reorganization, and

(iii) T's net basis in its property after the reorganization.

(3) *Adjustment.* For purposes of paragraph (c)(2) of this section, P's basis in its T stock is decreased by the fair market value of any consideration received by T's shareholders from S in the reorganization that was not furnished by P in the reorganization.

(4) *Net basis.* (i) For purposes of paragraph (c)(2)(ii) of this section, the net basis of property transferred by P to S in the reorganization is determined under paragraph (a)(4) of this section.

(ii) For purposes of paragraph (c)(2)(iii) of this section, T's net basis in its property is the excess (if any) of—

(A) The sum of the amount of money and the basis of property held by T after the reorganization (other than money and property received in the reorganization) over

(B) T's liabilities after the reorganization (other than liabilities assumed by T in the reorganization and liabilities to which property acquired by T in the reorganization is subject).

(5) *Transitional rule.* If—

(i) A transaction described in paragraph (c)(1) of this section occurred before March 3, 1981,

(ii) The transaction is also described in Rev. Rul. 67-448, 1967-8 C.B. 144, and

(iii) The aggregate basis of the T stock owned by P after the transaction, determined as if the transaction is described in section 368(a)(1)(B), is greater than the aggregate basis would be if it were determined under this paragraph (c),

then the stock's basis is determined as if the transaction is described in section 368(a)(1)(B).

(6) *Assumption.* The rules in paragraph (c) (1) through (5) of this section are based on the assumption that P is the sole shareholder of T after the reorganization. If the facts in a particular merger are inconsistent with this assumption, then adjustments to P's basis in its T stock may be required.

(7) *Examples.* The following examples illustrate the application of this paragraph (c):

Example (1). (a) On January 1, 1981, P transfers \$1,000 and 490 shares of its voting stock worth \$4,900 to S in exchange for all of S's stock. On February 1, 1981, S merges into T in a reverse triangular merger. In the merger, T's shareholders exchange their T stock (50 shares) for the 490 shares of P stock and \$100. Additionally, 100 shares of T stock are newly issued to P in exchange for P's 100 shares of S stock. The aggregate basis of T's property at the time of the merger is \$3,000 and the aggregate fair market value of T's stock is \$5,000. T has no liabilities.

(b) P's basis in the 100 shares of T stock owned by it after the merger is determined under this paragraph (c). P's basis in its T stock is equal to the sum of the amount of money (\$900) transferred by P to S in the reorganization that is not distributed to T's shareholders, and T's net basis (3,000) in its property after the reorganization (other than the money received by it in the reorganization). Consequently, P's basis in its T stock after the merger is \$3,900 [i.e., \$900 + \$3,000], or \$39 per share. The results would be the same even if P owns stock in T before the merger (assuming that the merger still qualifies under section 368(a)(1)(A)).

Example (2). (a) Assume the same facts as in example (1) except that in the reorganization T redeems one share of its stock for \$100 of its cash and T's shareholders exchange their remaining T stock (49 shares) for the 490 shares of P stock.

(b) P's basis in its 100 shares of T stock is equal to the sum of the amount of money (\$1,000) transferred by P to S in the reorganization that is not subsequently distributed to T's shareholders and T's net basis (\$2,900) in its property after the reorganization (other than the money received by it in the reorganization). Consequently, P's basis in its T stock after the merger is \$3,900 [i.e., \$1,000 + \$2,900], or \$39 per share.

Par. 3. A new § 1.1032-2 is added to read as follows:

§ 1.1032-2 Disposition by a corporation in certain triangular reorganizations of stock of a controlling corporation.

(a) *Forward triangular merger and triangular "C" reorganization.* In the case of a forward triangular merger or a triangular "C" reorganization (described in § 1.358-6(a)(1)), no gain or loss is recognized to the acquiring corporation (S) on the receipt of money or other property from the acquired corporation (T) in exchange for stock of the corporation (P) in control of S.

(b) *Triangular "B" reorganization.* In the case of a triangular "B" reorganization (described in § 1.358-6(b)(1)), no gain or loss is recognized to S on the receipt of T stock in exchange for P stock.

(c) *Examples.* The following examples illustrate the application of this section:

Example (1). (a) In a forward triangular merger, P transfers 8 shares of its stock to S, and S acquires T's property in exchange for the 8 shares of P stock and other property.

(b) At the time of the merger, the fair market value of the 8 shares of P stock is \$800. The fair market value of the other property transferred by S is \$200 and the adjusted basis of such property is \$130. The fair market value of T's property is \$1,000 and T has no liabilities.

(c) Under this section, no gain or loss is recognized to S on the receipt of T's property in exchange for P stock. Accordingly, S recognizes gain or loss only with respect to the value of property acquired in exchange for property other than P stock (\$200). The gain recognized by S is \$70, i.e., the excess of the amount realized (\$200) over the adjusted basis (\$130) of property transferred by S in exchange for T's property.

Example (2). (a) Assume the same facts as in example (1) except that, instead of transferring other property, S assumes a liability of T in the amount of \$200.

(b) The fair market value of the property acquired by S in exchange for P stock is \$800. The other portion (\$200) of the property acquired by S is treated as acquired by S in exchange for the assumption by S of the liability of T. Consequently, S recognizes no gain as a result of the merger.

William E. Williams,

Acting Commissioner of Internal Revenue.

[FR Doc. 80-40813 Filed 12-29-80; 4:46 pm]

BILLING CODE 4830-01-M

26 CFR Part 1

[LR-1994]

Statutory Merger Using Voting Stock of the Corporation Controlling the Merged Corporation

AGENCY: Internal Revenue Service, Treasury.

ACTION: Notice of proposed rulemaking.

SUMMARY: This document contains proposed regulations relating to the

statutory merger of a controlled corporation into an acquiring corporation using the voting stock of the corporation controlling the merged corporation (reverse triangular merger). Changes to the applicable tax law were made by Public Law 91-693. The regulations would provide the public with the guidance needed to comply with that Act and would affect corporations involved in reverse triangular mergers.

DATES: Written comments and requests for a public hearing must be delivered or mailed by March 3, 1981.

The amendments are proposed to be effective for statutory mergers occurring after December 31, 1970.

ADDRESS: Send comments and requests for a public hearing to: Commissioner of Internal Revenue, Attention CC:LR:T (LR-1994), Washington, D.C. 20224.

FOR FURTHER INFORMATION CONTACT: Jack A. Levine of the Legislation and Regulations Division, Office of Chief Counsel, Internal Revenue Service, 1111 Constitution Ave., N.W., Washington, D.C. 20224, Attention CC:LR:T (202-566-3474, not a toll-free call).

SUPPLEMENTARY INFORMATION:

Background

This document contains proposed amendments to the Income Tax Regulations (26 CFR Part 1) under section 368 of the Internal Revenue Code of 1954. These amendments are proposed to conform the regulations to Public Law 91-693, which added section 368(a)(2)(E) to the Internal Revenue Code of 1954. The proposed amendments are to be issued under the authority contained in section 7805 of the Code (68A Stat. 917; 26 U.S.C. 7805).

Section 368(a)(2)(E) provides rules for a reverse triangular merger. That section permits stock of a corporation which before the merger was in control of the merged corporation to be used in the transaction if certain requirements are met.

Significant Issue

The most significant issue encountered in the development of the regulations under section 368(a)(2)(E) involves the requirement that former shareholders of the surviving corporation exchange an amount of stock which constitutes control of such corporation for voting stock of the controlling corporation. The issue is whether the stock of the surviving corporation that is exchanged for voting stock of the controlling corporation must by itself constitute control or whether the sum of that stock and stock previously owned by the controlling

corporation can constitute control. The proposed amendment provides for the first alternative.

Comments and Requests for a Public Hearing

Before adopting these proposed regulations, consideration will be given to any written comments that are submitted (preferably six copies) to the Commissioner of Internal Revenue. All comments will be available for public inspection and copying. A public hearing will be held upon written request to the Commissioner by any person who has submitted written comments. If a public hearing is held, notice of the time and place will be published in the *Federal Register*.

Drafting Information

The principal author of these proposed regulations is Jack A. Levine of the Legislation and Regulations Division, Office of Chief Counsel, Internal Revenue Service. However, personnel from other offices of the Internal Revenue Service and Treasury Department participated in developing the regulation, both on matters of substance and style.

Proposed Amendments to the Regulations

The proposed amendments to 26 CFR Part 1 are as follows:

Section 1.368-2 is amended as follows:

1. A new subparagraph (3) is added to paragraph (b).
2. Paragraph (i) is reserved.
3. A new paragraph (j) is added immediately after paragraph (i).

The new provisions read as follows:

§ 1.368-2 Definition of terms.

- • • • •
 (b) * * * * *
 (3) For regulations under section 368(a)(2)(E), see paragraph (j) of this section.
 • • • • •

(i) [Reserved]
 (j)(1) Section 368(a)(2)(E) applies to statutory mergers occurring after December 31, 1970.

(2) Section 368(a)(2)(E) does not apply to a consolidation.

(3) A merger otherwise qualifying under section 368(a)(2)(E) is not disqualified by reason of the fact that stock of a corporation (the controlling corporation) which before the merger was in control of the merged corporation is used in the merger, if the conditions of section 368(a)(2)(E) are satisfied. Those conditions are as follows:

(i) In the merger, shareholders of the surviving corporation must surrender stock in exchange for voting stock of the

controlling corporation. Further, the stock so surrendered must constitute control of the surviving corporation. Control is defined in section 368(c). The amount of stock constituting control is measured immediately before the reorganization. Thus, the amount of stock in the surviving corporation surrendered for voting stock of the controlling corporation must represent—

(A) Stock possessing at least 80 percent of the total combined voting power (in the surviving corporation) of all classes of voting stock (outstanding immediately before the reorganization) and

(B) Stock amounting to at least 80 percent of the total number of shares of each of the other classes of stock in the surviving corporation (outstanding immediately before the reorganization).

(ii) The controlling corporation must acquire control of the surviving corporation in the merger.

(iii) After the merger, the surviving corporation must hold substantially all of its own properties and substantially all of the properties of the merged corporation (other than stock of the controlling corporation distributed in the merger). The term "substantially all" has the same meaning as in section 368(a)(1)(C). The "substantially all" test applies separately to the merged corporation and to the surviving corporation. In applying the "substantially all" test to the merged corporation, assets transferred from the controlling corporation to the merged corporation in pursuance of the plan of reorganization are not taken into account. Thus, for example, money transferred from the controlling corporation to the merged corporation—

(A) To pay additional consideration to shareholders of the surviving corporation,

(B) To pay dissenting shareholders of the surviving corporation,

(C) To pay creditors of the surviving corporation, or

(D) To pay reorganization expenses, is not taken into account for purposes of the "substantially all" test.

(4) A merger qualifying under section 368(a)(1)(A) by reason of the application of section 368(a)(2)(E) is not disqualified merely because part or all of the stock of the surviving corporation is transferred to a corporation controlled by the controlling corporation. See section 368(a)(2)(C). However, section 368(a)(2)(C) does not permit assets of the surviving corporation to be transferred in contravention of the "substantially all" requirement in section 368(a)(2)(i).

(5) The controlling corporation may assume liabilities of the surviving

corporation without disqualifying the merger under section 368(a)(2)(E).

(6) In applying section 368(a)(2)(E), it makes no difference if the merged corporation is formed immediately before the merger, in anticipation of the merger, or after preliminary steps have been taken to otherwise acquire control of the surviving corporation.

(7) The following examples illustrate the application of this paragraph (j). In each of the examples, it is assumed that the merger qualifies under section 368(a)(1)(A) if the conditions of section 368(a)(2)(E) are satisfied.

Example (1). Corporation P owns all of the stock of corporation S. Corporation T has outstanding 1,000 shares of common stock and no shares of any other class. P owns no T stock. On January 1, 1981, S merges into T. In the merger, T's shareholders surrender 950 shares of common stock in exchange for P voting stock on a share-for-share basis. The holders of the other 50 shares (who dissent from the merger) are paid in cash. After the merger, T holds substantially all of its own assets and substantially all of S's assets. Based on these facts, the merger qualifies under section 368(a)(1)(A) by reason of the application of section 368(a)(2)(E).

Example (2). The facts are the same as in example (1), except that holders of 201 shares in corporation T dissent from the merger and are paid in cash. Based on these facts, T's shareholders do not exchange for P voting stock an amount of T stock that constitutes control of T. Therefore, the merger does not qualify under section 368(a)(1)(A).

Example (3). Corporation P owns all of the stock in corporation S. Corporation T has outstanding 1,000 shares of common stock and no shares of any other class. On January 1, 1971, P purchased 201 shares of T's stock. On January 1, 1981, S merges into T. In the merger, T's shareholders (other than P) surrender 799 shares of T stock in exchange for P voting stock on a share-for-share basis. Based on these facts T's shareholders do not exchange for P voting stock an amount of T stock that constitutes control of T. Therefore, the merger does not qualify under section 368(a)(1)(A).

Example (4). Corporation P owns all of the stock of corporation S. Corporation T has outstanding 1,000 shares of common stock, 100 shares of preferred stock, and no shares of any other class. Prior to the merger, in a transaction that is part of the reorganization, T distributes cash in redemption of the 100 shares of preferred stock. In the merger, T's remaining shareholders surrender their 1,000 shares of common stock in exchange for P voting stock on a share-for-share basis. Based on these facts, T's shareholders do not exchange for P voting stock an amount of T stock that constitutes control of T. Therefore, the merger does not qualify under section 368(a)(1)(A).

William E. Williams,

Acting Commissioner of Internal Revenue.

[FR Doc. 80-40614 Filed 12-29-80; 4:42 pm]

BILLING CODE 4830-01-M

26 CFR Part 1

[LR-245-76]

Miscellaneous DISC Amendments

AGENCY: Internal Revenue Service, Treasury.

ACTION: Notice of proposed rulemaking.

SUMMARY: This document contains proposed amendments to the Income Tax Regulations under sections 861, 993, 995, and 996 of the Internal Revenue Code of 1954. These amendments conform the regulations to certain changes made to the DISC (Domestic International Sales Corporation) provisions of the Code by the Tax Reform Act of 1976, the Revenue Act of 1978, the Trade Agreements Act of 1979, and the Export Administration Act of 1979. The amendments also make certain technical corrections. The principal amendments pertain to changes made by the Tax Reform Act of 1976 with respect to gain on the disposition of stock in a DISC and the treatment of actual distributions made to shareholders of a DISC to satisfy the gross receipts test.

DATES: Written comments and requests for a public hearing must be delivered or mailed by March 3, 1981. For the time periods to which the new substantive rules prescribed in these amendments apply, see each particular substantive amendment.

ADDRESS: Send comments and requests for a public hearing to: Commissioner of Internal Revenue, Attention: CC:LR:T, Washington, D.C. 20224.

FOR FURTHER INFORMATION CONTACT: Herman B. Bouma of the Legislation and Regulations Division, Office of Chief Counsel, Internal Revenue Service, 1111 Constitution Avenue, N.W., Washington, D.C. 20224, Attention: CC:LR:T, 202-566-3289, not a toll-free call.

SUPPLEMENTARY INFORMATION:

Background

This document contains proposed amendments to the Income Tax Regulations (26 CFR Part 1) under sections 861, 993, 995, and 996 of the Internal Revenue Code of 1954. These amendments conform the regulations to certain changes made by section 1101(a)(1), (c), (d), and (e) of the Tax Reform Act of 1976 (90 Stat. 1655), section 701(u)(12) of the Revenue Act of 1978 (92 Stat. 2918), section 202(c)(2) of the Trade Agreements Act of 1979 (93 Stat. 202), and section 22(c) of the Export Administration Act of 1979 (93 Stat. 535). The amendments also make certain technical corrections. The amendments are proposed under the authority

contained in section 7805 of the Internal Revenue Code of 1954 (68A Stat. 917, 26 U.S.C. 7805).

Explanation of Provisions

Sections 1.993-4, 1.995-3, 1.995-5, 1.996-1, and 1.996-3 would be amended under the proposed Treasury decision to reflect certain changes made by the Tax Reform Act of 1976. Section 1.995-4 would be amended to reflect certain changes made by the Tax Reform Act of 1976 and the Revenue Act of 1978. Under the proposed amendments to § 1.995-4, paragraph (a) is deleted because it is unnecessary; no substantive change is intended by this deletion. Proposed § 1.993-3(e) reflects a change made by the Trade Agreements Act of 1979 and proposed § 1.993-3(h), a change made by the Export Administration Act of 1979. Certain technical corrections would be made to §§ 1.861-3(a)(5) and 1.993-3(f)(2)(iv).

Comments and Request for A Public Hearing

Before adopting these proposed regulations, consideration will be given to any written comments that are submitted (preferably six copies) to the Commissioner of Internal Revenue. All comments will be available for public inspection and copying. A public hearing will be held upon written request to the Commissioner by any person who has submitted written comments. If a public hearing is held, notice of the time and place will be published in the Federal Register.

Drafting Information

The principal author of these proposed regulations is Herman B. Bouma of the Legislation & Regulations Division of the Office of Chief Counsel, Internal Revenue Service. However, personnel from other offices of the Internal Revenue Service and Treasury Department participated in developing the regulations, both on matters of substance and style.

Proposed Amendments to the Regulations

The proposed amendments to 26 CFR Part 1 are as follows:

Paragraph 1. Paragraph (a)(5) of § 1.861-3 is amended by revising subdivisions (i)(a), (iii), (v)(b) and examples (1), (2), and (3) of subdivision (vi) and paragraph (e) to read as follows:

§ 1.861-3 Dividends.

- (a) *General.* * * *
- (5) *Certain dividends from a DISC or former DISC—(i) General rule.* * * *
- (a) Is deemed paid by a DISC, for taxable years beginning before January

1, 1976, under section 995(b)(1)(D) of the Code as in effect for taxable years beginning before January 1, 1976, and for taxable years beginning after December 31, 1975, under section 995(b)(1) (D), (E), and (F) to the extent provided in subdivision (iii) of this subparagraph or

(iii) *Determination of source of income for deemed distributions, for taxable years beginning before January 1, 1976, under section 995(b)(1)(D) of the Code as in effect for taxable years beginning before January 1, 1976, and for taxable years beginning after December 31, 1975, under section 995(b)(1) (D), (E), and (F).*

(a) If for its taxable year a DISC does not have any nonqualified export taxable income, then for such year the entire amount treated, for taxable years beginning before January 1, 1976, under section 995(b)(1)(D) of the Code as in effect for taxable years beginning before January 1, 1976, and for taxable years beginning after December 31, 1975, under section 995(b)(1) (D), (E), and (F) as a deemed distribution taxable as a dividend will be treated as gross income from sources without the United States.

(b) If for its taxable year a DISC has any nonqualified export taxable income, then for such year the portion of the amount treated, for taxable years beginning before January 1, 1976, under section 995(b)(1)(D) of the Code as in effect for taxable years beginning before January 1, 1976, and for taxable years beginning after December 31, 1975, under section 995(b)(1) (D), (E), and (F) as a deemed distribution taxable as a dividend that will be treated as income from sources within the United States shall be equal to the amount of such nonqualified export taxable income multiplied by the following fraction. The numerator of the fraction is the sum of the amounts treated, for taxable years beginning before January 1, 1976, under section 995(b)(1)(D) of the Code as in effect for taxable years beginning before January 1, 1976, and for taxable years beginning after December 31, 1975, under section 995(b)(1) (D), (E), and (F) as deemed distributions taxable as dividends. The denominator of the fraction is the taxable income of the DISC for the taxable year, reduced by the amounts treated under section 995(b)(1) (A), (B), and (C) as deemed distributions taxable as dividends. However, in no event shall the numerator exceed the denominator. The remainder of such dividend will be treated as gross income from sources without the United States.

(v) *Special rules.* * * *

(b) The portion of any deemed distribution taxable as a dividend, for taxable years beginning before January 1, 1976, under section 995(b)(1)(D) of the Code as in effect for taxable years beginning before January 1, 1976, and for taxable years beginning after December 31, 1975, under section 995(b)(1) (D), (E), and (F) or amount under § 1.996-3(b)(3) (i) through (iv) that is treated as gross income from sources within the United States during the taxable year shall be considered to reduce the amount of nonqualified export taxable income as of the close of such year.

(vi) *Illustrations.* * * *

Example (1). (a) Y is a corporation which uses the calendar year as its taxable year and which elects to be treated as a DISC beginning with 1972. X is its sole shareholder. In 1973, Y has \$18,000 of taxable income from qualified export receipts (none of which are interest and gains described in section 995(b)(1) (A), (B), and (C)) and \$1,000 of nonqualified export taxable income. Under these facts, X is deemed to have received a distribution under section 995(b)(1)(D) of the Code as in effect for taxable years beginning before January 1, 1976, of \$9,500, *i.e.*, \$19,000 X 1/2. X is treated under subdivision (iii)(b) of this subparagraph as having \$500, *i.e.*, \$1,000 X \$9,500/\$19,000, from sources within the United States and \$9,000 from sources without the United States.

Example (2). The facts are the same as in example (1) except that in 1973, in addition to the taxable income described in such example, Y has \$450 of taxable income from gross interest from producer's loans described in section 995(b)(1)(A). Under these facts, the deemed distribution of \$450 under section 995(b)(1)(A) is treated in full under subdivision (i) of this subparagraph as gross income from sources within the United States. The deemed distribution under section 995(b)(1)(D) of the Code as in effect for taxable years beginning before January 1, 1976, of \$9,500 will be treated in the same manner as in example (1), *i.e.*, \$1,000 X \$9,500/(\$19,450-\$450).

Example (3). (a) The facts are the same as in example (1) except that in 1973, in addition to the distribution described in such example, Y makes a deemed distribution taxable as a dividend of \$100 under section 995(b)(1)(G) (relating to foreign investment attributable of all of its previously taxed income and of \$2,000 taxable as a dividend which reduces accumulated DISC income (as defined in subdivision (ii)(b) of this subparagraph). Under § 1.996-3(b)(3), accumulated DISC income is first reduced by the deemed distribution of \$100 and then by the actual distribution taxable as a dividend of \$2,000. As indicated in example (1), for 1972 Y did not have any nonqualified export taxable income. Assume that Y had accumulated DISC income of \$12,000 at the end of 1973, \$500 of which under example (1) is attributable to nonqualified export taxable income

(e) The sum of the amounts deemed and actually distributed as dividends for 1973 that are treated as gross income from sources within the United States is as follows:

	Total dividend	Amount of dividend from sources within the United States
Deemed distribution under sec. 995(b)(1)(D) of the code as in effect for taxable years beginning before Jan. 1, 1976	\$9,500	\$500.00
Deemed distribution under sec. 995(b)(1)(G)	100	4.17
Actual distribution that reduces accumulated DISC income	2,000	83.33
Totals	\$11,600	\$587.50

Thus, pursuant to subdivision (v)(b) of this subparagraph at the beginning of 1974 Y has \$412.50, *i.e.*, \$1,000-\$587.50, of nonqualified export taxable income.

Par. 2. Section 1.993-3 is amended by revising paragraphs (e)(4), (f)(2)(iv), (h)(2)(ii), (h)(1), the introductory portion of (h)(3)(i), and (h)(3)(ii) to read as follows:

§ 1.993-3 Definition of export property.

(e) *Foreign content of property.* * * *

(4) *Computation of foreign content—*
(i) *Valuation.* For purposes of applying the 50 percent test described in subparagraph (l) of this paragraph, it is necessary to determine the fair market value of all articles which constitute foreign content of the property being tested to determine if it is export property. The fair market value of such imported articles is determined as of the time such articles are imported into the United States. With respect to articles imported into the United States when section 202(c)(1) of the Trade Agreements Act of 1979 is not in effect, the fair market value of such articles is their appraised value as determined under section 402 or 402a of the Tariff Act of 1930 (19 U.S.C. 1401a or 1402) in connection with their importation. With respect to articles imported into the United States when section 202(c)(1) of the Trade Agreements Act of 1979 is in effect, the fair market value of such articles is their appraised value as determined under section 402 of the Tariff Act of 1930 (19 U.S.C. 1401a) in connection with their importation. With respect to the effective date of section

202(c)(1) of the Trade Agreements Act of 1979, see section 204(a) of that Act. The appraised value of such articles is the full dutiable value of such articles, determined, however, without regard to any special provision in the United States tariff laws which would result in a lower dutiable value. Thus, an article which is imported into the United States is treated as entirely imported even if all or a portion of such article was originally manufactured, produced, grown, or extracted in the United States.

(f) *Excluded property.* * * *

(2) *Property leased to member of controlled group.* * * *

(iv) *Certain copyrights.* With respect to a copyright which is not excluded by subparagraph (3) of this paragraph from being export property, the ultimate use of such property is the sale or exhibition of such property to the general public. Thus, if A, a DISC for the taxable year, leases recording tapes to B, a foreign corporation which is a member of the same controlled group as A, and if B makes records from the recording tape and sells the records to C, another foreign corporation, which is not a member of the same controlled group, for sale by C to the general public, the recording tape is not disqualified under this subparagraph from being export property, notwithstanding the leasing of the recording tape by A to a member of the same controlled group, since the ultimate use of the tape is the sale of the records (*i.e.*, property produced from the recording tape).

(h) *Export controlled products—(1) In general.* An export controlled product is not export property. A product or commodity may be an export controlled product at one time but not an export controlled product at another time. For purposes of this paragraph, a product or commodity is an "export controlled product" at a particular time if at that time the export of such product or commodity is prohibited or curtailed under section 4(b) of the Export Administration Act of 1969 or section 7(a) of the Export Administration Act of 1979, to effectuate the policy relating to the protection of the domestic economy set forth in such Acts (paragraph (2)(A) of section 3 of the Export Administration Act of 1969 and paragraph (2)(C) of section 3 of the Export Administration Act of 1979). Such policy is to use export controls to the extent necessary "to protect the domestic economy from the excessive drain of scarce materials and to reduce the serious inflationary impact of foreign demand."

(2) *Products considered export controlled products.* * * *

(iv) *Expiration of Export Administration Act.* An initial control date and a final control date cannot occur after the expiration date of the Export Administration Act under the authority of which the short supply export controls were issued.

(3) *Effective dates—(i) Products controlled on March 19, 1975.* Except as provided in paragraph (g)(6) of this section, if a product or commodity was subject to short supply export controls on March 19, 1975, this paragraph applies—

(ii) *Products first controlled after March 19, 1975.* If a product or commodity becomes subject to short supply export controls after March 19, 1975, this paragraph applies to sales, exchanges, other dispositions, or leases of such product or commodity made on or after the initial control date of such product or commodity, and to owning such product or commodity on or after such date.

Par. 3. Section 1.993-4 is amended by revising paragraphs (a)(2)(vi), (a)(5) and paragraph (b)(3) to read as follows:

§ 1.993-4 Definition of producer's loans.

(a) *General rule.* * * *

(2) *Application of this section.* * * *

(vi) *Events subsequent to time loan is made.* The determination as to whether a loan qualifies as a producer's loan is made on the basis of the relevant facts taken into account for purposes of determining whether the loan was a producer's loan when made. Thus, for example, if the accumulated DISC income of the lender is later reduced below the unpaid balance of all producer's loans previously made by the DISC, such subsequent decrease in the amount of accumulated DISC income will not result in later disqualification of such loan (or part thereof) as a producer's loan. Similarly, if a loan (or part of a loan) does not qualify as a producer's loan because of an insufficient amount of accumulated DISC income at the time the loan is made, a subsequent increase in the amount of accumulated DISC income will not result in later qualification of such loan (or part thereof) as a producer's loan. As a further example, for purposes of applying the borrower's export related assets limitation described in paragraph (b) of this section, a loan which qualifies as a producer's loan when made will not later be disqualified if property, the gross receipts from the sale or lease of

which were includible in the numerator of the fraction described in paragraph (b)(3)(i) of this section at the time of sale or lease by the borrower, is later characterized as excluded property (as defined in § 1.993-3(f)).

(5) *Borrower's trade or business.* A loan is a producer's loan only if the loan is made to a person engaged in the United States in the manufacture, production, growth, or extraction (within the meaning of § 1.993-3(c)) of export property determined without regard to § 1.993-3(f)(1)(iii) and (iv). The borrower may also be engaged in other trades or businesses and the loan need not be traceable to specific investments in export property.

(b) *Borrower's export related assets limitation.*

(3) *Fraction referred to in subparagraph (1) of this paragraph—(i) Numerator of fraction.* The numerator of the fraction set forth in this subparagraph is the sum of the borrower's gross receipts for each of its 3 taxable years immediately preceding the taxable year in which the loan is made (but not including any taxable year beginning before January 1, 1972) from the sale or lease of export property (determined without regard to § 1.993-3(f)(1)(iii) and (iv)) which is manufactured, produced, grown, or extracted (within the meaning of § 1.993-3(c)) by the borrower whether or not sold or leased directly or through a related Western Hemisphere trade corporation, or other domestic related person (notwithstanding § 1.993-3(a)(4) and (5) and (f)(2)). For purposes of the preceding sentence, with respect to a sale or lease to a related DISC in which the transfer price is determined under section 994(a)(1) or (2), the rules under § 1.994-1(c)(5) (relating to incomplete transactions) shall be applied, and with respect to all other sales and leases the rules under § 1.994-1(c)(5) other than subdivision (i)(d) thereof shall be applied.

§ 1.995-3 [Amended]

Par. 4. Paragraph (e) of § 1.995-3 is amended by striking out "995(b)(1)(E)" and inserting in lieu thereof "995(b)(1)(G)".

Par. 5. Section 1.995-4 is amended by reviewing paragraph (a), (b), (c), (d), (e)(1) and (e)(3)(iii) to read as follows:

§ 1.995-4 Gain on disposition of stock in a DISC.

(a) *Disposition in which gain is recognized—(1) In general.* If a

shareholder disposes, or is treated as disposing, of stock in a DISC, or former DISC, then any gain recognized on such disposition shall be included in the shareholder's gross income as a dividend, notwithstanding any other provision of the Code, to the extent of the accumulated DISC income amount (described in paragraph (d) of this section). To the extent the recognized gain exceeds the accumulated DISC income amount, it is taxable as gain from the sale or exchange of the stock.

(2) *Nonapplication of subparagraph (1).* The provisions of subparagraph (1) of this paragraph do not apply (i) to the extent gain is not recognized (such as, for example, in the case of a gift or an exchange of stock to which section 354 applies) and (ii) to the amount of any recognized gain which is taxable as a dividend (such as, for example, under section 301 or 356(a)(2)) or as gain from the sale or exchange of property which is not a capital asset. The amount taxable as a dividend under section 301 or 356(a)(2) is subject to the rules provided in § 1.995-1(c) for the treatment of actual distributions by a DISC.

(b) *Disposition in which separate corporate existence of DISC is terminated—(1) General.* If stock in a corporation that is a DISC, or former DISC, is disposed of in a transaction in which its separate corporate existence as a DISC, or former DISC, is terminated, then, notwithstanding any other provision of the Code, an amount of realized gain shall be recognized and included in the transferor's gross income as a dividend. The realized gain shall be recognized to the extent that such gain—

(i) Would not have been recognized but for the provisions of this paragraph, and

(ii) Does not exceed the accumulated DISC income amount (described in paragraph (d) of this section).

(2) *Cessation of separate corporate existence as a DISC, or former DISC.* For purposes of subparagraph (1) of this paragraph, separate corporate existence as a DISC, or former DISC, will be treated as having ceased if, as a result of the transaction, there is no separate entity which is a DISC and to which is carried over the accumulated DISC income and other tax attributes of the DISC, or former DISC, the stock of which is disposed of. Thus, for example, if stock in a DISC, or former DISC, is exchanged in a transaction described in section 381 (a) (relating to carryovers in certain corporate acquisitions), the gain realized on the transfer of such stock will not be recognized under subparagraph (1) of this paragraph if the assets of such DISC, or former DISC, are

acquired by a corporation which immediately after the acquisition qualifies as a DISC. For a further example, if a DISC, or former DISC, is liquidated in a transaction to which section 332 (relating to complete liquidations of subsidiaries) applies, the transaction will be subject to subparagraph (1) of this paragraph if the basis to the transferee corporation of the assets acquired on the liquidation is determined under section 334(b)(2) or if immediately after such liquidation the transferee of such assets does not qualify as a DISC. However, separate corporate existence as a DISC, or former DISC, will not be treated as having ceased in the case of a mere change in place of organization, however effected. See § 1.996-7 for rules for the carryover of the divisions of a DISC's earnings and profits to one or more DISC's.

(c) *Disposition to which section 311, 336, or 337 applies—(1) In general.* If, after December 31, 1976, a shareholder distributes, sells, or exchanges stock in a DISC, or former DISC, in a transaction to which section 311, 336, or 337 applies, then an amount equal to the excess of the fair market value of such stock over its adjusted basis in the hands of the shareholder shall, notwithstanding any other provision of the Code, be included in gross income of the shareholder as a dividend to the extent of the accumulated DISC income amount (described in paragraph (d) of this section).

(2) *Nonapplication of subparagraph (1).* Subparagraph (1) shall not apply if the person receiving the stock in the disposition has a holding period for the stock which includes the period for which the stock was held by the shareholder disposing of such stock.

(d) *Accumulated DISC income amount—(1) General.* For purposes of this section, the accumulated DISC income amount is the accumulated DISC income of the DISC or former DISC which is attributable to the stock disposed of and which was accumulated in taxable years of such DISC or former DISC during the period or periods such stock was held by the shareholder who disposed of such stock.

(2) *Period during which a shareholder has held stock.* For purposes of this section, the period during which a shareholder has held stock includes the period he is considered to have held it by reason of the application of section 1223 and, if his basis is determined in whole or in part under the provisions of section 1014(d) (relating to special rule for DISC stock acquired from decedent), the holding period of the decedent. Such holding period is to exclude the day of acquisition but include the day of

disposition. Thus, for example, if A purchases stock in a DISC on December 31, 1972, and makes a gift of such stock to B on June 30, 1973, then on December 31, 1974, B will be treated as having held the stock for 2 full years. If the basis of the stock in C's hands is determined under section 1014 (d) upon a transfer from B's estate on December 31, 1976, by reason of B's death on June 30, 1974, then on December 31, 1976, C will be treated as having held the stock for 4 full years.

(e) *Accumulated DISC income allocable to shareholder under section 995(c)(2)—(1) In general.* Under this paragraph, rules are prescribed for purposes of paragraph (d) of this section as to the manner of determining, with respect to the stock of a DISC, or former DISC, disposed of, the amount of accumulated DISC income which is attributable to such stock and which was accumulated in taxable years of the corporation during the period or periods the stock disposed of was held or treated under paragraph (d)(2) of this section as held by the transferor. Subparagraphs (2), (3), and (4) of this paragraph set forth a method of computation which may be employed to determine such amount. Any other method may be employed so long as the result obtained would be the same as the result obtained under such method.

(3) *Step 2.*

(iii) If for any taxable year of a DISC, or former DISC, the share disposed of was not held (or treated under paragraph (d) (2) of this section as held) by the disposing shareholder for the entire year, then the amount of increase (or decrease) in accumulated DISC income attributable to such share for such year is the amount determined as if he held the share until the end of such year multiplied by a fraction the numerator of which is the number of days in the taxable year on which the shareholder held (or under paragraph (d) (2) of this section is treated as having held) such share and the denominator of which is the total number of days in the taxable year.

§ 1.995-5 [Amended]

Par. 6. Section 1.995-5 is amended by striking out "995(b)(1)(E)" everywhere it appears in paragraphs (a)(1), (a)(7), and (d)(1)(i) of that section and inserting in lieu thereof "995(b)(1)(G)".

Par. 7. Section 1.996-1 is amended to revise paragraph (b) and example 3 of paragraph (e) to read as follows:

§ 1.996-1 Rules for actual distributions and certain deemed distributions.

(b) *Rules for qualifying distributions and deemed distributions under section 995(b)(1)(C)—(1) In general.* Except as provided in subparagraph (2), any actual distribution to meet qualification requirements made pursuant to § 1.992-3 and any deemed distribution pursuant to § 1.995-2(a)(5) (relating to foreign investment attributable to producer's loans) which is made out of earnings and profits shall be treated as made—

(i) First, out of "accumulated DISC income" (as defined in § 1.996-3(b)) to the extent thereof,

(ii) Second, out of "other earnings and profits" (as defined in § 1.996-3(d)) to the extent thereof, and

(iii) Third, out of "previously taxed income" (as defined in § 1.996-3(c)) to the extent thereof.

(2) *Special rules.* For taxable years beginning after December 31, 1975, paragraph (b)(1) of this section shall apply to one-half of the amount of an actual distribution made pursuant to § 1.992-3 to satisfy the condition of § 1.992-1(b) (the gross receipts test) and paragraph (a) of this section shall apply to the remaining one-half of such amount.

(e) Examples.

Example (3). Y Corporation, which uses the calendar year as its taxable year, elects to be treated as a DISC beginning with 1972. As of the end of 1975, Y had failed to meet the gross receipts test for that year. In 1975 Y had \$100 of taxable income, \$80 of which was attributable to qualified export receipts and \$20 of which was attributable to receipts that did not qualify as qualified export receipts. As of the beginning of 1976, Y had \$300 of accumulated earnings and profits, which consisted of \$70 of accumulated DISC income, \$40 of previously taxed income, and \$190 of other earnings and profits. In 1976 Y makes a cash distribution of \$20 pursuant to § 1.992-3 in order to satisfy the gross receipts test for 1975. For 1976 Y has no earnings and no deemed distributions. The entire \$20 distribution is a dividend under section 316. Under § 1.996-1(b)(2), half of the \$20 cash distribution is treated pursuant to § 1.996-1(b)(1) and half is treated pursuant to § 1.996-1(a). Thus, \$10 is treated as distributed out of accumulated DISC income and is includable in gross income. The other \$10 is treated as made out of previously taxed income and is thus excluded from gross income. As of the beginning of 1977, Y has \$280 of accumulated earnings and profits, which consists of \$60 of accumulated DISC income, \$30 of previously taxed income, and \$190 of other earnings and profits.

§ 1.996-3 [Amended]

Par. 8. Section 1.996-3 is amended by striking out "§ 1.996-1(b)(1)" in

paragraphs (b)(3)(ii) and (f) Example 5 (5) and inserting in lieu thereof "§ 1.996-1(b)(1)(i)".

Jerome Kurtz

Commissioner of Internal Revenue.

[FR Doc. 80-40811 Filed 12-29-80; 4:43 pm]

BILLING CODE 4830-01-M

26 CFR Part 26

[LR 205-76]

Definitions and Special Rules Relating to Generation-Skipping Transfers

AGENCY: Internal Revenue Service.

ACTION: Notice of proposed rulemaking.

SUMMARY: This document contains proposed regulations relating to the new tax on certain generation-skipping transfers. Provisions taxing certain generation-skipping transfers were added by the Tax Reform Act of 1976. The regulations would provide the public with the guidance needed to comply with that Act.

DATES: The amendments are proposed to be effective for any generation-skipping transfer made after June 11, 1976. Written comments and request for a public hearing must be delivered or mailed by March 3, 1981.

ADDRESS: Send comments and requests for a public hearing to Commissioner of Internal Revenue, Attention: CC:LR:T, (LR 205-76) Washington, D.C. 20224.

FOR FURTHER INFORMATION CONTACT: Robert H. Waltuch of the Legislation and Regulations Division, Office of the Chief Counsel, Internal Revenue Service, 1111 Constitution Avenue, N.W., Washington, D.C. 20224, Attention: CC:LR:T, 202-566-3287, not a toll-free call.

SUPPLEMENTARY INFORMATION:**Background**

This document contains proposed amendments to the generation-skipping transfer tax regulations (26 CFR Part 26) under section 2611-2613 of the Internal Revenue Code of 1954 (Code) as added by section 2006(a) of the Tax Reform Act of 1976 (90 Stat. 1879; Pub. L. 94-455), section 702(n)(2) of the Revenue Act of 1978 (92 Stat. 2935; Pub. L. 95-600) and section 107(a)(2)(B) of the Technical Corrections Act of 1979 (94 Stat. 222; Pub. L. 96-222). These new regulations are proposed to provide the public with certain rules relating to generation-skipping transfers. These regulations are to be issued under the authority contained in sections 2613(b) (90 Stat. 1884; 26 U.S.C. 2613(b)), 2621(c)(2) (90 Stat. 1888; 26 U.S.C. 2621(c)(2)); 2622 (90

Stat. 1888; 26 U.S.C. 2622); and 7805 (68A Stat. 917; 26 U.S.C. 7805) of the Code.

In General

Under the Tax Reform Act of 1976 a new chapter 13 was added to the Code which imposes a tax on generation-skipping transfers. Section 2611 of the Code defines the terms "generation-skipping transfers", "generation-skipping trust", and "generation-skipping trust equivalent". This section also sets forth rules for determining the generation to which a beneficiary belongs. The regulations under section 2611 of the Code interpret these definitions and rules and illustrate the application of section 2611 through the use of examples.

Taxable Distributions and Taxable Terminations

A generation-skipping transfer is defined as any taxable distribution or taxable termination with respect to a generation-skipping trust or trust equivalent. The proposed regulation under § 26.2613-1 defines the term "taxable distribution" and provides, in part, that if any portion of the tax imposed on a generation-skipping transfer is paid by the trust and the amount of the tax is not included in the tax base, then the amount of taxes paid by the trust is another generation-skipping transfer. This latter transfer is treated as having occurred at the same time as the generation-skipping transfer that caused the imposition of tax. This will result in the generation-skipping transfer being grossed-up by the amount of taxes attributable to that generation-skipping transfer. The proposed regulation under § 26.2613-2 defines the term "taxable termination" and sets forth the rules that result in the postponement of a taxable termination. In addition, the proposed regulation provides, in part, that the postponement rules will not apply unless the remaining beneficiary's interest or power is substantial. Other limitations on the application of the postponement rules are found under the separate share rules proposed under § 26.2613-5.

Deemed Transferor

In order to determine the amount of tax that is due with respect to a generation-skipping transfer, it is first necessary to determine the identity of the transferee of the property being transferred. After the identity of the transferee has been ascertained, the deemed transferor can be determined by applying the rules under proposed § 26.2612-1. The proposed regulation under § 26.2612-1 further defines the term "deemed transferor" and also sets

forth rules for determining the identity of the transferee. The proposed regulation under § 26.2613-4 also sets forth additional rules for determining the identity of a transferee where the identity of the transferee is unclear at the time of a generation-skipping transfer.

Grandchild Exclusion

Section 26.2613-4 of the proposed regulation provides, in part, that in the case of any deemed transferor, the maximum amount excluded from the terms "taxable distribution" and "taxable termination" is \$250,000 if the transfer is to a grandchild of the grantor and the property vests in the grandchild.

Comments and Requests for a Public Hearing

Before adopting these proposed regulations, consideration will be given to any written comments that are submitted (preferably six copies) to the Commissioner of Internal Revenue. All comments will be available for public inspection and copying. A public hearing will be held upon written request to the Commissioner by any person who has submitted written comments. If a public hearing is held, notice of the time and place will be published in the Federal Register.

Drafting Information

The principal author of these proposed regulations is Robert H. Waltuch of the Legislation and Regulations Division, Office of Chief Counsel, Internal Revenue Service. However, personnel from other offices of the Internal Revenue Service and the Treasury Department participated in developing the regulations, both on matters of substance and style.

Proposed amendments to the regulations

The proposed amendments to 26 CFR Part 26 are as follows:

Paragraph 1. Sections 26.2611-1 through 26.2611-4 are added immediately after § 26.2601-1 to read as set forth below.

§ 26.2611-1 Definitions.

(a) *Generation-skipping transfer.* The terms "generation-skipping transfer" and "transfer" mean any taxable distribution or taxable termination with respect to a generation-skipping trust or trust equivalent. See § 26.2613-5 for the effect of a trust being treated as having separate and independent shares.

(b) *Generation-skipping trust.* The term "generation-skipping trust" means any trust having younger generation beneficiaries (within the meaning of § 26.2613-4(c)(1)) who are assigned to more than one generation.

§ 26.2611-2 Grantor.

(a) *In general.* A grantor of a trust includes any person contributing or adding money or property directly or indirectly to a trust if the contribution is included in the Federal gross estate or is subject to gift tax without regard to section 2503(b). A person who releases a general power of appointment over a trust is treated as contributing the property that was subject to the power. If a person allows a general power of appointment to lapse, that person is treated as making a contribution to the extent that the amount of money or property subject to the power exceeds the greater of \$5,000, or 5 percent of the aggregate value, at the time of such lapse, of the assets out of which or the proceeds of which the exercise of the lapsed power could have been satisfied. Thus, for example, if a person holds a power to withdraw \$10,000 from a trust having a value of \$100,000, that is attributable to the first grantor, upon the lapse of the power the power-holder would be treated as having contributed \$5,000 to the trust and is therefore treated as a grantor of \$5,000. The original grantor remains the grantor of the \$5,000 balance. On these facts, if the power-holder were assigned to a generation younger than the first grantor, a subsequent transfer of money or property from the trust may be a generation-skipping transfer to the extent that it is attributable to the first grantor. In addition, there may be a generation-skipping transfer with respect to the power-holder grantor. See paragraph (b)(2)(i) and (ii) of this section.

(b) *Multiple grantors—(1) Simultaneous contributions to the trust.* If a generation-skipping trust has more than one grantor and all contributions to the trust by all grantors are made at the same time, any subsequent transfers from the trust shall be attributable proportionately to each grantor based upon the relative value of each grantor's contribution.

(2) *Successive contributions to the trust.* When contributions to the trust by the grantors are made at different times, the portion of a subsequent transfer

attributable to a grantor must be redetermined based upon the latest contribution to the trust. To redetermine the portion of the transfer attributable to a grantor, the fair market value of the trust, valued immediately after the latest contribution to the trust, is multiplied by a fraction. The numerator of this fraction is the sum of—

(i) The portion of the total value of the trust immediately before the latest contribution which because of prior contributions is attributable to the grantor, and

(ii) The value of the latest contribution if attributable to the grantor.

The denominator is the fair market value of the trust valued immediately after the latest contribution. See example (2) under paragraph (b) (3) of this section.

(3) *Examples.* Paragraph (b) (1) and (b) (2) (i) and (ii) of this section may be illustrated by the following examples:

Example (1). Assume A and B transfer \$100,000 and \$50,000 respectively to a generation-skipping trust. If during the year \$50,000 were distributed in a taxable distribution, two-thirds of that distribution would be attributable to grantor A and one-third would be attributable to grantor B.

Example (2). Assume that in 1980 A and B transfer \$100,000 and \$400,000 respectively to a generation-skipping trust, with all income to be accumulated for 3 years. At the end of the three year period C transfers \$300,000 to the trust. The fair market value of the trust immediately after C's transfer is \$1,000,000. If there were a distribution of corpus at any time after C's transfer to the trust, but before any additional transfers to the trust are made, then under paragraphs (b)(1)(i) and (ii) of this section 30 percent

$$\left(\frac{300,000}{1,000,000} \right)$$

of any generation-skipping transfer would be attributable to C, 14 percent

$$\left(\frac{100,000 \times 700,00}{500,000} \right) \left(\frac{1,000,000}{1,000,000} \right)$$

to A, and 56 percent

$$\left(\frac{400,000 \times 700,000}{500,000} \right) \left(\frac{1,000,000}{1,000,000} \right)$$

to B.

Example (3). Assume A is the sole shareholder of Corporation X. There are 100

shares of X stock outstanding. In 1980 A transferred all 100 shares in X to a trust. B, A's son, transferred \$1,000 to the same trust. The fair market value of the X stock was \$100. Assuming that the value of the assets of the trust remains constant, in 1982 A transfers \$98,900 to X as a contribution to capital. Under the terms of the trust instrument, income and/or corpus is payable in the sole discretion of the trustee to A's lineal descendants. In 1985 when the fair market value of the trust is \$500,000, the trustee distributed \$50,000 of corpus to a grandchild of A. \$49,500

$$\left(\frac{99,000}{100,000} \times 50,000 \right)$$

is attributable to A's contribution and \$500.00 is attributable to B's contribution.

§ 26.2611-3 Ascertainment of generation.

(a) *Relationship by blood or marriage.* The generation to which any person (other than the grantor) belongs shall be determined in accordance with the following rules. If an individual is a lineal descendent of a grandparent of the grantor, that individual shall be assigned to that generation which results from subtracting the number of generations which results from subtracting the number of generations between the grandparent and that individual from the number of generations between the grandparent and the grantor. If an individual has been at any time married to a person described in the preceding sentence that individual shall be assigned to the generation of the person so described and an individual who has been at any time married to the grantor shall be assigned to the grantor's generation. A relationship by the half blood shall be treated as a relationship by the whole blood. A relationship by legal adoption shall be treated as a relationship by blood.

(b) *Relationships other than by blood or marriage.* An individual who is not assigned to a generation by reason of paragraph (a) of this section shall be assigned to a generation on the basis of the date of such individual's birth, with an individual born not more than 12½ years after the date of the birth of the grantor assigned to the grantor's generation. An individual born more than 12½ years but not more than 37½ years after the date of the birth of the grantor shall be assigned to the first generation younger than the grantor. Similar rules apply for a new generation every 25 years.

(c) *Multiple generation assignment.* Except as provided in this paragraph (c), an individual who would be assigned to more than one generation shall be assigned to the youngest of these generations. This rule does not apply to the adoption of an unrelated person by the grantor or any beneficiary, or the marriage of an unrelated person to the grantor or any beneficiary. In these cases the rules under paragraph (a) of this section apply.

(d) *Entity as beneficiary.* If any beneficiary of the trust is an estate or a trust, partnership, corporation, or other entity (other than an organization described in section 511(a)(2) and other than a charitable trust described in section 511(b)(2)), each individual having an indirect interest or power in the trust through such entity shall be treated as a beneficiary of the trust. The individual beneficiary shall be assigned to a generation under paragraphs (a), (b), or (c) of this section. The entity is not assigned to a generation. An individual has an indirect interest or power in the trust through such entity if one or more of the rules under paragraphs (e)(1), (e)(2) or (e)(3) of this section apply. See § 26.2613-4(d) to determine whether an individual who is treated as a beneficiary under this paragraph has a present interest or present power.

(e) *Indirect interest or power—(1) Legatee or heir of an estate or beneficiary of a trust.* A person is treated as a beneficiary of the trust if that person has an interest or power (as defined in section 2613(d) (1) or (2)) in an estate or another trust which is a beneficiary of the trust.

(2) *Partner in a partnership.* A person is treated as a beneficiary of a trust if that person is a general or limited partner in a partnership and the partnership is a beneficiary of the trust.

(3) *Shareholder in a corporation.* A person is treated as a beneficiary of a trust if that person is a shareholder in a corporation and the corporation is a beneficiary of the trust.

(4) *Transferee.* See § 26.2612-1(b) and § 26.2613-3(a) to determine whether a person who is treated as a beneficiary under paragraphs (d), (e)(1), (e)(2), or (e)(3) of this section is also treated as a transferee of a generation-skipping transfer.

(f) *Examples.* The provisions of this section may be illustrated by the following examples:

Example (1). Assume a generation-skipping trust is created by A with the income payable to his wife for life, then to A's children B and C and their wives D and E respectively for their joint lives and for the lives of the survivors and upon the death of the last

survivor to A's Grandchildren. Because all beneficiaries of the trust are lineal descendants of the grantor's grandparent or are married to a lineal descendent of the grantor's grandparent, all the beneficiaries will be assigned to a generation in accordance with the rules under paragraph (a) of this section. Therefore, B and C and their wives will be assigned to the first generation below that of the grantor and the grandchildren will be assigned to the second generation below that of the grantor.

Example (2). Assume a generation-skipping trust is created by A, age 80, with the income payable to B, C, D, and E for their joint lives and for the lives of the survivors and upon the death of the last survivor the principal is payable to A's great-grandchild F. B and C are husband and wife, and are not related to A. B is age 68 and C is age 60. D is B's son from a prior marriage and is age 44. E is C's daughter from a prior marriage and is age 41. The generation assignment of all the beneficiaries may be shown in the following chart:

Grantor's generation (born not more than 12½ years after the date of birth of the grantor).....	B
1st generation below grantor (born more than 12½ years after grantor but not more than 37½ years after the date of birth of the grantor).....	C, D
2nd generation below grantor (born more than 37½ years after the birth of grantor but not more than 62½ years after the date of birth of the grantor).....	E
3rd generation below grantor.....	F

Example (3). Assume A creates a short term trust for his child B for 11 years, and that during the term of the trust A dies and leaves his entire estate to B's grandchild D. Since the estate has the unrestricted right to receive the income or corpus of the trust upon the expiration of the 11 years, D is treated as a beneficiary of the short term trust and is assigned to the third generation below the grantor.

§ 26.2611-4 Generation-skipping trust equivalent.

(a) *In general.* Unless otherwise stated, any reference in this part to a generation-skipping trust shall include the appropriate reference to a generation-skipping trust equivalent. The term "generation-skipping trust equivalent" includes any legally enforceable arrangement whether effectuated by contract, deed, will, agreement, understanding, plan or by any other means (including any combination of the preceding at the same or different times) which splits the beneficial enjoyment of assets among two or more younger generation beneficiaries who are assigned to more than one generation. The characterization of any arrangement as a generation-skipping trust equivalent depends on the effect of the arrangement and not on the settlor's motives. Arrangements to which this paragraph may apply include (but are

not limited to) arrangements creating life estates and remainders, estates for years, the designation of beneficiaries under insurance and annuity contracts, and split interests and direct and indirect transfers to a minor.

(b) *Examples.* The provisions of paragraph (a) of this section may be illustrated by the following examples:

Example (1). A purchases a life insurance policy on his life. The terms of the policy are that upon A's death the proceeds of the policy are to be retained by the insurance company. The income earned therefrom is to be paid to A's son B for life and upon B's death the principal is to be distributed to B's son C. This contractual arrangement with the insurance company is a generation-skipping trust equivalent.

Example (2). Assume the same facts as in example (1), except that B has the right under the contract to take the entire proceeds and B irrevocably elects to leave the money with the insurance company for distribution to C. This arrangement will not be a generation-skipping trust equivalent because B is considered to be the grantor and there would be only one younger generation beneficiary.

Example (3). A buys a combination annuity contract and life insurance policy on the life of A's son B. The annuity is payable to B for life. The proceeds of the insurance policy are payable to B's son C. The effect of the combination annuity contract and life insurance policy is such that they will be considered a generation-skipping trust equivalent.

Example (4). A conveys Blackacre to his son for life, then to his grandson for life with the remainder to his great-grandchild. This arrangement is a generation-skipping trust equivalent.

Example (5). A's will creates no trusts. However, the beneficiaries under A's will are assigned to two different generations, both of which are younger than the testator's generation. This arrangement is a generation-skipping trust equivalent. However, no tax will be imposed on transfers from the estate so long as the separate share rules under § 26.2613-5 apply. See § 26.2613-5(c) examples (3) and (4).

Example (6). Assume A creates a short term trust for his child for 11 years and that two years after creation of the trust, A irrevocably gives his great grandchild the reversionary interest. This arrangement will be classified as a generation-skipping trust equivalent because the beneficial enjoyment of the property has been split among two younger generation beneficiaries who are assigned to more than one generation.

Example (7). A transfers \$300,000 to his grandchild C under the Uniform Gift to Minors Act naming A's sister as custodian. This arrangement is a generation-skipping trust equivalent because C's parent is treated as a beneficiary under § 26.2613-4(c)(3) and the arrangement splits the beneficial enjoyment of the gift among two younger generation beneficiaries who are assigned to two different generations. See § 26.2613-4(d) to determine whether C has a present interest or present power.

Par. 2. Section 26.2612-1 is added immediately after § 26.2611-4 to read as set forth below.

§ 26.2612-1 Deemed transferor.

(a) *General rule.* The deemed transferor with respect to a transfer is, except as provided in this paragraph, the parent of the transferee of the property who is more closely related to the grantor of the trust than the other parent of the transferee, or if neither parent is related to the grantor, the parent having a closer affinity to the grantor. If the parent described in this paragraph (a) is not a younger generation beneficiary of the trust immediately before the transfer (or series of related transfers), but one or more ancestors of the transferee is, or was, a younger generation beneficiary related by blood or adoption to the grantor of the trust, the youngest of the ancestors is deemed transferor. For purposes of this paragraph, a parent having a closer affinity will be the person named in the grantor's will or trust instrument, or the lineal descendant of that person having the intervening interest or power in the trust. If the parent is not named in the will or trust instrument, or the lineal descendant of that parent does not have an intervening interest or power in the trust, then the older parent is treated as the deemed transferor with respect to all of the property transferred. Furthermore, a parent related to the grantor of the trust by blood or adoption is more closely related than a parent related to such grantor by marriage. Thus, the grantor's son would be the deemed transferor in the case of a generation-skipping transfer to the son's child and not the wife of the son.

(b) *Transferee.* In the case of a taxable distribution, the transferee is the person that receives money or property or has it applied for his or her benefit. In the case of a taxable termination which terminates the trust and requires the distribution of the trust corpus to one or more beneficiaries, the transferee is the person who receives the property, or has it applied for his or her benefit. If the property remains in trust after a taxable termination, the person (or persons) with a present interest or power in the trust immediately after the taxable termination is the transferee. If a trust, estate, corporation, or partnership is the recipient of the money or property, those persons who are assigned to a generation under § 26.2611-3(d) and are treated as transferees under § 26.2613-3(a) (relating to deemed transferees of certain terminations and distributions) are treated as transferees to the extent of the fair market value of their interest

in the entity. However, when an organization described in section 511(a)(2) or a charitable trust described in section 511(b)(2) has a present interest or power in the trust immediately after the taxable termination or there is a mandatory accumulation of income for a term of years, then the transferee is the person having the next succeeding present interest or present power. See § 26.2613-3(a) (relating to deemed transferees of certain terminations) for limitations on these rules.

Par. 3. Sections 26.2613-1 through 26.2613-7 are added immediately after § 26.2612-1 to read as set forth below.

§ 26.2613-1 Taxable distribution.

(a) *In general.*—(1) *Definition.* The term "taxable distribution" means any distribution which exceeds the amount of trust income (within the meaning of section 643(b)) from a generation-skipping trust to any younger generation beneficiary who is assigned to a generation younger than the generation assignment of any other person who is or was a younger generation beneficiary. Distributions in excess of trust income are hereinafter referred to as distributions of corpus. For purposes of this paragraph (a)(1), an individual who at no time has had anything other than a future interest or future power (or both) in the trust shall not be considered as a younger generation beneficiary. See also § 26.2613-4(c)(1) for the general definition of a younger generation beneficiary.

(2) *Effect of section 663(b).* For purposes of paragraph (a)(1) of this section, if less than the amount of section 643(b) income is distributed during the taxable year of the trust and the trustee makes an election under section 663(b) for income tax purposes, then those distributions made during the first 65 days of the following taxable year shall be considered as having been distributed in the preceding taxable year to the extent of the preceding taxable year's undistributed section 643(b) income.

(3) *Examples.* The provisions of paragraphs (a)(1) and (a)(2) of this section may be illustrated by the following examples:

Example (1). Assume that a discretionary trust is established for the benefit of the grantor's child and great-grandchild. The trustee exercises his discretion by distributing an amount equal to section 643(b) income to the child and also makes a distribution out of corpus to the great-grandchild. This distribution constitutes a taxable distribution because there was a distribution of corpus (see paragraph (b) of this section for the rules for determining whether a distribution is out of section 643(b)

income or corpus) to a younger generation beneficiary (the great-grandchild); before the distribution there was at least one other younger generation beneficiary (the child) who is assigned to an older generation than that of the distributee (the great-grandchild); and there is a younger generation beneficiary assigned to an older generation than that of the distributee who has a present interest or power in the trust (the child).

Example (2). Assume a discretionary trust is established for the benefit of the grantor's child A, great-grandchild B, and the great-grandchild C for their joint lives and for the life of the survivor. A distribution of corpus to either B or C is a taxable distribution with respect to the entire amount of corpus distributed. See paragraph (b) of this section for the rules for determining whether a distribution is out of section 643(b) income or corpus.

Example (3). Assume a trust reports its income on a calendar year basis. The trust received a dividend on December 31, 1977. All other income earned in 1977 was distributed during 1977. The trustee made an election under section 663(b) and distributed the dividend within the first 65 days of calendar year 1978. Since the trustee made an election under section 663(b), the entire amount of the distribution will be treated as properly paid out of income earned in 1977.

(b) Attribution of certain distributions. If the amount of distributions exceed the amount of income (within the meaning of section 643(b)) during the taxable year of the trust, the distributions of income are deemed to have been made to the beneficiaries (to the extent of the aggregate distributions made to each such beneficiary during that taxable year) in descending order of generations beginning with the beneficiaries assigned to the oldest generation. In addition, if distributions to the younger generation beneficiaries who are assigned to the same generation include both income and corpus (as determined under this paragraph (b)), each of the younger generation beneficiaries is deemed to have received a share of the corpus. To determine the share of the corpus that a younger generation beneficiary is deemed to have received, the total amount of the corpus received by the younger generation beneficiaries who are assigned to the same generation is multiplied by a fraction. The numerator of the fraction is the amount of the distributions received during the year by that beneficiary. The denominator of the fraction is the sum of the distributions received for that year by all the younger generation beneficiaries assigned to that same generation. If property is distributed from a trust, it is treated as a distribution of money to the extent of the fair market value of the property. Thus, a distribution of property is

treated in the same manner as a distribution of money.

(c) Examples. The provisions of paragraph (b) of this section may be illustrated by the following examples:

Example (1). Assume a generation-skipping trust is established for the benefit of the grantor's child and great-grandchild. Under the terms of the trust, the trustee is given the power to distribute the income and corpus in any manner the trustee deems appropriate. During the taxable year of the trust the trustee exercises discretion and distributes all of the current income, which amounts to \$300, to the great-grandchild and also distributes \$100 of corpus to the child. Under paragraph (b) of this section, the distribution of \$100 to the child is deemed to have been made from current income to the extent of the distributions made to the child during that taxable year. The remaining \$200 of income

Amount of corpus deemed to have been distributed to C	$= \$1000 \text{ (total amount of corpus distributed to C and D as determined under } \S 26.2613-1 \text{ (b))}$ $= 1000 \times 1/3$ $= \$333.00$	$\times \frac{\$1000 \text{ (amount received by C total amount received by C \& D as determined under } \S 26.2613-1 \text{ (b))}}{\$3000}$
Amount of corpus deemed to have been distributed to D	$= \$1000 \text{ (total amount of corpus distributed to C and D as determined under } \S 26.2613-1 \text{ (b))}$ $= \$1000 \times 2/3$ $= \$667.00$	$\times \frac{\$2000 \text{ (amount received by D total amount received by C \& D as determined under } \S 26.2613-1 \text{ (b))}}{\$3000}$

Example (3). Assume a generation-skipping trust received stock dividends during the year with a fair market value of \$100,000. The dividends are treated as corpus under local law. The trust's section 643 (b) income for the year was \$60,000. At the end of the year the trustee distributes the stock dividend in equal shares to the grantor's child and grandchild. Even though local law treats the stock as corpus, for purposes of the generation-skipping transfer tax, the \$50,000 in stock distributed to the child is treated as a distribution of income, and the \$50,000 in stock distributed to the grandchild is treated as a \$10,000 distribution of income and a \$40,000 distribution of corpus.

(d) Certain distributions excluded from tax. The term "taxable distribution" does not include a generation-skipping transfer to the extent the transfer is to a grandchild of the grantor of the trust and does not exceed the limitation provided by § 26.2613-4(a) (relating to the \$250,000 limit on exclusion of transfers to grandchildren), or a transfer to the extent the transfer is included in the Federal gross estate or is subject to gift tax without regard to section 2503(b).

(e) Payment of tax. If all or a portion of the tax imposed by this chapter with respect to a transfer is paid by the trustee out of the income or corpus of the trust which was not subject to the generation-skipping transfer tax, an amount equal to the portion so paid shall be deemed to be another generation-skipping transfer. The latter

and the \$100 of corpus is deemed to have been distributed to the great-grandchild. Therefore, there has been a \$100 taxable distribution.

Example (2). Assume a generation-skipping trust is established by A for the benefit of A's nephew B, and the nephew's children, C and D. The trustee has the power to distribute income and/or corpus to one or more of the beneficiaries of the trust. The trust had income of \$4,000 for calendar year 1978. During that taxable year the trustee made distributions of \$2,000 to B, \$1,000 to C, and \$2,000 to D. Under paragraph (b) of this section, the \$2,000 distribution to B is deemed to be from the current year's income. Of the remaining \$2,000 of income and \$1,000 of corpus, \$333.00 of the distribution to C and \$667.00 of the distribution to D are deemed to be from corpus computed in the following manner.

transfer (the payment of the tax by the trust) shall be treated as having occurred at the same time as the generation-skipping transfer that resulted in the imposition of the tax.

(f) Loan to beneficiaries—(1) In general. A loan (or a loan renewal) by a trustee of trust assets or the use of trust assets to secure a loan to a younger generation beneficiary may give rise to a generation-skipping transfer if either the loan (or renewal) or the security arrangement is not bona fide. The Commissioner shall determine whether there has been a generation-skipping transfer by examining the facts and circumstances of the transaction.

(2) Statement. If a trustee makes or renews a loan of trust assets or secures a loan with trust assets, the trustee must disclose it on Form 706-B, or such other form as prescribed by the Service. Unless otherwise required by the Service, the trustee must also disclose the following information:

- (i) Whether the debt is evidenced by a note signed by the beneficiary, and if there is a note, a copy of the note,
- (ii) The amount of the loan and stated interest, and
- (iii) Whether the loan is secured or unsecured.

§ 26.2613-2 Taxable termination.

(a) In general. The term "taxable termination" means the termination (by death, lapse of time, exercise or non-

exercise, termination of a trust or custodianship, or otherwise) of an interest or power in accordance with the terms of the trust instrument in a generation-skipping trust of any younger generation beneficiary who is assigned to any generation older than the generation assignment of any other person who is a younger generation beneficiary of that trust. The term does not include a termination of an interest or power of any person who at no time has had anything other than a future interest or power in the trust. In addition, the assignment, whether or not for consideration, of a beneficiary's interest in a generation-skipping trust is not a taxable termination.

(b) *Time certain terminations deemed to occur*—(1) *Where two or more beneficiaries are assigned to same generation.* If two or more younger generation beneficiaries of a trust with present interests or present powers are assigned to the same generation, the transfer constituting the termination with respect to each beneficiary shall be treated as occurring at the time when the last termination occurs, unless the separate share rules under § 26.2613-5 apply.

(2) *Successive interests.* If a younger generation beneficiary's present interest or present power terminates and if a beneficiary assigned to the same generation as, or a higher generation than, such younger generation beneficiary has a present interest or present power immediately after the termination and such present interest or present power arose as a result of the termination, the transfer constituting the termination with respect to each beneficiary shall be treated as occurring at the time when the last termination occurs with respect to the younger generation beneficiary assigned to the same or higher generation.

(3) *Nominal interest*—(i) *In general.* If the rule under paragraph (b)(1) or (b)(2) of this section is utilized primarily for the postponement of the taxable termination, the taxable termination will occur at the time determined under paragraph (a) of this section, without regard to paragraph (b)(1) or (b)(2). Whether the rule under paragraph (b)(1) or (b)(2) is utilized primarily for the postponement of the taxable termination depends, under all the facts and circumstances, on the classification of the remaining beneficiary's interest or power as nominal. A taxable termination will not be postponed if the remaining beneficiary's present interest or present power is classified as nominal. Conversely, if the remaining beneficiary's present interest or present

power is classified as substantial, the taxable termination will be postponed until the time that it terminates or is classified as nominal. If an interest or power is classified as nominal, the value of that interest or power will not reduce the value of the terminated interest or power and the termination of the nominal interest or power is not a taxable event.

(ii) *Powers and interests held by beneficiary.* If a beneficiary possesses the right to withdraw or receive income or corpus (or both) pursuant to an ascertainable standard within the meaning of section 2041(b)(1)(A) and, based upon all the facts and circumstances, the beneficiary's need for the income or corpus is not so remote as to be negligible, the power is substantial. If a beneficiary possesses the right to withdraw or receive income or corpus (or both), the present value of which at the time of the termination is at least 5 percent of the value of the trust, then the beneficiary's interest is substantial.

(iii) *Discretionary interests.* A beneficiary who has a discretionary interest in a trust has a substantial interest if the beneficiary is a lineal descendant of the grantor's grandparent. If the beneficiary (or beneficiaries) is not a lineal descendant of the grantor's grandparent, the interest will be treated as substantial if at least 5 percent of the value of the trust (valued on the first day of the taxable year of the trust) is distributed to the nonlineal descendant (or descendant) annually. If less than 5 percent is distributed, the interest is treated as nominal unless unusual facts and circumstances indicate that it is substantial. See examples (3) and (4) under paragraph (b)(5) of this section.

(iv) *Nominal interest.* Notwithstanding any other provisions under § 26.2613-2(b)(3) (i), (ii), or (iii), an interest or power is treated as nominal if under all the facts and circumstances the holder of that interest or power was never intended to exercise or benefit from the power or interest.

(4) *Special rule.* If a younger generation beneficiary, who is assigned to a generation younger than one or more other younger generation beneficiaries, has a present interest or present power which terminates, but the termination of the interest or power is not a taxable termination because of the application of the postponement rule under § 26.2613-2 (b)(1) or (b)(2) (relating to a postponed termination due to 2 or more younger generation beneficiaries being assigned to the same generation), when the interest or power of the younger generation beneficiary assigned to the older generation

terminates, the rules set forth in § 26.2613-2(d)(2) (relating to a special rule for unusual order of termination) apply. See example (5) under paragraph (b)(5) of this section.

(5) *Examples.* The provisions of paragraphs (b)(1), (b)(2), (b)(3), (i), (ii), (iii) and (b)(4) of this section may be illustrated by the following examples:

Example (1). A transfers \$100,000 to a trust. Under the terms of the trust, the trustee has the sole discretion to either accumulate or distribute the income or corpus to A's children B, C, and D for their joint lives and for the life of the survivor. Upon the death of the last surviving child, the corpus is to be distributed to A's great grandchildren F, G, and H. All interests are substantial because it is a discretionary trust and the beneficiaries are lineal descendants of the grantor's grandparents. Thus, if child B predeceases children C and D, and child C predeceases D, the taxable termination for all children would be treated as occurring upon the death of D because the interests that B, C, and D possessed were substantial.

Example (2). Assume the same facts as in example (1), except that upon the death of the first child, the surviving children only have the right to receive either income or corpus (or both) based upon their health needs for their lives and for the life of the survivor. Assuming under all the facts and circumstances that their needs are not so remote as to be negligible, the rules under paragraph (b)(1) of this section have not been utilized primarily for the postponement of the termination. Therefore, all terminations prior to the termination of the last surviving child's interest will be treated as occurring at the time that the last surviving child's interest terminates.

Example (3). Assume a generation-skipping trust is established with the income payable to the settlor's grandchildren A and B for their joint lives and for the life of the survivor and upon the death of the last survivor, the income is payable to C and D for their joint lives or accumulated and upon the death of C and D, the corpus is thereafter to be distributed to the great-grandchildren of the settlor. Both C and D are unrelated members of A and B's generation. If the sum of the annual distributions to C and D is at least 5 percent of the value of the trust, no taxable termination will occur until the death of the survivor and C and D or the sum of the distribution in a given year is less than 5 percent of the value of the trust.

Example (4). Assume the same facts as in example (3) except that the trustee distributed 5 percent of the income to C and D the first year their interests became a present interest. Unless unusual facts indicate otherwise, C and D have a nominal interest because less than 5 percent of the value of the trust was distributed.

Example (5). Assume A creates a generation-skipping trust with the income payable in the sole discretion of the trustee to A's child B and A's grandchildren C and D for the life of B. Upon the death of B the corpus of the trust is to be distributed to A's then living issue per stirpes. Further, assume that C predeceases B leaving one child E. The

death of C is not taxable termination because of the application of the postponement rule under § 26.2613-2(b)(1). Upon B's death, one-half of the property is distributed to D and a generation-skipping transfer tax is imposed on that property (assuming the grandchild exclusion has already been exhausted). E receives the other one-half of the property. However, under paragraph (b)(4) of this section there are two taxes imposed on that transfer. The property that E received is treated as having passed from B to C in a generation-skipping transfer and then from C to E in a second generation-skipping transfer.

(c) *Same beneficiary has more than one interest or power*—(1) *General rule.* If a younger generation beneficiary of a trust has both a present interest and a present power, or more than one present interest or present power in a trust, the termination with respect to each present interest or present power shall be treated as occurring at the time the last present interest or present power terminates. The preceding sentence shall not apply if the remaining interest or power is a nominal one as defined in § 26.2613-2(b)(3) (i), (ii), (iii) or (iv), or if the separate share rules under § 26.2613-4 apply.

(2) *Successive interests.* A taxable termination will occur upon the termination of a present interest or present power unless immediately after the termination the same beneficiary has another present interest or present power. The preceding sentence shall not apply if the remaining interest or power is a nominal one as defined in § 26.2613-2(b)(3) (i), (ii), (iii) or (iv) or if the separate share rules under § 26.2613-4 apply. An interest or power is a present interest or power even if the interest or power is a present interest or present power for less than the entire year as long as the interest or power arises annually.

(d) *Unusual order of termination*—(1) *General rule.* If, but for this paragraph (d)(1), there would have been a taxable termination (determined after the application of section 2613(b)(2) (A) and (B) and paragraphs (b) and (c) of this section) of an interest or power of a younger generation beneficiary (in paragraphs (d)(1) and (d)(2) of this section referred to as the "younger beneficiary"), and immediately after the termination would have occurred, a beneficiary (in paragraphs (d)(1) and (d)(2) of this section referred to as the "older beneficiary") of the trust assigned to a higher generation than the generation of the younger beneficiary has a substantial present interest or power in the trust, then the transfer constituting the termination with respect to the younger beneficiary shall be treated as occurring at the time when the termination of the last present

interest or power of the older beneficiary occurs.

(2) *Special rules.* If paragraph (d)(1) of this section applies with respect to any younger beneficiary, the generation-skipping tax shall be applied first to the termination of the interest or power of the older beneficiary as if such termination occurred before the termination of the power or interest of the younger beneficiary. Further, the value of the property taken into account for purposes of determining the tax (if any) with respect to the termination of the interest or power of the younger beneficiary shall be reduced by the generation-skipping tax (if any) with respect to the termination of the interest or power of the older beneficiary.

(3) *Examples.* The provisions of paragraphs (d)(1) and (d)(2) of this section may be illustrated by the following examples:

Example (1). Assume that a trust is created by G for the benefit of G's child A and G's grandchild B for their joint lives and for the life of the survivor. Upon the death of the survivor the corpus is payable to B's then living children. If B predeceases A, the termination would be postponed until after A's death. Upon A's death, a generation-skipping tax would be imposed on the property as if A predeceased B. Then a tax is imposed with respect to B's death with the value of the property reduced by the amount of tax payable with respect to the termination of A's interest.

Example (2). Assume that a trust is created providing that all income is to be distributed in equal shares to the grantor's brother A, A's son B and B's son C for their joint lives and upon the death of any beneficiary the surviving beneficiaries are to share equally in the income of the deceased beneficiary. Upon the death of the last survivor, the principal is to be distributed to the children of C. The concurrent income interests are treated as separate shares under § 26.2613-5(b)(2). If B predeceases A and C, there will be a taxable termination to the extent C succeeds to B's interest. Thus, there is a taxable termination with respect to 1/3 of the value of the trust. Assuming that A was the next to die, 1/3 of A's interest (the 1/3 interest received upon B's death) would be treated as if it passed to B and then from B to C. The balance of A's interest is treated as passing from A to C because B never had a present interest in A's original 1/3 share.

§ 26.2613-3 Other rules with respect to terminations and certain distributions.

(a) *Deemed transferees of certain taxable terminations and certain taxable distributions*—(1) *In general.* If the trust assets are not actually distributed to a beneficiary as a result of a taxable termination and the rules under § 26.2613-2 (relating to postponed terminations) do not apply, or if there is a taxable distribution to an entity, the property shall be deemed transferred

pro rata to all beneficiaries with a present interest or present power—

(i) Who are both lineal descendants of the grantor and of the beneficiary whose interest or power has terminated and who are assigned to the oldest generation, or if there are no such beneficiaries,

(ii) Who are lineal descendants of the grantor and who are assigned to the oldest generation, or if there are no such beneficiaries,

(iii) Who are lineal descendants of the beneficiary whose interest or power has terminated and who are members of the oldest generation, or if there are no such beneficiaries,

(iv) Who are lineal descendants of the grantor's grandparents who are assigned to the oldest generation or if there are no such beneficiaries,

(v) Per stirpes to all beneficiaries with present interests or present powers unless it is clear from the trust instrument that the discretion is to be exercised per capita.

(2) *Examples.* The provisions of paragraphs (a)(1)(i) through (a)(1)(v) of this section may be illustrated by the following examples:

Example (1). Assume a discretionary trust is created for the grantor's child A, A's children B and C and the grantor's great-grandchildren D and E, for their lives and for the lives of the survivors and upon the death of the last survivor the principal is to be distributed to the children of D and E. Assuming that A dies first, it is not certain who will be the transferee of any portion of the property transferred. Therefore, the property will be deemed transferred pro rata to B and C (1/2 to each) because they are the beneficiaries who are both lineal descendants of the grantor and the beneficiary whose present interest or power has terminated and they are both members of the oldest generation succeeding the generation assignment of the beneficiary whose interest has terminated.

Example (2). Assume that a discretionary trust is created for the benefit of the grantor's son A for life, then to A's child B and the grantor's nephew C for their lives and for the life of the survivor and upon the death of the survivor the principal is to be distributed to the children of B. Upon A's death, the property will be deemed distributed to B because B is both the lineal descendant of the grantor and the beneficiary whose present interest or power has terminated and B is a member of the oldest generation succeeding the generation assignment of the beneficiary whose interest has terminated.

(b) *Termination of power*—(1) *Nontaxable power.* For the sole purpose of determining the value of a nontaxable power described in section 2041(b)(2) (A) and (B) and 2514(e) (1) and (2) under this section (and not under § 26.2611-2(a), relating to the definition of a grantor) which terminates, the value of

the property subject to the power shall be deemed to be the entire value of the trust property subject to the power determined as of the date of termination. For example, assume that a beneficiary of a trust held a noncumulative power to withdraw 5 percent of the trust corpus annually or \$5,000, whichever is greater, and that the value of the corpus in the year that the beneficiary dies is \$100,000. The value of the property subject to taxation under this chapter is \$100,000, regardless of the number of years for which the power was held, exercised, or allowed to lapse and regardless of the average value of the trust during the period the power was held. The annual lapse of a general power that is not a taxable event under section 2041 or 2514 is not treated as a taxable event for purposes of the generation-skipping tax. However, the release, final lapse, or exercise of the power may be a taxable termination.

(2) *Nongeneral powers.* For the sole purpose of determining the value of a nongeneral power under this section which terminates, the value of the nongeneral power is limited to the specific portion of the trust to which the power relates. For example, assume A creates a trust with income payable to A's grandchildren C and D for their joint lives and for the life of the survivor. Upon the death of the survivor, the corpus is payable to the issue of C and D. B, A's child, is given a nongeneral power over 1/2 of the trust for B's life. Upon B's death there would be a taxable termination with respect to 1/2 of the trust.

(c) *Certain termination excluded from tax.* The term "taxable termination" does not include a generation-skipping transfer to the extent the transfer is to a grandchild of the grantor of the trust and does not exceed the limitation provided by § 26.2613-4(a) (relating to transfers to grandchildren) or a transfer to the extent the transfer is included in the Federal gross estate or is subject to a gift tax without regard to section 2503(b).

§ 26.2613-4 Other rules.

(a) *\$250,000 limit on exclusion of transfers to grandchildren.*—(1) *In general.* Transfers to a grandchild of the grantor are not to be treated as a taxable termination or taxable distribution except to the extent that the total amount of the transfers from one or more trusts exceed \$250,000 for each deemed transferor. Transfers which would not otherwise be a generation-skipping transfer (i.e. outright gifts to grandchildren) shall not reduce the \$250,000 exclusion. This exclusion is available only if the property would be includable in all events in the

grandchild's federal gross estate if the grandchild died at any time after the generation-skipping transfer. If there are several distributions or terminations from one or more trusts which are attributable to the same deemed transferor, the \$250,000 exclusion is to be applied against the first distribution or termination that occurs, then the second, and so forth, until the exclusion has been fully utilized.

(2) *Simultaneous transfers.* If there are simultaneous transfers which are attributable to the same deemed transferor and which benefit more than one grandchild of the grantor of the trust, the \$250,000 exclusion is to be allocated between the transfers in accordance with their fair market values.

(b) *Coordination with taxable distribution.*—(1) *Terminations take precedence over distributions.* If the death of an individual or any other occurrence is a taxable termination with respect to any property, and such occurrence also requires the distribution of part or all of such property in a distribution which would (but for this paragraph (b)(1)) be a taxable distribution, then only a taxable termination shall be treated as having occurred.

(2) *Certain prior transfers.* If—

(i) The deemed transferor in any prior transfer of the property of the trust being transferred in a later transfer was assigned to the same generation as (or a lower generation than) the generation assignment of the deemed transferor in the later transfer,

(ii) The transferee in such prior transfer was assigned to the same generation as (or a lower generation than) the generation assignment of the transferee in the later transfer, and

(iii) Such transfers do not have the effect of avoiding the generation-skipping tax with respect to any transfer,

the terms "taxable termination" and "taxable distribution" do not include the later transfer to the extent of the value of the property that was subject to the tax in the prior transfer.

(3) *Examples.* Paragraphs (b)(2) (i), (ii) and (iii) of this section may be illustrated by the following examples.

Example (1). Assume that a trust provides income for life to the grantor's nephew, then to the nephew's son for life, then to the grantor's niece for life and upon her death the principal is to be distributed to her daughter. Assume that all of these transfers occurred in the order stated and that upon the death of the nephew the value of the trust assets subject to tax is \$100,000 and upon the death of the niece the value of the trust assets is \$200,000. Only \$100,000 is to be subject to tax

upon the death of the niece, because \$100,000 was previously subject to the generation-skipping tax upon the death of the nephew, and it will not be taxed again because the deemed transferor (the nephew) of the prior transfer was assigned to the same generation as the deemed transferor (the niece) in the later transfer, and both transferees are assigned to the same generation.

Example (2). Assume a trust is created which provides that the income for life is to go to the grantor's son, then the grantor's great-grandchild A, then to the grantor's daughter, with the remainder to be distributed to the issue of the grantor's great-grandchild B. The regulations under paragraphs (b)(2) (i), (ii) and (iii) of this section do not apply because the issue of B (the transferee in the later transfer) is assigned to a generation below that of any other beneficiary with a present interest in the trust.

Example (3). Assume that A creates a trust with the income payable to A's son for 10 years, then to A's grandson for 5 years, then to his daughter for life, with the remainder to the daughter's children. The regulations under paragraphs (b)(2) (i), (ii) and (iii) of this section apply because all the transferees in the later transfer (the daughter's children) are assigned to a generation above that of the transferee in the first transfer (the son's grandson).

(c) *Younger generation beneficiary; beneficiary.*—(1) *Younger generation beneficiary.* The term "younger generation beneficiary" means any beneficiary who is assigned to a generation younger than the grantor's generation. However, an individual shall not be treated as a younger generation beneficiary if such individual does not have any interest or power other than a power to dispose of income or corpus to an organization for which a deduction is allowed under section 642(c).

(2) *Time for ascertaining younger generation beneficiaries.* An individual is a younger generation beneficiary of a trust with respect to any transfer only if such person was a younger generation beneficiary of the trust immediately before the transfer, or in the case of a series of related transfers, only if such person was a younger generation beneficiary of the trust immediately before the first of such transfers. A series of related transfers refers to any taxable termination which is postponed under § 26.2613-2.

(3) *Beneficiary.* The term "beneficiary" means any person who has a present or future interest or power in a trust. For example, if an individual possesses a presently exercisable power of appointment, or a trustee has a noncontingent power to add beneficiaries, then any individual (including shareholders, partners, etc., of entities) who can benefit from the exercise of either power have an interest and therefore are beneficiaries.

Furthermore, the power holder is a beneficiary of the trust unless excluded under section 2613(e). The term also includes any person who is or may be relieved of a legal obligation.

(d) *Present interest or power.* A beneficiary's interest or power is a present interest or power if the beneficiary has an unrestricted right to receive income or corpus from a trust. A right is restricted if it is contingent upon the happening of an event which is wholly outside the beneficiary's control. A right to receive income or corpus is unrestricted if the right would be enforceable under governing local law, or if the right to receive income or corpus or both is subject only to the giving of notice. If a beneficiary may currently receive income or corpus upon the exercise of a trustee's or other person's discretion, the interest is a present interest although it may be a nominal interest under § 26.2613-2(b)(3). If upon the exercise of a power by a trustee or custodian, an individual is relieved of any legal obligation, that individual's interest becomes a present interest. If a beneficiary has the power to establish or alter the use or enjoyment of the trust income or corpus, the beneficiary's power is a present power. For purposes of the preceding sentence, a power is a present power if the property subject to the power would have been included in the estate of the power holder under section 2036 or 2038 had the power holder been the settlor of the trust. In addition, if a shareholder in a corporation or a partner in a partnership is treated as having an interest or power in a trust, that interest or power is treated as a present interest or power.

(e) *Examples.* Paragraph (d) of this section may be illustrated by the following examples:

Example (1). Assume a grantor creates a generation-skipping trust. Under the terms of the trust instrument the current income may be paid to the grantor's child A for life, or accumulated for the benefit of other younger generation beneficiaries at A's death. A has a present interest. The other younger generation beneficiaries have future interests.

Example (2). G creates a generation-skipping trust. Under the terms of the trust instrument, the income is payable to G's children for their joint lives with the last surviving child having a nongeneral testamentary power of appointment over the trust assets. The last surviving child has a present interest and a future power. All persons who could benefit from the exercise of the power are beneficiaries none of whom has a present interest.

Example (3). A transfers \$1,000,000 to his grandchild B, a minor, under the Uniform Gift to Minors Act and names C, an unrelated party, the custodian. All the income is accumulated until B reaches the age of

majority. Although the gift under the Uniform Gift to Minors Act created a generation-skipping trust equivalent, no taxable termination occurs when B reached the age of majority because B's parent never had anything other than a future interest in the trust equivalent. The interest is a future interest because no money was ever expended in discharge of B's parents' legal obligation of support. If money had been expended in that manner, B's parents would be treated as having had a present interest and a taxable termination would occur when B reached the legal age of majority.

§ 26.2613-5 Separate shares treated as separate trusts.

(a) *In general.* (1) If a single trust has more than one beneficiary and if different beneficiaries have substantially separate and independent shares, their shares are treated as separate trusts. If it is determined under this section that separate and independent shares exist in a trust, the postponement rules under § 26.2613-2 may not be applicable with respect to the entire trust. However, the postponement rules may apply with respect to a separate share.

(2) The separate share rule may be applicable even though separate and independent accounts are not maintained and are not required to be maintained for each share on the books of account of the trust, and even though no physical segregation of assets is made or required.

(3) Separate share treatment is not elective. If a trust is properly treated as having separate and independent shares, such treatment must prevail in all taxable years of the trust unless an event occurs as a result of which the terms of the trust instrument and the requirements of proper administration require different treatment.

(4) If it is determined under paragraph (b)(1) or (b)(2) of this section that separate share treatment is required and that the separate shares are substantial rather than nominal, the value of a terminated interest or power does not include the value of the other separate share. However, if the separate share is determined to be nominal, then the value of the terminated interest includes the value of the nominal interest. See § 26.2613-2(b)(3), relating to the definition of a nominal interest.

(b) *Applicability of separate share rule.* (1) If a trust is treated under section 663(c) as having separate shares which constitute separate trusts, the trust shall be treated in the same manner for purposes of the generation-skipping transfer tax.

(2) Even though a trust is not treated under section 663(c) as having separate shares which constitute separate trusts,

the trust may be treated as having separate shares which constitute separate trusts if, according to the facts and circumstances, such treatment is proper. See example (4) under § 26.2613-5(c).

(c) *Examples.* The application of this section may be illustrated by the following examples.

Example (1). Assume that A establishes a trust for the benefit of his two children, B and C. Under the terms of the trust, 50 percent of the income must be paid annually to each child and upon the death of either child, 50 percent of the corpus of the trust is to be distributed to that child's grandchildren. Under these circumstances, the separate share rules apply, and there would be a taxable termination upon the death of either B or C with respect to that child's share of the trust.

Example (2). Assume a trust is created by A with 50 percent of the income payable in the sole discretion of the trustee to A's children B and C for their lives and for the life of the survivor, and upon the death of the survivor 50 percent of the corpus is to be distributed to the children of B and C per stirpes. The remaining 50 percent of the income is payable to the grantor's nephew D for life and upon the death of D the remaining 50 percent of the corpus is to be distributed to D's children. Under § 26.2613-5(b)(1), this trust is treated as having separate shares with B and C having an interest in one share and D having an interest in the other. If D were the first to die, then the rules under § 26.2613-2(b)(1) (relating to the postponement of a taxable termination) will not apply. The tax base of D's terminated interest will be equal to one-half the value of the entire corpus at the time of the termination. However, if B or C were the first to die, then the postponement rules under § 26.2613-2(b)(1) would apply with respect to the share in which B and C had an interest.

Example (3). Assume that A dies leaving A's entire estate in equal shares to A's child B, B's child C and C's child D. Under A's will, B has the right to receive all the income from the entire estate during the period of administration. Therefore, B has a present interest in the entire estate. When the assets are distributed to the beneficiaries of the estate, a taxable termination will occur with respect to two-thirds of the value of the estate. The separate share rules do not apply in this case.

Example (4). Assume the same facts as in example (3), except that B, C, and D only have the right to receive the income earned from their respective shares. In this case a taxable termination will not occur when the assets of the estate are distributed to the beneficiaries because the separate share rules apply by reason of paragraph (b)(2) of this section.

§ 26.2613-6. Certain powers not taken into account.

(a) *Limited power to appoint among lineal descendants of the grantor.* Under section 2613(e)(1), an individual is not treated as having a power in a trust if

that individual does not have any present or future power in the trust other than a power to dispose of the corpus or income of the trust to a beneficiary or class of beneficiaries who are lineal descendants of the grantor assigned to a generation younger than the generation assignment of such individual.

(b) *Application.* Paragraph (a) of this section applies even though there are beneficiaries of the trust who are not described in paragraph (a) of this section, as long as the individual's power does not affect the amount of money or property that may be distributed to the beneficiaries who are not described in paragraph (a) of this section. Furthermore, even if the individual power holder has an interest in the trust because the individual has a nondiscretionary income interest, the power is still ignored for purposes of the generation-skipping transfer tax provisions.

§ 26.2613-7. Powers of independent trustees.

(a) *General rule.* Under section 2613(e)(2), an individual shall be treated as not having any power in a trust if that individual—

(1) Is a trustee, who has no interest in the trust (other than as a potential appointee under a power of appointment held by another),

(2) Is not a related or subordinate trustee, and

(3) Does not have any present or future power in the trust other than a power to dispose of the income or corpus to a beneficiary or class of beneficiaries designated in the trust instrument.

(b) *Related or subordinate trustee defined.* (1) The term "related or subordinate trustee" means any trustee who is assigned to a generation younger than the grantor's generation and who is a lineal descendant of the grantor, or who is the spouse, father, mother, lineal descendant, brother, sister, or employee of any beneficiary; an employee of the grantor; an employee of a corporation in which the stockholdings of the grantor, the trust, and the beneficiaries of the trust are significant from the viewpoint of voting control, an employee of a corporation in which the grantor or any beneficiary of the trust is an executive; a partner of a partnership in which the partnership interests (in either the capital or distributive share of the partnership income) of the grantor, the trust, and the beneficiaries of the trust are at least 5 percent; or an employee of a partnership in which the grantor or any beneficiary of the trust is a partner.

(2) For purposes of paragraph (b)(1) of this section, stockholdings are

significant if under all the facts and circumstances the stock owned by the grantor, trust and the beneficiaries represents effective control of the corporation. Legal control is not necessary. Effective control means the possession, directly or indirectly, of the power to direct or cause the direction of the management and policies of the corporation. A person has indirect effective control if the members of that person's family as defined in section 267(c)(4) and any person married to a person described in that section have effective control.

(3) In determining whether a trustee has a power in a trust under paragraphs (a)(1) and (2) of this section, a trustee will not be treated as having any power in a trust merely because one or more of the potential appointees under a power of appointment held by another is the trustee's spouse, father, mother, brother, or sister.

(c) *Example.* This section may be illustrated by the following example:

Example. Assume grantor A creates a trust for the benefit of A's children B and C for their joint lives and for the life of the survivor. Upon the death of the survivor the corpus is payable to A's great-grandchildren if B fails to exercise his nongeneral testamentary power of appointment. Under the terms of the trust, B can appoint the corpus to anyone in the world other than B, B's estate, B's creditors and creditors of B's estate. In addition, A appointed A's close friend G as trustee. Under section 2613(e)(2)(A) and § 26.2613-7(a)(1) and (b)(3), G has no power even though the trustee's spouse (among others) is a potential appointee.

William E. Williams,

Acting Commissioner of Internal Revenue.

[FR Doc. 80-40812 Filed 12-29-80; 4:42 pm]

BILLING CODE 4830-01-M

26 CFR Part 48

[LR-173-78]

Various Excise Tax Amendments Relating to Motor Fuels and Buses Under the Energy Tax and Revenue Acts of 1978, and the Technical Corrections Act of 1979

AGENCY: Internal Revenue Service, Treasury.

ACTION: Notice of proposed rulemaking.

SUMMARY: This document contains regulations relating to various excise tax amendments with respect to parts for light-duty trucks, refined lubricating oil, and buses. Changes to the applicable tax laws were made by the Energy Tax and Revenue Acts of 1978, and the Technical Corrections Act of 1979. The regulations would provide the public

with guidance needed to comply with those Acts.

DATES: Written comments and requests for a public hearing must be delivered or mailed by March 3, 1981. The amendments are generally proposed to be effective on December 1, 1978.

ADDRESS: Send comments and request for a public hearing to: Commissioner of Internal Revenue Service, Attention: CC:LR:T (LR-173-78), Washington, D.C. 20224.

FOR FURTHER INFORMATION CONTACT: Annie R. Alexander of the Legislation and Regulations Division, Office of the Chief Counsel, Internal Revenue Service, 1111 Constitution Avenue, N.W., Washington, D.C. 20224. Attention: CC:LR:T, 202-566-4351, not a toll free call.

SUPPLEMENTARY INFORMATION:

Background

This document contains proposed amendments to 26 CFR part 48 relating to Manufacturers and Retailers Excise Taxes. These proposed regulations provide new regulations under section 4063 (e) relating to tax exemption for parts sold on or in connection with the first retail sale of a light-duty truck; section 4093 (b) relating to refined lubricating oil; section 4221 (e) (5) and (6) relating to the tax-exempt sale of tires, tubes, and tread rubber used on or in connection with an intercity, local, or school bus and bus parts; and section 4222 (d) of the Internal Revenue Code of 1954 (Code) relating to the registration requirements for tax-exempt sales. The regulations are proposed to reflect the amendments of sections 4063 and 4222 made by section 701 (ff) of the Revenue Act of 1978 (Pub. L. 95-600, 92 Stat. 2924). The proposed regulations also reflect the amendments of sections 4093 and 4221 of the Code by sections 404, 232, and 233 (c) of the Energy Tax Act of 1978 (Pub. L. 95-618; 92 Stat. 3204, 3189, and 3191). In addition, the proposed regulations reflect the amendments of section 4221 by section 108 (c) (5) of the Technical Corrections Act of 1979 (Pub. L. 96-222; 94 Stat. 227). The amendments are to be issued under the authority of sections 4093, 4221, 4222, and 7805 of the Code (92 Stat. 3204, 3189, 3191, and 68A Stat. 917; 26 U.S.C. 4093, 4221, 4222, and 7805).

Under section 4063 (e), the manufacturers excise tax imposed by section 4061 (b) on parts for light-duty trucks does not apply if such parts are sold by the manufacturer, producer, or importer for resale by the purchaser, or for resale by the first purchaser to a second purchaser for resale by the second purchaser on or in connection

with the first retail sale of a light-duty truck. Both first and second purchasers are subject to the registration requirements of section 4222 (d).

Under section 4093 (b), the sale of certain portions of new lubricating oil is exempt from the 6-cents-per-gallon manufacturers excise tax imposed by section 4091, if the lubricating oil is sold for use in mixing with previously used or waste lubricating oil which has been cleaned, renovated, or rerefined.

Under section 4221(e)(5), the manufacturers excise tax imposed by section 4071(a) on tires, tubes, and tread rubber does not apply if the tires, tubes, or tread rubber are sold by a manufacturer, producer, or importer for the purchaser's use on or in connection with an intercity, local, or school bus.

Section 4221(e)(6) repeats the 8-percent manufacturers excise tax on parts and accessories imposed by section 4061(b) if the parts and accessories are sold for use by the purchaser on or in connection with an automobile bus or are to be resold by the first or second purchaser for such use.

Comments and Request for a Public Hearing

Before adopting these proposed regulations, consideration will be given to any written comments that are submitted (preferably six copies) to the Commissioner of Internal Revenue. All comments will be available for public inspection and copying. A public hearing will be held upon written request to the Commissioner by any person who has submitted written comments. If a public hearing is held, notice of the time and place will be published in the *Federal Register*.

Drafting Information

The principal author of these proposed regulations is Annie R. Alexander of the Legislation and Regulations Division of the Office of Chief Counsel of the Internal Revenue Service. However, personnel from other offices of the Internal Revenue Service and Treasury Department participated in developing the regulations, both on matters of substance and style.

Proposed Amendments to the Regulations

The proposed amendments to 26 CFR Part 48 are as follows:

Paragraph 1. Section 48.4063-2 is redesignated § 8.4063-3 and a new § 48.4063-2 is added to read as follows:

§ 48.4063-2 Tax-free sales of parts or accessories sold for resale on or in connection with the first retail sale of a light-duty truck.

(a) *In general.* Under section 4063(e), the 8-percent manufacturers excise tax imposed by section 4061(b) on the sale of truck parts or accessories does not apply to the sale by the manufacturer, producer, or importer of any parts which are resold by the purchaser on or in connection with the first retail sale of a light-duty truck as defined in section 4061(a)(2), or which are resold by the purchaser to a second purchaser for resale by the second purchaser on or in connection with the first retail sale of a light-duty truck.

(b) *Registration requirements for light-duty truck parts and accessories: vendees purchasing tax free.* The provisions of section 4063(e) do not apply with respect to any sale unless the manufacturer, the first purchaser, and the second purchaser, if any, are all registered as required under section 4222, and unless they comply with all the requirements under that section relating to tax-free sales. See § 48.4222(a)-1. Persons not required to be registered under section 4222(b) may purchase articles tax free by following the same procedures that apply to them in the case of other tax-free sales. See § 48.4222(b)-1. A person's registration and right to sell or purchase articles tax free may be revoked or suspended as provided in § 48.4222(c)-1. Any person who purchases articles tax free and who sells or uses them for a non-exempt purpose shall have its registration and its right to purchase articles tax free revoked or suspended unless it pays any tax that may be due on the non-exempt sale or use in the same manner as if it were treated as the manufacturer under section 4223. Such a revocation or suspension shall be in addition to any other penalties that may apply.

(c) *Information; records—(1) Information to be furnished to purchaser.* A manufacturer selling light-duty truck parts and accessories tax free under section 4063(e) shall indicate to the first purchaser and the first purchaser shall indicate to the second purchaser that the purchaser is obtaining the parts or accessories tax free for the purpose of resale on or in connection with the first retail sale of a light-duty truck. The manufacturer and first purchaser may transmit this information by any convenient means, such as coding of sales invoices, provided that the information is presented with sufficient particularity so that the purchaser is informed that the purchaser has obtained the light-duty truck parts or accessories tax free and

that if the light-duty truck parts or accessories are diverted to a taxable use then the purchaser will be treated as the manufacturer.

(2) *Records of Manufacturer.* A manufacturer or first purchaser selling light-duty truck parts or accessories tax free under section 4063(e) shall maintain in its records the identity of the purchaser, a signed statement of the exempt purpose for purchasing the light-duty truck parts or accessories, and the quantity of light-duty truck parts or accessories sold tax free to each purchaser.

(3) *Records of Purchaser.* A person purchasing light-duty truck parts or accessories tax free under section 4063(e) must maintain sufficient records to establish that the parts or accessories purchased tax free have actually been resold on or in connection with the first retail sale of a light-duty truck or have been resold to a second purchaser for such a resale by the second purchaser.

(d) *Duty of selling manufacturer to ascertain validity of tax-free sale.* The selling manufacturer (and first purchaser who is treated as the manufacturer if he or she resells to a second purchaser) of light-duty truck parts is not relieved of liability under the provisions of section 4063(e) by reason of section 4221(c) for the tax imposed by section 4061(b) if at the time of sale the selling manufacturer has knowledge or reason to believe that the light-duty truck parts or accessories sold by it to the purchaser are not intended for resale on or in connection with the first retail sale of a light-duty truck, or that the purchaser has failed to register, or that its registration has been revoked or suspended.

(e) *Cross reference.* For credit or refund, see section 6416(b)(2).

(f) *Effective date.* Section 4063(e) (relating to light-duty truck parts and accessories) applies to sales on or after December 1, 1978. Light-duty truck parts or accessories sold prior to that date are not exempt from tax under section 4061(b) by reason of section 4063(e).

Par. 2. Immediately after § 48.4093-1 there is added the following new § 48.4093-2:

§ 48.4093-2 Tax-free sales of new lubricating oil sold to produce rerefined lubricating oil.

(a) *In general.* Under section 4093(b), the 6-cents-per-gallon excise tax imposed by section 4091 on the sale of lubricating oil does not apply to new lubricating oil which is sold by the manufacturer directly to a producer of rerefined oil for the purpose of producing rerefined lubricating oil if the requirements of this section are met. Rerefined lubricating oil is a mixture of

new oil with used or waste oil in which 25 percent or more of the mixture is used or waste lubricating oil which has been cleaned, renovated, or rerefined. Any person to whom lubricating oil is sold tax-free under section 4093(b) shall be treated as the producer of the lubricating oil.

(b) *Use of new oil to produce rerefined oil.* Under section 4093(b), all the new lubricating oil in a mixture is exempt from the six-cents-per-gallon manufacturers excise tax imposed by section 4091 if the rerefined oil contains 55 percent or less new oil. To the extent that the rerefined oil contains more than 55 percent new oil, then that portion of new lubricating oil which exceeds 55 percent of the mixture is subject to the section 4091 excise tax, and only that part of the new oil that does not exceed 55 percent of the mixture is exempt from the tax.

(c) *Requirement for lubricating oil purchasers purchasing tax free.* In order for the sale of lubricating oil by the manufacturer to the purchaser to be exempt from tax under section 4093(b), both the purchaser and the manufacturer must be registered as required under section 4222, and they must comply with all the requirements under that section relating to tax-free sales. See § 48.4222(a)-1.

Persons not required to be registered under section 4222(b) may purchase tax free by following the procedures that apply to them in the case of other tax-free sales. See § 48.4222(b)-1. For revocation or suspension of registration, see § 48.4222(c)-1.

(d) *Duty of selling manufacturer to ascertain validity of tax-free sale.* The selling manufacturer of lubricating oil is not relieved of liability under the provisions of section 4093(b) by reason of section 4221(c) for the tax imposed by section 4091 if at the time of sale the selling manufacturer has knowledge or reason to believe that the lubricating oil sold by it to the purchaser is not intended for mixing with used or waste oil for the purpose of producing rerefined oil, or that the purchaser has failed to register, or that its registration has been revoked or suspended.

(e) *Information; records—(1) Information to be furnished to purchaser.* A manufacturer selling lubricating oil tax free under section 4093(b) shall indicate to the purchaser that the purchaser is obtaining the lubricating oil tax free for the purpose of making rerefined lubricating oil. The manufacturer may transmit this information by any convenient means, such as coding of sales invoices, provided that the information is presented with sufficient particularity so

that the purchaser is informed that the purchaser has obtained the lubricating oil tax free and the purchaser can compute and remit the tax due if the lubricating oil is diverted to a taxable use.

(2) *Records of Manufacturer.* A manufacturer selling lubricating oil tax free under section 4093(b) shall maintain in its records the identity of the purchaser, a signed statement of the exempt purpose for purchasing the lubricating oil, and the quantity of lubricating oil sold tax free to each purchaser.

(3) *Records of Purchaser.* A person purchasing lubricating oil tax free under section 4093(b) must maintain sufficient records to establish that the lubricating oil purchased tax free has actually been mixed with used or waste oil to make rerefined lubricating oil (as defined under paragraph (a) of this section) and that the quantity of new lubricating oil used in the mixture meets the requirements under paragraph (b) of this section.

(f) *Credit or refund.* A credit or refund is available for the 6-cents-per-gallon excise tax paid on up to 55 percent of new lubricating oil contained in a mixture of new lubricating oil with waste or rerefined oil of which at least 25 percent is waste lubricating oil. The refund or credit will be available when the mixture is used or sold. See section 6416(b)(2).

(g) *Effective date.* Section 4093(b) (relating to rerefined lubricating oil) applies to sales on or after December 1, 1978. Lubricating oil sold prior to December 1, 1978 is not exempt from tax under section 4093(b).

Par. 3. Section 48.4221-1 is amended as follows:

1. Paragraph (b)(2)(v) is revised to read as set forth below.
2. Paragraph (b)(2)(viii) is redesignated as paragraph (b)(2)(ix).
3. A new paragraph (b)(2)(viii) is added to read as set forth below.
4. Paragraph (b)(2)(ix) is redesignated as paragraph (b)(2)(x) and is revised to read as set forth below.
5. Paragraph (b)(2)(x) is redesignated paragraph (b)(2)(xi) and revised to read as set forth below.
6. Paragraph (b)(2)(xii) is added to read as set forth below.

The revised provisions read as follows:

§ 48.4221-1 Tax-free sales; general rules.

(b) Manufacturer relieved of liability in certain cases * * *

(2) The following are situations wherein sections 4221(c) is applicable with respect to sales made tax free on

the assumption that one of the following sections of the Code provides exemption for such sales.

(v) Section 4063(a)(6), relating to sales of any automobile bus chassis or automobile bus body (see regulations thereunder).

(viii) Section 4063(e), relating to light-duty truck parts (see regulations thereunder).

(x) Section 4093, relating to the sale of lubricating oil or rerefined oil to a manufacturer or producer of lubricating or rerefined oil (see regulations thereunder).

(xi) Section 4221(e)(5), relating to the sale of tires, tubes, and tread rubber used on intercity, local, or school buses (see regulations thereunder), and

(xii) Section 4221(e)(6), relating to the sale of bus parts and accessories (see regulations thereunder).

Par. 4. Sections 48.4221-11 and 48.4221-12 are added immediately after 48.4221-10 to read as follows:

§ 48.4221-11 Tax-free sales of tires, tubes, and tread rubber used on intercity, local, and school buses.

(a) *In general.* Under section 4221(e)(5), the taxes imposed by section 4071 (a) (1), (3) and (4) shall not apply to sales by a manufacturer, producer, or importer of tires of the type used on highway vehicles or inner tubes for tires sold for use by the purchaser on or in connection with a qualified bus, or to the sales by a manufacturer, producer, or importer of tread rubber sold for use by the purchaser in the recapping or retreading of any tire to be used by the purchaser on or in connection with a qualified bus if the requirements of this section are met.

(b) *Meaning of terms.—(1) Qualified bus.* "Qualified bus" means an intercity, local, or school bus.

(2) *Intercity or local bus.* "Intercity or local bus" means any automobile bus which is used predominantly (more than 50 percent) in furnishing (for compensation) passenger land transportation available to the general public if such transportation is scheduled and along regular routes, or if the seating capacity of the bus is at least 20 adults (not including the driver). In determining predominant use, mileage travelled with passengers as well as mileage travelled incidental to such passenger transportation, such as "deadheading", is counted. Under the first alternative, the size of the bus is not relevant for purposes of determining

whether or not the use of the bus qualifies for the exemption.

Under the second alternative, for non-scheduled bus operations, such as that provided by charter buses, the exemption is available only if the bus has a passenger seating capacity of at least 20 adults and the transportation is available to the general public. For purposes of determining whether the bus has a seating capacity of at least 20 adults, the bus driver is not included. Service is available to the general public if bus service is used in a passenger transportation business in which service is offered to more than one person, group, organization, or limited number of persons.

(3) *School bus.* "School bus" means any automobile bus in which "substantially all" (85 percent or more) of the use involves transporting students and employees of a school. A school is any educational organization which normally maintains a regular faculty and curriculum and normally has a regularly enrolled body of pupils or students in attendance at the place where its educational activities are carried on. The term also includes a school operated as an activity of an organization described in section 501(c)(3) which is exempt from income tax under section 501(a), if such school normally maintains a regular faculty and curriculum and normally has a regularly enrolled body of pupils or students in attendance at the place where its educational activities are regularly carried on. Tax-exempt schools, taxable schools, and a private contractor who operates a bus for tax-exempt or a taxable school may qualify for the tax exemption if all the requirements of this section are met. Incidental use (deadheading) of the school bus without passengers to or from a point to which students or employees of school are transported is considered to be a use which involves transporting students or employees of schools.

(b) *Registration requirements for tires, tubes, and tread rubber; vendees purchasing tax free.* The provisions of section 4221(e)(5) do not apply with respect to any sale unless the manufacturer and the vendee are registered as required under section 4222, and unless they comply with all the requirements under that section relating to tax-free sales. See § 48.4222(a)-1. Persons not required to be registered under section 4222(b) may purchase articles tax free by following the same procedures that apply to them in the case of other tax-free sales. See § 48.4222(b)-1. A person's registration and right to sell or purchase articles tax

free may be revoked or suspended as provided in § 48.4222(c).1. Any person who purchases articles tax free and who sells or uses them for a non-exempt purpose shall have its registration and its right to purchase articles tax free revoked or suspended unless it pays any tax that may be due on the non-exempt sale or use in the same manner as if it were treated as the manufacturer under section 4223. Such a revocation or suspension shall be in addition to any other penalties that may apply.

(c) *Cross reference.*
For credit or refund, see section 6416(b)(2).

(d) *Information; records—(1) Information to be furnished to purchaser.* A manufacturer selling tires, tubes, or tread rubber tax free under section 4221(e)(5) shall indicate to the purchaser that the purchaser is obtaining the tires or tubes tax free for the purpose of use on or in connection with a qualified bus, and that the purchaser is obtaining the tread rubber tax free for use in the recapping or retreading of tires to be used by the purchaser on or in connection with a qualified bus. The manufacturer may transmit this information by any convenient means, such as coding of sales invoices, provided that the information is presented with sufficient particularity so that the purchaser is informed that the purchaser has obtained the tires, tubes, and tread rubber tax free and if the tires, tubes, and tread rubber are diverted to a taxable use then the purchaser will be treated as the manufacturer.

(2) *Records of Manufacturer.* A manufacturer selling tires, tubes, or tread rubber tax free under section 4221(e)(5) shall maintain in its records the identity of the purchaser, a signed statement of the exempt purpose for purchasing the tires, tubes, or tread rubber, and the quantity of tires, tubes, or tread rubber sold tax free to each purchaser.

(3) *Records of Purchaser.* A person purchasing tires, tubes, or tread rubber tax free under section 4221(e)(5) must maintain sufficient records to establish that the tires, tubes, or tread rubber purchased tax free has actually been used for that purpose.

(e) *Duty of selling manufacturer to ascertain validity of tax-free sale.* The selling manufacturer is not relieved of liability under the provisions of section 4221(e)(5) by reason of section 4221(c) for the tax imposed by section 4061(b) if at the time of sale the selling manufacturer has knowledge or reason to believe that the tires, tubes, or tread rubber sold by it to the purchaser are not intended for use on an intercity,

local, or school bus, or that the purchaser has failed to register, or that its registration has been revoked or suspended.

(f) *Effective date.* Section 4221(e)(5) (relating to tires, tubes, and tread rubber) applies to sales on or after December 1, 1978. The sale of tires, tubes, or tread rubber sold prior to that date is not exempt from tax under section 4221(e)(5).

§ 48.4221-12 Tax-free sales of bus parts and accessories.

(a) *In general.* Under section 4221(e)(6), the 8-percent manufacturers excise tax on parts and accessories imposed by section 4061(b) shall not apply to sales by a manufacturer, producer, or importer of any part or accessory which is sold for use by the purchaser on or in connection with an automobile bus, or is to be resold by the first purchaser to a second purchaser or by a second purchaser to a third purchaser for such use.

(b) *Registration requirements for light-duty truck parts and accessories; vendees purchasing tax free.* The provisions of section 4221(e)(6) do not apply with respect to any sale unless the manufacturer, the first purchaser, and the second purchaser and third purchaser, if any, are all registered as required under section 4222, and unless they comply with all the requirements under that section relating to tax-free sales. See § 48.4222(a)-1. Persons not required to be registered under section 4222(b) may purchase articles tax free by following the same procedures that apply to them in the case of other tax-free sales. See § 48.4222(b)-1. A person's registration and right to sell or purchase articles tax free may be revoked or suspended as provided in § 48.4222(c)-1. Any person who purchases articles tax free and who sells or uses them for a non-exempt purpose shall have its registration and its right to purchase articles tax free revoked or suspended unless it pays any tax that may be due on the non-exempt sale or use in the same manner as if it were treated as the manufacturer under section 4223. Such a revocation or suspension shall be in addition to any other penalties that may apply.

(c) *Cross reference.* For credit or refund, see section 6416(b)(2).

(d) *Information; records—(1) Information to be furnished to purchaser.* A manufacturer selling parts and accessories tax free under section 4221(e)(6) shall indicate to the first purchaser and the first purchaser shall indicate to the second purchaser and the second purchaser shall indicate to the third purchaser, if any, that the

purchaser is obtaining the parts or accessories tax free for the purpose of use on or in connection with an automobile bus, or for resale by the purchaser for such use. The manufacturer and first or second purchaser may transmit this information by any convenient means, such as coding of sales invoices, provided that the information is presented with sufficient particularity so that the purchaser is informed that the purchaser has obtained the parts or accessories tax free and if the parts or accessories are diverted to a taxable use then the purchaser will be treated as the manufacturer.

(2) *Records of manufacturer.* A manufacturer or a purchaser selling parts or accessories tax free under section 4221(e)(6) shall maintain in its records the identity of the purchaser, a signed statement of the exempt purpose for purchasing the parts or accessories, and the quantity of parts or accessories sold tax free to each purchaser.

(3) *Records of purchaser.* The first, second, or third purchaser, as the case may be, purchasing parts or accessories tax free under section 4221(e)(6) must maintain sufficient records to establish that the parts or accessories purchased tax free have actually been used on or in connection with an automobile bus or have been resold for such a use.

(e) *Duty of selling manufacturer to ascertain validity of tax-free sale.* The selling manufacturer (and first or second purchaser who is treated as the manufacturer if it resells to a second or third purchaser) of parts and accessories is not relieved of liability under the provisions of section 4221(e)(6) by reason of section 4221(c) for the tax imposed by section 4061(b) if at the time of sale the selling manufacturer has knowledge or reason to believe that the parts and accessories sold by it to the purchaser are not intended for use on or in connection with an automobile bus or have been resold for such use, or that the purchaser has failed to register, or that its registration has been revoked or suspended.

(f) *Effective date.* Section 4221(e)(6) (relating to bus parts and accessories) applies to sales on or after December 1, 1978. Parts or accessories sold for use on a bus prior to that date are not exempt from tax under section 4221(e)(6).

Par. 5. Section 48.4222(d)-1 is amended as follows:

- Paragraph (a) is removed.
- Paragraphs (b) and (c) are redesignated as paragraphs (a) and (b) respectively.

3. New paragraphs (c) and (d) are added to read as set forth below.

4. Paragraph (d) is redesignated as paragraph (e).

5. Paragraph (e) is redesignated as paragraph (f) and revised to read as set forth below.

6. Paragraph (f) is redesignated as paragraph (g).

§ 48.4222(d)-1 Registration in the case of certain other exemptions.

The registration procedure set forth in § 48.4222(a)-1 also applies in the following cases:

- * * *
- (a) [Reserved]
- (c) Tax-free sales under section 4063(e) of parts or accessories sold for resale on or in connection with the first retail sale of a light-duty truck. Both the vendor and vendee must be registered. See section 4063(e) and the regulation thereunder.
- (d) Tax-free sales under section 4064(b)(1)(c) of emergency vehicles. Both the vendor and vendee must be registered. See section 4064 and the regulations thereunder.
- * * *

(f) Tax-free sales under section 4093 of lubricating oil or rerefined oil by a manufacturer or producer of lubricating oil or rerefined oil for resale, or for use in producing rerefined oil. Both the vendor and the vendee must be registered. See section 4093 and the regulations thereunder.

William E. Williams,
Acting Commissioner of Internal Revenue.

[FR Doc. 80-40815 Filed 12-29-80; 4:46 pm]
BILLING CODE 4830-01-M

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 52

[A-4-FRL 1718-1]

Approval and Promulgation of Implementation Plans; Kentucky: Bubble Action for the Kentucky Utilities Company—Green River Station

AGENCY: Environmental Protection Agency.

ACTION: Proposed rulemaking.

SUMMARY: Kentucky has submitted a State Implementation Plan (SIP) revision concerning the sulfur dioxide (SO₂) emission rates from four sources at the Kentucky Utilities Company—Green River Station in Muhlenberg County. This action is being treated within the

EPA bubble policy concept. More stringent controls are being placed on the smaller sources that have shorter stacks and less stringent controls are required on the larger sources which have taller stacks. This will have a beneficial impact on the air quality since emissions will be reduced from the shorter stack and increased from the taller stack.

DATE: Comments must be received by February 2, 1981 to be considered.

ADDRESSES: The Kentucky submittal may be examined during normal business hours at the following EPA offices:

Public Information Reference Unit,
Library System Branch,
Environmental Protection Agency, 401
M Street, S.W., Washington, D.C.
20460

Library, EPA Region IV, 345 Courtland
Street, N.E., Atlanta, Georgia 30365
Kentucky Department for Natural
Resources and Environmental
Protection, Division of Air Pollution
Control, West Frankfort Office
Complex, 1050 U.S. 127 ByPass South,
Frankfort, Kentucky 40601

FOR FURTHER INFORMATION CONTACT:

Jerry Preston, EPA Region IV, 345
Courtland Street, N.E., Atlanta, Georgia
39365, 404/881-3286 or FTS 257-3286.

SUPPLEMENTARY INFORMATION:

Background

On September 23, 1980, EPA received from the Commonwealth of Kentucky an SIP revision that pertains to the Kentucky Utilities Company—Green River Station in Muhlenberg County. This revision was considered as a bubble application for SO₂ controls on four sources and the submittal contained the required air quality dispersion modeling to evaluate the proposed change.

The 1979 SIP revision for this plant included a modeling analysis to determine the allowable SO₂ emission rate. That analysis indicated that a 3.5 lb. SO₂ per million British Thermal Unit (mmBTU) would be required for the Green River Plant to protect the National Ambient Air Quality Standards (NAAQS).

The plant has proposed to place more stringent controls on Unit 1 and 2 with an emission rate of 0.9 lb SO₂/mmBTU and less stringent controls on Units 3 and 4 with emission rates of 4.57 lb. SO₂/mmBTU. The following calculations indicate that the plant-wide average emission rate of 3.5 lb. SO₂/mmBTU will result when the plant is operating at maximum capacity.

UNIT	MAX. MMBTU/HR INPUT X LB. SO ₂ /MMBTU	=	LB. SO ₂ /HR.
1&2	927.5	0.9	834.75
3	976.0	4.57	4460.32
4	1260.0	4.57	5758.20
TOTAL	3163.5		11,053.27

Plant average emission rate lb. SO₂/MMBTU is therefore:

$$\frac{11,053.27 \text{ lb SO}_2/\text{Hr.}}{3163.5 \text{ MMBTU/Hr.}} = 3.494 \text{ lb. SO}_2/\text{MMBTU}$$

Also, the smaller sources with shorter stacks will have the most controls and the larger sources with taller stacks will have relaxed controls. This proposal would impact the air quality beneficially while maintaining the plant average SO₂ emission rate.

Action

EPA is today proposing to approve the SIP revision and is soliciting public comment on the bubble application.

Dated: December 5, 1980.

John A. Little,
Acting Regional Administrator.

[FR Doc. 80-40762 Filed 12-31-80; 8:45 am]
BILLING CODE 6560-38-M

INTERSTATE COMMERCE COMMISSION

49 CFR Part 1039

[Ex Parte No. 346 (Sub-No. 5)]

Rail General Exemption Authority; Miscellaneous Commodities

Decided: November 25, 1980.

AGENCY: Interstate Commerce Commission.

ACTION: Notice of proposed rule (exemption).

SUMMARY: The Commission proposed to add to the list of exempt commodities identified in 49 CFR 1039.10, which lists the fresh fruits and vegetables exempt from certain Commission regulation, field seed beans, peas and lentils, onion sets and field dry ripe vegetable food seeds. The purpose of this proposal is to complement the exemptions in Ex Parte No. 346, Sub-No. 2, Rail General Exemption Authority—Miscellaneous

Commodities, which exempted from regulation the rail movement of beans, peas and lentils.

DATES: Comments are due February 2, 1981.

ADDRESS: An original and 15 copies of all comments should be sent to: Room 5340, Interstate Commerce Commission, Washington, DC 20423.

FOR FURTHER INFORMATION CONTACT: Richard Felder or Jane Mackall, (202) 275-7656.

SUPPLEMENTARY INFORMATION: In Ex Parte No. 346 (Sub-No. 2), Rail General Exemption Authority—Miscellaneous Commodities, served March 24, 1980, 45 FR 20484, the Commission exempted from regulation the rail movement of beans, peas and lentils. That decision identified the STCC numbers for food seed beans, peas and lentils but did not include the STCC numbers for field seed beans, peas and lentils, onion sets and field dry ripe vegetable food seeds.

The Union Pacific Railroad Company, Burlington Northern, Inc., and the Atchison, Topeka and Santa Fe Railway Company have requested that we exempt these excluded commodities. Although insufficient information is presented to now justify incorporating field seed beans, peas and lentils, onion sets and field dry ripe vegetable food seeds in the exemption granted under Sub-No. 2, there is sufficient information to merit further investigation. Therefore, we have instituted this new subproceeding.

The Staggers Rail Act of 1980 (Pub. L. 96-448) establishes the standards for exemptions. New section 10505 allows the Commission to exempt certain traffic from regulation where (1) regulation is not necessary to carry out the national transportation policy and (2) either the

transaction or service involved is of limited scope or regulation is not necessary to prevent the abuse of market power.

Although section 10505 no longer requires a hearing, we think that comments would be useful here to develop a more complete record with regard to the transportation of these commodities.

Beans, peas, and lentils.—In Sub-No. 2 the Commission exempted food seed beans, peas and lentils, but not field seed. The railroads contend that field seed should logically have been included with food seed since their transportation characteristics are the same. However, in our prior decision we did not receive specific information on field seed, per se, and we never addressed the issue directly. While much of the information appears to apply to beans, peas, and lentils in a generic sense, the STCC codes for these commodities were not included when used as field seed. Thus, we believe it more appropriate to analyze these items further in a separate proceeding although our review, to date, indicates they should be exempted.

Morrison Brothers Seed Co. filed a reply to the railroads' petitions pointing out that food seed and field seed are physical distinguishable. The physical differences of the commodities are only relevant in an indirect way to the issue of whether or not they should be made exempt. Our analysis is limited to the transportation characteristics of these commodities. The appropriate analysis is that posed by section 10505; that is, the effect on the national transportation policy, the relative scope of the transportation at issue or whether any abuses of market power are likely to occur.

It would not appear that regulation is needed to protect shippers of field seed from market power abuses or to further the national transportation policy. The transactions and services involved are of limited scope. The record in Sub-No. 2 indicated that the movements of beans, peas, and lentils are subject generally to a high degree of competition from other modes and the market share of this traffic possessed by railroads has steadily been declining.

Morrison has expressed the fear that exemption of field seed would lead to a reduction of specialized services (e.g., milling in transit) and would upset the existing pricing structure, resulting in increased uncertainty as to future rates to be charged on the shipments. This is of particular concern to Morrison because its sales contracts are necessarily made a year in advance of actual shipment and therefore, advance knowledge of the carrier's rate has been important in setting its own prices. However, there is no reason to assume that the railroads will not accommodate the needs of shippers if they wish to retain the traffic or to increase their share of it. Agreements between the parties can provide the degree of certainty needed. These problems are best solved through direct negotiations between the parties. If necessary, we are prepared to time the effectiveness of the exemption to facilitate these arrangements.

Onion sets and field dry ripe vegetable food seeds.—These commodities were not addressed by our prior decision. The railroads assert that they are similar in nature to field seed beans, peas, and lentils and share their transportation characteristics. There were no replies filed by shippers or others on this subject. We solicit comments as to the desirability and the practical effects of exemption of these commodities. It would appear that onion sets and field dry ripe vegetable food seeds do not significantly differ in their transportation characteristics from field seed beans, peas, and lentils and should also be exempted.

Finally, we should point out that the Commission is interested in ensuring that this list of related commodities be made complete. We encourage participants to include as part of their comments further proposals for exemption of other related commodities and facts supporting these proposals.

We do not believe this action will significantly affect either the quality of the human environment or conservation of energy resources. However, comments on this issue are welcome.

Accordingly, we propose to amend the rule at 49 CFR 1039.10 to add the following commodities:

159	46	Austrian winter pea seeds.
159	46	Peas (seeds), calyx or singletary (wild) winter (seeds) peas.
159	70	Beans, velvet, dried, or in pods.
159	71	Seed beans.
159	74	Seed peas, nec.
349		Field dry ripe vegetable food seeds, nec.
917	10	Onion sets.

By the Commission, Chairman Gaskins,
Vice Chairman Gresham, Commissioners
Clapp, Trantum, Alexis, and Gilliam.

Agatha L. Mergenovich,

Secretary.

[FR Doc. 80-40271 Filed 12-31-80; 9:45 am]

BILLING CODE 7035-01-M

Notices

Federal Register

Vol. 46, No. 1

Friday, January 2, 1981

This section of the FEDERAL REGISTER contains documents other than rules or proposed rules that are applicable to the public. Notices of hearings and investigations, committee meetings, agency decisions and rulings, delegations of authority, filing of petitions and applications and agency statements of organization and functions are examples of documents appearing in this section.

DEPARTMENT OF AGRICULTURE

Food and Nutrition Service

Nutrition Education and Training; Appendix—Apportionment of Funds for Nutrition Education and Training

AGENCY: Food and Nutrition Service, USDA.

ACTION: Notice.

SUMMARY: This appendix sets forth the apportionment of funds for the Nutrition Education and Training Program among the States as directed by Section 19 of the Child Nutrition Act of 1966, as amended. These funds will be used for nutrition education and training in the States.

EFFECTIVE DATE: January 2, 1981.

FOR FURTHER INFORMATION CONTACT: Henry S. Rodriguez, Acting Director, Nutrition and Technical Services Division, Food and Nutrition Service, U.S. Department of Agriculture, Washington, D.C. 20250, (202) 447-9081.

(Section 19, Child Nutrition Act of 1966 (42 U.S.C. 1788))

Section 19(j) of the Child Nutrition Act of 1966, as amended, provides that grants to States be determined on the basis of 50 cents for each child enrolled in schools or in institutions within the State, except that no State will receive an amount less than \$75,000 per year. If the funds appropriated after FY 1979 are insufficient to pay the amount to which each State is entitled, the amount of such grants shall be ratably reduced so that the total does not exceed the amount appropriated.

Enrollment data used for the purpose of apportioning NET funds must be the latest available as certified by the Department of Education (formerly U.S. Department of Health, Education and Welfare). The Food and Nutrition Service (FNS) obtained certified data on enrollment from the Office of Education

in the following categories: public and private schools, public residential child care institutions and nonresidential child care institutions. The dollar amounts for these categories are enumerated under "Schools," "Public Residential Child Care Institutions," and "Nonresidential Child Care Institutions" in the Appendix. The Department of Education was unable to provide certified enrollment data on nonprofit private residential child care institutions.

Because no Department of Education certified data exists for nonprofit private residential child care institutions, another data source was developed. Unless this data is used, States will not receive Nutrition Education and Training grants in direct relation to the number of children attending institutions in the State. Therefore, the Department has again collected data for nonprofit private residential child care institutions from its own reporting forms and has used this data in determining the apportionment of funds. Enrollment data for these child care institutions were taken from the enrollment data presented in the "Annual Report of Meal Service in Schools" submitted by State agencies to FNS on FNS Form 47 (10-78). The dollar amounts are set out under the category "Private Residential Child Care Institutions" in the Appendix. The enrollment figures for each of the above categories are available upon request.

For fiscal year 1981, \$15 million was appropriated for NET. This compares to \$20 million for FY 1980 and \$26 million for both fiscal years 1978 and 1979. Thus the apportionment among the States cannot be based on 50 cents per child enrolled in schools and institutions.

Section 19(j)(2) states that if funds appropriated for NET are insufficient to pay the amount to which each State is entitled, the amount of such grants shall be ratably reduced to the extent necessary so that the total of such amounts paid does not exceed the amount of appropriated funds. If additional funds become available for making such payments, such amounts shall be increased on the same basis as they were reduced.

If a State educational agency is prohibited by law from administering the Program in nonprofit private schools or institutions, then the total grant to the State will be reduced proportionately as provided in 7 CFR 227.5(a) of the

regulations. Funds withheld for this purpose will be used by FNS for the administration of the program in such nonprofit private schools or institutions.

Section 19(j) provides that a minimum grant level of \$75,000 should be maintained. Therefore, all States which would have received a grant of less than \$75,000 under the statutory formula will actually receive a minimum grant of \$75,000. Thus, 19 State agencies—New Hampshire, Rhode Island, Vermont, Maine, Delaware, District of Columbia, Virgin Islands, Montana, North Dakota, South Dakota, Wyoming, Alaska, American Samoa, Guam, Hawaii, Idaho, Nevada, Trust Territory, and the Northern Marianas—representing a total enrollment of 2,364,123 will receive \$75,000 each in fiscal year 1981 (a total of \$1,425,000). The balance of funds, \$13,575,000 will be apportioned among the remaining States representing an enrollment of 46,610,291. The grants of these non-minimum grant States will be based on approximately \$2912 per child enrolled in a school or institution. States must apply by April 1 of the fiscal year in order to receive NET Program funds. Funds for States which fail to apply by the April 1 deadline will be reallocated among the other participating States.

Pursuant to Section 19(j) of the Child Nutrition Act of 1966, as amended (42 U.S.C. 1788), funds available for the fiscal year ending September 30, 1981, are apportioned among the States as follows:

BILLING CODE 3410-30-M

NUTRITION EDUCATION AND TRAINING PROGRAM (NET) APPORTIONMENT OF FY1981 FUNDS

STATE	Public 1 Schools	Private 2 Schools	Non-Residential Child Care Inst.	Public Residential Child Care Inst.	Private Residential ^B Child Care Inst.	Total
NEW ENGLAND						
Connecticut	\$ 165,029	\$ 26,280	\$ 2,145	\$ 980	\$ 339	\$ 194,773
Maine	68,284	5,414	623	548	131	75,000
Massachusetts	300,487	41,602	3,423	4,353	4,905	354,770
New Hampshire	64,111	7,972	1,120	1,527	270	75,000
Rhode Island	61,676	11,882	785	341	312	75,000
Vermont	66,414	5,749	1,004	1,657	176	75,000
MID-ATLANTIC						
Delaware	58,785	12,521	1,944	1,621	129	75,000
District of Columbia	57,111	11,962	3,398	1,954	575	75,000
Maryland	226,508	32,047	3,917	1,393	556	264,421
New Jersey	375,068	67,819	6,427	2,617	2,260	454,191
New York	864,768	179,702	14,785	7,059	336	1,066,650
Pennsylvania	573,403	123,966	5,472	5,077	4,198	712,116
Puerto Rico	210,109	27,523	-	588	-	238,220
Virginia	300,391	21,507	4,541	1,368	600	328,407
Virgin Islands	59,545	14,681	-	774	-	75,000
West Virginia	113,119	3,791	639	430	192	118,171
SOUTHEAST						
Alabama	219,652	19,126	7,938	486	235	247,437
Florida	440,892	59,440	14,274	2,268	4,436	521,330
Georgia	314,094	24,416	11,081	1,011	577	351,179
Kentucky	197,208	20,729	2,733	1,070	2,768	224,508
Mississippi	140,392	14,952	9,111	516	61	165,032
North Carolina	334,946	17,513	14,760	1,893	2,547	371,659
South Carolina	181,968	15,317	4,908	871	366	203,430
Tennessee	252,252	21,757	5,872	860	1,055	281,796
MIDWEST						
Illinois	595,082	105,874	11,953	10,013	2,246	725,168
Indiana	315,659	30,718	3,952	2,437	1,004	353,770
Michigan	541,860	63,435	5,850	3,820	512	615,477
Minnesota	226,605	26,583	2,346	349	483	256,366
Ohio	589,845	79,956	8,058	4,548	1,035	683,442
Wisconsin	249,846	49,596	2,679	920	348	303,389
SOUTHWEST						
Arkansas	131,970	5,734	3,332	1,565	307	142,908
Louisiana	233,123	45,866	4,720	2,218	324	286,251
New Mexico	80,259	5,002	1,960	264	221	87,706
Oklahoma	169,928	4,717	6,466	813	794	182,718
Texas	836,848	44,575	29,138	4,929	4,746	920,236
MOUNTAIN PLAINS						
Colorado	160,338	10,581	3,293	1,217	478	175,907
Iowa	159,694	17,934	1,969	418	1,506	181,521
Kansas	121,174	9,408	795	767	214	134,358
Missouri	254,237	38,312	4,961	1,125	816	299,451
Montana	69,780	4,083	767	299	71	75,000
Nebraska	81,672	11,613	1,266	227	305	97,083
North Dakota	67,894	5,911	568	392	235	75,000
South Dakota	67,533	6,229	510	359	369	75,000
Utah	96,928	1,719	992	451	27	100,187
Wyoming	70,272	2,897	940	891		75,000
WESTERN						
Alaska	69,101	2,974	786	1,950	189	75,000
American Samoa	61,715	13,285				75,000
Arizona	148,318	11,039	3,526	468	449	163,800
California	1,178,827	141,130	33,136	2,278	17,182	1,372,553
Cuba	62,725	11,598		678		75,000
Hawaii	58,413	11,903	2,983	342	1,359	75,000
Idaho	71,811	2,163	782	244		75,000
Nevada	69,593	3,006	1,989	324	88	75,000
Oregon	136,049	7,743	2,771	1,727	671	148,961
Trust Territory	75,000					75,000
Washington	222,786	16,560	4,233	1,042	1,057	245,638
DCMT	75,000					75,000
TOTAL	13,000,146	1,579,812	267,625	88,357	64,060	15,000,000

BILLING CODE 3410-30-C

Sources

1 (1) U.S. Department of Education, Assistant Secretary for Educational Research and Improvement, NCES, Statistics of Public Schools, Fall 1979, prepublication data. (2) Fall 1979 reports have not been received from Florida, American Samoa, Puerto Rico, and Trust Territory, Figures for Florida are for Fall 1978; Figures for American Samoa, Puerto Rico, and Trust Territory are for Fall 1977.

2 (1) U.S. Department of Education, National Center for Education Statistics, preliminary data from the Survey of nonpublic schools, 1978-79. (2) Fall 1977 and 1978 reports have not been received from Puerto Rico, American Samoa, Northern Marianas, Guam, Virgin Islands, and Trust Territory. These figures are for Fall 1976.

3 U.S. Department of Health and Human Services, Administration for Children, Youth and Families, "Day Care Centers in the U.S.: A National Profile 1976-77, Volume 3 of the Final Report of the National Day Care Study, Table 63.

4 U.S. Department of Education, National Center for Education Statistics, estimates based on average daily attendance as reported under provisions of the Elementary and Secondary Education Act, P.L. 89-10, as amended, Title I, Part A, Subpart 2, for FY 1981.

5 U.S. Department of Agriculture, Food and Nutrition Service, Annual Report of Meal Service in Schools (Form FNS-47) March 1979 Signed in Washington, D.C. on December 24, 1980.

Carol Tucker Foreman,

Assistant Secretary for Food and Consumer Services.

[FR Doc. 80-40660 Filed 12-31-80; 8:45 am]

BILLING CODE 3410-30-M

Child Care Food Program; Payment Rates for Meals Served in Centers

AGENCY: Food and Nutrition Service, USDA.

ACTION: Notice.

SUMMARY: This notice effects the provisions of Pub. L. 96-499, enacted on December 5, 1980, by announcing that (1) no semi-annual rate adjustment to reflect change in the Consumer Price Index will be made for the period January 1-June 30, 1981, and (2) payment rates for meals served in centers prescribed for the period July 1-December 31, 1980, will continue to be in effect until June 30, 1981, except that payment rates for supplements will be reduced by 3 cents as described below.

FOR FURTHER INFORMATION CONTACT: Jordan Benderly, Director, or Beverly Walstrom, Child Care and Summer Programs Division, Food and Nutrition Service, U.S. Department of Agriculture, Washington, D.C. 20250, 202-447-8509. An Impact Analysis Statement is available on request from the above office.

EFFECTIVE DATE: January 1, 1981.

SUPPLEMENTARY INFORMATION: Pursuant to Sections 11 and 17 of the National School Lunch Act and Section 4 of the Child Nutrition Act, as amended by Section 208 of Pub. L. 96-499, and Section 226.4(g)(2) of the regulations governing the Child Care Food Program (7 CFR Part 226), notice is hereby given that Program payment rates for meals served in child care centers and outside school care centers during the period January 1-June 30, 1981, will not be adjusted to reflect changes in the Consumer Price Index. The payment rates for breakfast, lunches, and suppers served in centers prescribed for the period July 1-December 31, 1980, will continue to be in effect until June 30, 1981. These payment rates appeared in the Federal Register on July 11, 1980, at 45 FR 46833. The next adjustment in these rates will be effective on July 1, 1981, and will reflect changes in the Consumer Price Index over the most recent 12 month period for which data will be available. Barring further statutory change, the payment rates will be adjusted to reflect changes in the Consumer Price Index on January 1, as well as July 1, of each subsequent year.

Section 208 of Pub. L. 96-499 also amends Section 17 of the National School Lunch Act to require that, following each annual adjustment of the base rates to reflect changes in the Consumer Price Index, three cents be subtracted from the adjusted rates for supplements served in child care centers and outside-school-hours care centers. This notice does not affect the food service payment rates applicable to meals served in day care homes. Accordingly, the new payment rates for supplements served in centers which shall be effective for the period January 1-June 30, 1981, are as follows:

Rates for Supplements Served in Centers—Per Meal Rates (cents)—All States Except Alaska

Paid.....	4.75¢
Free.....	27.50¢
Reduced.....	20.25¢

Pursuant to Section 10(a) of Pub. L. 95-627, the Department adjusts the payment rates for participating institutions in the State of Alaska. The three cent reduction in the payment rates for supplements served in centers also applies in Alaska. Therefore, the new rates for Alaska are as follows:

Rates for Supplements Served in Centers—Per Meal Rates (cents)—Alaska

Paid.....	9.50¢
Free.....	46.50¢
Reduced.....	34.50¢

Definitions. The terms used in this notice shall have the meanings ascribed to them in the regulations governing the Child Care Food Program (7 CFR Part 226), published on January 22, 1980 at 45 FR 4960.

(Catalog of Federal Domestic Assistance Programs Number 10.558)

Dated: December 24, 1980.

Carol Tucker Foreman,
Assistant Secretary for Food and Consumer Services.

[FR Doc. 80-40660 Filed 12-31-80; 8:45 am]

BILLING CODE 3410-30-M

National School Lunch Program and School Breakfast Program

AGENCY: Food and Nutrition Service.

ACTION: Notice.

SUMMARY: This notice announces the following changes in the National School Lunch Program and School Breakfast Program for the period January 1, 1981 through September 30, 1981. All section references refer to the National Lunch Act, unless otherwise indicated. The changes are as follows: (1) Section 4 National Average Payment factors for school lunches will be reduced by two and one-half cents for all categories of lunches served in school food authorities in which less than 60 percent of the lunches served were served free or at a reduced price during school year 1978-79; (2) there will be no January 1, 1981 semiannual adjustments in the Section 11 and Section 4 National Average Payment factors for lunches or the National Average Payment factors for breakfasts and, (3) the Section 11 National Average Payment adjustments to be made in July 1981 shall be based on changes in the Consumer Price Index in the previous 12 months, rather than based on the previous six months as is normally done. These changes implement provisions of Pub. L. 96-499.

EFFECTIVE DATE: January 1, 1981.

FOR FURTHER INFORMATION CONTACT: Stanley C. Garnett, Branch Chief, Policy and Program Development Branch, School Programs Division, Food and Nutrition Service, U.S. Department of Agriculture, Washington, D.C. 20250, (202) 447-9065. An Impact Analysis Statement is available on request from the above named individual.

SUPPLEMENTARY INFORMATION: This final action has been reviewed under USDA procedures established in Secretary's Memorandum 1955 to implement Executive Order 12044 and has been classified "not significant."

Background

Public Law 96-499 authorized several legislative changes in all Child Nutrition Programs which will result in significant savings for fiscal year 1981. These changes are intended by Congress to achieve savings by amending Part 210 National School Lunch Program and Part 220 School Breakfast Program with the three provisions which are explained below.

Two and a half cent Section 4 Reduction in Reimbursement Rates

Section 4 of the National School Lunch Act provides for general cash payment for all lunches served under the National School Lunch Act. Currently most States earn 18.5 cents under Section 4 for all lunches (free, reduced-price or paid) served under the National School Lunch Program. Section 201 of Public Law 96-499 provides for a two and a half cent reduction in the general cash payment factor under Section 4 of the National School Lunch Act for all categories of lunches served (free, reduced-price, paid) in school food authorities in which less than 60 percent of the lunches served were served free or at a reduced-price during the second preceding school year (SY 1978-79).

The two and a half cent reduction in section 4 general cash payment factor will not affect the amount of State administrative expense funds to be made available under Section 7 of the Child Nutrition Act of 1966 for the fiscal year ending September 30, 1983. In addition, the amount of State revenues appropriated or used for meeting the requirements under Section 7 of the National School Lunch Act for the school year ending June 30, 1982 will not be reduced because of a reduction in the amount of Federal funds expended as a result of the reduction in Section 4 payments.

Annual Adjustments in National Average Payment (NAP) Rates

Section 204 of Public Law 96-499 eliminated the semiannual adjustments in the Section 4 and Section 11 National Average Payment factors for lunch and the National Average Payment factors for breakfast served under Section 4 of the Child Nutrition Act of 1966 for fiscal year 1981. This notice indicates that the January 1, 1981 semiannual adjustment of National Average Payment factors for the National School Lunch Program and School Breakfast Program will not be made. The National Average Payment factors for these programs for the period January 1, 1981, through June 30, 1981, will be those factors prescribed for the period July 1-December 31, 1980. (45 FR

48174), except for the changes noted below.

Notice is hereby given that, as mandated by Public Law 96-499, for the period of January 1, 1981 through September 30, 1981:

The Section 4 National Average Payment factor for lunches served under the National School Lunch Act, after being adjusted under Section 11(a) of the National School Lunch Act, shall be reduced by two and a half cents in school food authorities in which less than 60 percent of the lunches served were served at free or reduced price in school year 1978-79.

Adjustments in the National Average Payment factors for the National School Lunch and School Breakfast Programs will be prescribed in July 1981 by the Secretary and will reflect changes in the cost of operating the School Lunch and School Breakfast Programs, since the July 1, 1980 adjustment. The January 1981 semiannual adjustments will not be made.

(Catalogue of Federal Domestic Assistance Numbers 10.555 and 10.556)

Dated: December 23, 1980.

Carol Tucker Foreman,

Assistant Secretary for Food and Consumer Services.

[FR Doc. 80-40665 Filed 12-31-80; 6:45 am]

BILLING CODE 3410-30-M

Special Milk Program Reimbursement Rates

AGENCY: Food and Nutrition Service.

ACTION: Notice.

SUMMARY: This notice announces the reimbursement rates for the Special Milk Program for children, effective October 1, 1980. Pub. L. 96-304 reduced the 8.5 cents reimbursement rate to 5.0 cents for the month of September 1980 for schools and institutions participating in the Special Milk Program and one or more of the following programs: The National School Lunch Program, School Breakfast Program, Child Care Food Program, or the Summer Food Service Program for Children. Pub. L. 96-369 maintained this 5.0 cents reimbursement rate through December 15, 1980, and Pub. L. 96-499 made the 5.0 cent rate permanent. The reduction was introduced as a Fiscal Year 1981 budget reduction and is expected to save \$57.4 million under the Special Milk Program during fiscal year 1981.

EFFECTIVE DATE: This notice is effective October 1, 1980.

FOR FURTHER INFORMATION CONTACT: Stanley C. Garnett, Branch Chief, Policy and Program Development Branch, School Programs Division, USDA, FNS,

Washington, D.C. 20250. Telephone: (202) 447-9065. The Impact Analysis Statement is available upon request from the above named individual.

SUPPLEMENTARY INFORMATION: This final action has been reviewed under USDA procedures established in Secretary's Memorandum 1955 to implement Executive Order 12044, and has been classified "not significant."

Section 3 of the Child Nutrition Act of 1966, as amended (42 U.S.C. 1772) and 7 CFR § 215.8 of the regulations governing the Special Milk Program for Children (7 CFR Part 215) authorize the Secretary to establish the rate of reimbursement per half pint (236 ml.) of milk purchased and served to children. For the period July 1, 1980 through June 30, 1981, the reimbursement rate was established at 8.5 cents. The 8.5 cent rate was derived by applying the percentage increase in the Producer Price Index for Fresh Processed Milk during the 12 month period May 1979 to May 1980 (from 167.3 in May 1979 to 181.1 in May 1980) to the unrounded rate of reimbursement prescribed for the period July 1, 1979 to June 30, 1980, adjusted to the nearest one-fourth cent. As indicated in the July 11, 1980 Notice (45 FR 46831), Pub. L. 96-304, reduced the reimbursement rate to 5.0 cents for September 1980 for schools participating in the Special Milk Program and the National School Lunch Program, School Breakfast Program, Child Care Food Program or the Summer Food Service Program for Children. Pub. L. 96-369, making continuing appropriations for Fiscal Year 1981, maintained the 5.0 cents reimbursement rate through December 15, 1980. The intent of Congress in passing the continuing resolution was to maintain on-going programs without significant changes in operations until Congress had an opportunity to act on the regular appropriations bill. Section 209 of Pub. L. 96-499 enacted December 5, 1980 amends Section 3 of the Child Nutrition Act to provide that the rate of reimbursement for milk served to children who are not eligible for free milk shall be 5.0 cents.

For the reasons set out in the preamble and under authority given the Secretary, the Special Milk Program reimbursement rates are set forth below.

Notice is hereby given that the rate of reimbursement per half pint of milk purchased and served to children, except needy children in pricing programs operated by School Food Authorities and institutions which elect to provide free milk, shall be: (1) 5.0 cents effective October 1, 1980 for schools and institutions participating in the Special Milk Program and one or more of the following Programs: the National School Lunch Program, the School Breakfast

Program, the Child Care Food Program, or the Summer Food Service Program for Children; and (2) 8.5 cents for the period July 1, 1980 through June 30, 1981 for commodity only schools and schools and institutions participating only in the Special Milk Program as stipulated in 45 FR 46831.

Dated: December 23, 1980.

Carol Tucker Foreman,

Assistant Secretary for Food and Consumer Services.

[FR Doc. 80-40664 Filed 12-31-80; 8:45 am]

BILLING CODE 3410-30-M

DEPARTMENT OF COMMERCE

International Trade Administration

Importers and Retailers' Textile Advisory Committee; Public Meeting

AGENCY: International Trade Administration, Department of Commerce.

SUMMARY: The Secretary of Commerce established the Importers and Retailers' Textile Advisory Committee on August 13, 1963 to advise U.S. Government officials of the effects on import markets of cotton, wool and man-made fiber textile agreements. This meeting is being called on short notice to review with the Committee recent bilateral international textile and apparel trade developments prior to the establishment of a negotiating schedule for early 1981.

TIME AND PLACE: January 15, 1981 at 10:30 a.m. The meeting will take place at the Main Commerce Building, Room 6802, 14th Street and Constitution Avenue, N.W., Washington, D.C. 20230. (Public entrance to the building is on 14th Street, between Constitution Avenue and E Street, N.W.).

AGENDA: (1) Review of import trends, (2) Implementation of textile agreements, (3) Report on conditions in the domestic market, (4) Other Business.

PUBLIC PARTICIPATION: The meeting will be open to public participation to the extent time is available. The public may file written statements with the Committee before or after the meeting. Approximately 30 seats will be available for the public on a first-come, first-served basis.

FOR FURTHER INFORMATION CONTACT: Helen L. LeGrande, Office of the Deputy Assistant Secretary for Textiles and Apparel, International Trade Administration, U.S. Department of

Commerce, Washington, D.C. 20230, telephone: 202/377-3737.

Dated: December 30, 1980.

Paul T. O'Day,

Deputy Assistant Secretary for Textiles and Apparel.

[FR Doc. 80-40622 Filed 12-31-80; 8:45 am]

BILLING CODE 6310-25-M

Management-Labor Textile Advisory Committee; Public Meeting

AGENCY: International Trade Administration, Department of Commerce.

SUMMARY: The Management-Labor Textile Advisory Committee was established by the Secretary of Commerce on October 18, 1961 to advise U.S. Government officials on problems and conditions in the textile and apparel industry and furnish information on world trade in textiles and apparel. This meeting is being called on short notice to review with the Committee recent bilateral international textile and apparel trade developments prior to the establishment of a negotiating schedule for early 1981.

TIME AND PLACE: January 15, 1981 at 1:30 p.m. The meeting will take place at the Main Commerce Building, Room 6802, 14th Street and Constitution Avenue, N.W. Washington, D.C. 20230. (Public entrance to the building is on 14th Street, between Constitution Avenue and E Street, N.W.).

AGENDA: (1) Review of import trends, (2) Implementation of textile agreements, (3) Report on conditions in the domestic market, (4) Other Business.

PUBLIC PARTICIPATION: The meeting will be open to public participation to the extent time is available. The public may file written statements with the Committee before or after the meeting. Approximately 30 seats will be available for the public on a first-come, first-served basis.

FOR FURTHER INFORMATION CONTACT: Helen L. LeGrande, Office of the Deputy Assistant Secretary for Textiles and Apparel, International Trade Administration, U.S. Department of Commerce, Washington, D.C. 20230, telephone: 202/377-3737.

Dated: December 30, 1980.

Paul T. O'Day,

Deputy Assistant Secretary for Textiles and Apparel.

[FR Doc. 80-40622 Filed 12-31-80; 8:45 am]

BILLING CODE 3510-25-M

National Oceanic and Atmospheric Administration

New England Fishery Management Council's Scientific and Statistical Committee; Public Meeting

AGENCY: National Marine Fisheries Service, NOAA.

SUMMARY: The New England Fishery Management Council, established by section 302 of the Fishery Conservation and Management Act of 1976 (Pub. L. 94-265), has established a Scientific and Statistical Committee, which will meet: To discuss minutes of the previous meeting; to approve the package of lobster material to go to the oversight committee, and to hold the third discussion of the value of reducing variability and abundance of catch as an objective, as well as old and new business.

DATES: The meeting, which is open to the public, will convene on Wednesday, January 14, 1981, at approximately 10 a.m., and will adjourn at approximately 5 p.m. The meeting may be lengthened or shortened, or agenda items rearranged, depending upon progress on the agenda.

ADDRESS: The meeting will take place at the Carriage House, Woods Hole, Massachusetts.

FOR FURTHER INFORMATION CONTACT: New England Fishery Management Council, Suntaug Office Building, Five Broadway, Route One, Saugus, Massachusetts 01906, Telephone: 617-231-0422.

Dated: December 29, 1980.

William H. Stevenson,

Deputy Assistant Administrator for Fisheries, National Marine Fisheries Service.

[FR Doc. 80-40766 Filed 12-31-80; 8:45 am]

BILLING CODE 3510-22-M

COMMITTEE FOR PURCHASE FROM THE BLIND AND OTHER SEVERELY HANDICAPPED

Procurement List 1981 Proposed Additions

Corrections

In FR Doc. 80-39462, appearing on page 83650, in the issue of Friday, December 19, 1980, make the following correction.

On page 83650, middle column, the tenth line from the bottom of the page reading "6540-00-42-8752" should have read "6540-00-042-8752."

BILLING CODE 1505-01-M

CONSUMER PRODUCT SAFETY COMMISSION**Privacy Act of 1974; Systems of Records; Annual Publication**

AGENCY: Consumer Product Safety Commission.

ACTION: Annual publication of systems of records.

SUMMARY: The purpose of this document is to give notice of the Privacy Act systems of records maintained by the Consumer Product Safety Commission.

FOR FURTHER INFORMATION CONTACT: Joseph F. Rosenthal, Office of General Counsel, Consumer Product Safety Commission, Washington, D.C. 20207, Telephone (202) 634-7770.

SUPPLEMENTARY INFORMATION: The Privacy Act of 1974 (5 U.S.C. 552a(e)(4)) requires agencies to publish annually in the *Federal Register* a notice of the existence and character of their systems of records. The Consumer Product Safety Commission last published the full text of its systems of records at 42 FR 48751, September 23, 1977. Since that publication, the Commission's systems of records has been amended by an annual publication at 44 FR 77235, December 31, 1979; by documents published at 45 FR 34337, May 22, 1980, CPSC System 20 (Revised), and 45 FR 56860, August 26, 1980 (CPSC System 22); and a document appearing elsewhere in this issue which, among things, supersedes the May 22, 1980, document. For the convenience of the public the August 26, 1980, document appears below. The Commission's systems of records, therefore, consists of the material published at 44 FR 77235, December 31, 1979, the document appearing elsewhere in this issue, and the following document.

The full text of the Commission's systems of records, except for the revision and additions appearing in this issue, also appears in Privacy Act Issuances, 1979 Compilation, Volume III, page 2603. This volume may be ordered through the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402. The price of this volume is \$9.50.

Dated: December 24, 1980.

Sadye E. Dunn,
Secretary, Consumer Product Safety Commission.

CPSC-22

SYSTEM NAME:

CPSC Management Information System—CPSC-22

SYSTEM LOCATION:

Consumer Product Safety Commission, Associate Executive Director for Administration, 5401 Westbard Avenue, Bethesda, Maryland 20207.

CATEGORIES OF INDIVIDUALS COVERED BY THE SYSTEM:

All CPSC employees.

CATEGORIES OF RECORDS IN THE SYSTEM:

The records contain information on work and leave hours charged by individual employees against CPSC programs, projects, and organization categories. The data included are: Program Codes, Project Codes, Organization Codes, Reporting Period, Employee Name and CPSC Employee Number, and hours charged.

AUTHORITY FOR MAINTENANCE OF THE SYSTEM:

15 U.S.C. 2051 et seq.; 44 U.S.C. 3101.

ROUTINE USES OF RECORDS MAINTAINED IN THE SYSTEM, INCLUDING CATEGORIES OF USERS AND THE PURPOSES OF SUCH USES:

The records are used to produce periodic printed reports which show total employee time and costs allocated to Commission programs and projects by organizational elements. The cost information includes information derived from the Commission's accounting system. Some of the reports will display the time charged by individual employees by programs and projects within organizational elements.

These reports are distributed to CPSC managers and staff at all levels as a management tool to:

- (a) Inform project managers of time worked by individuals on specified program and project activities.
- (b) Assure accurate reporting and recording of time worked on Agency programs and projects.
- (c) Track the agency's work in terms of programs and projects;
- (d) Assist in the preparation of the CPSC Fiscal Year Operating Plan;
- (e) Assess achievement of planned goals established in the CPSC Fiscal Year Operating Plan;
- (f) Identify resource allocation deficiencies;
- (g) Provide a historical record of Agency program, project, and organization resource expenditures;
- (h) Assure effective distribution of staff skills for planned workloads;
- (i) Provide reports to top level management on Agency accomplishment.

Printed reports produced by the system are distributed to project leaders, management, and supervisory personnel within the Commission.

POLICIES AND PRACTICES FOR STORING, RETRIEVING, ACCESSING, RETAINING, AND DISPOSING OF RECORDS IN THE SYSTEM:**STORAGE:**

Records are maintained in hard copy, on computer punch cards, and on computer magnetic media.

RETRIEVABILITY:

Records are retrievable by any of the data items on the records.

SAFEGUARDS:

Access to individual computer records is restricted to staff of the Associate Executive Director for Administration through the use of special computer identification codes. Hard copy individual records and punch cards are kept in locked file cabinets with access also restricted to the staff of the Associate Executive Director for Administration. Management Information System data will not be used as evidence against the supplying employee in employee performance evaluations or adverse actions.

RETENTION AND DISPOSAL:

Individual hard copy employee records, punch cards, and computer records, other than time and cost totals, are retained for not more than one year. Disposal is accomplished through magnetic disc or magnetic tape erasure for computer-stored records, and direct disposal into trash for hard copy individual records and punch cards.

SYSTEM MANAGER(S) AND ADDRESS:

Associate Executive Director for Administration, Consumer Product Safety Commission, 5401 Westbard Avenue, Bethesda, Maryland 20207.

NOTIFICATION PROCEDURE:

Same as System Manager.

RECORD ACCESS PROCEDURES:

Same as System Manager.

CONTESTING RECORD PROCEDURES:

Same as System Manager.

RECORD SOURCE CATEGORIES:

Information in these records is furnished by the employees to whom it pertains.

[FR Doc. 80-40174 Filed 12-31-80; 8:45 am]

BILLING CODE 6355-01-M

Privacy Act of 1974; Systems of Records; Revisions to Systems

AGENCY: Consumer Product Safety Commission.

ACTION: Revisions to CPSC-9, CPSC-12, and CPSC-20.

SUMMARY: This document revises three Privacy Act systems of records to reflect

organizational changes and changes of address within the Consumer Product Safety Commission.

DATES: These revisions are effective January 2, 1981.

FOR FURTHER INFORMATION CONTACT: Joseph F. Rosenthal, Office of General Counsel, Consumer Product Safety Commission, Washington, D.C. 20207. Telephone (202) 634-7770.

SUPPLEMENTARY INFORMATION: Current system notices for Privacy Act record systems CPSC-9, Employee Financial Interest Statements, and CPSC-12, Employee Outside Activity Notice, list the System Manager as the Director, Division of Personnel Management, and list the system location as the Division of Personnel Management, 5401 Westbard Avenue, Washington, D.C. 20207. A recent revision of the Commission's Employee Standards of Conduct, 16 CFR Part 1030, published at 45 FR 82912, December 17, 1980, has designated the Deputy General Counsel for Regulatory Development and General Law as the Commission's Ethics Counselor, whose responsibilities include review and maintenance of the records in CPSC-9 and CPSC-12. The Commission is accordingly revising these record systems to show the new System Manager and the corresponding new system location.

CPSC-20, Field Work Tracking System, as revised by 45 FR 34337, May 22, 1980, describes the system location as a Washington, D.C. address plus the Area Offices listed in an Appendix. Since that time, the Commission's Area Offices have been redesignated as either Regional or District Offices, and some of them have moved to new office locations. A revised listing of the Commission's field organization was published at 45 FR 80616, December 12, 1980. The Commission is accordingly revising CPSC-20 and its Appendix to show the correct names and addresses of its field units.

Since these changes do not alter the kinds or quantities of records maintained, routine uses, or methods or amount of access, or otherwise represent substantive modifications, they are effective January 2, 1981.

Dated: December 24, 1980.

Sadye E. Dunn,

Secretary, Consumer Product Safety Commission.

CPSC-9

SYSTEM NAME:

Employee Financial Interest Statements—CPSC

SYSTEM LOCATION:

Consumer Product Safety Commission, Office of the General Counsel, 1111 18th Street, N.W., Washington, D.C. 20207

CATEGORIES OF INDIVIDUALS COVERED BY THE SYSTEM:

Current CPSC employees whose duties and responsibilities require the incumbent to exercise judgment in making Government decisions or in taking Government action in regard to (1) contracting or procurement, (2) administering or monitoring grants, (3) standards development, (4) rulemaking, (5) compliance activities or (6) other activities where the decision or action has an economic impact on the interest of any non-Federal enterprise.

CATEGORIES OF RECORDS IN THE SYSTEM:

This records contain a list of all corporations, companies, firms, or other business enterprises, partnerships, nonprofit organizations, and educational or other institutions; (a) with which CPSC employees, their spouse, minor child(ren) or other member of their immediate household who is of blood relation has a continuing financial interest, through a pension or retirement plan, shared income, or other arrangement as a result of any current or prior employment or business or professional association; or (c) in which the employees, their spouse, minor child(ren) or other member of their immediate household who is of blood relation has any financial interest through the ownership of stock, stock options, bonds, securities, or other arrangements including trusts.

These records also contain a list of the employees creditors, other than those to whom he may be indebted by reason of a mortgage on property which he occupies as a personal residence or to whom he may be indebted for current and ordinary household and living expenses and a list of the employees' interest in real property or rights in lands, other than property which he occupies as a personal residence.

AUTHORITY FOR MAINTENANCE OF THE SYSTEM:

Executive Order 11222.

Routine uses of records maintained in the system, including categories of users and the purposes of such uses:

These records are used as indicated below:

(1) To assist the Chairman or designee in determining if an employee (a) has direct or indirect financial interests that conflict substantially, with his or her responsibilities and duties as a Federal employee or (b) engages in, directly or

indirectly, financial transactions as a result of, or primarily relying upon, information obtained through his or her employment.

(2) To refer, where there is an indication of a violation or potential violation of law, whether Federal, state, or local, charged with the responsibility of investigating or implementing the statute, or rule, regulation, or order issued pursuant thereto.

(3) To provide information or disclose to a Federal agency, in response to its request, in connection with the hiring or retention of an employee, or other benefit to the extent that the information is relevant and necessary to the requesting agency's decision on the matter.

Disclosure may be made to a congressional office from the record of an individual in response to an inquiry from the congressional office made at the request of that individual.

A record from this system of records may be disclosed to officers and employees of the General Services Administration in connection with administrative services provided to the Commission under agreement with GSA.

POLICIES AND PRACTICES FOR STORING, RETRIEVING, ACCESSING, RETAINING, AND DISPOSING OF RECORDS IN THE SYSTEM:

STORAGE:

These records are maintained in file folders.

RETRIEVABILITY:

These records are indexed by the names of the individuals on whom they are maintained.

SAFEGUARDS:

Records are located in a combination lock GSA approved Security Container. Access to and use of these records are limited to those persons whose official duties require such access.

RETENTION AND DISPOSAL:

These records are maintained for five years following employees' separation from the CPSC. Disposal by normal procedures.

SYSTEM MANAGER(S) AND ADDRESS:

Deputy General Counsel for Regulatory Development and General Law, Consumer Product Safety Commission, Washington, D.C. 20207.

NOTIFICATION PROCEDURE:

Associate Executive Director, Administration, Consumer Product Safety Commission, 5401 Westbard Avenue, Washington, D.C. 20207.

RECORD ACCESS PROCEDURES:

Same as notification.

CONTESTING RECORD PROCEDURES:

Same as notification.

RECORD SOURCE CATEGORIES:

The information contained in these records is provided by the individual to whom the record pertains or is provided by other persons authorized by the individual to whom the record pertains to provide such information.

CPSC-12**SYSTEM NAME:**

Employee Outside Activity Notice—CPSC

SYSTEM LOCATION:

Consumer Product Safety Commission, Washington, D.C. 20207.

CATEGORIES OF INDIVIDUALS COVERED BY THE SYSTEM:

Commission employees carrying on outside activities such as consultative services, practice of law, teaching, etc.

CATEGORIES OF RECORDS IN THE SYSTEM:

This system of records contains information concerning the employee's position, nature of outside activity, relation of official duties to activity, and method of compensation for outside activity.

AUTHORITY FOR MAINTENANCE OF THE SYSTEM:

Executive Order 11222.

ROUTINE USES OF RECORDS MAINTAINED IN THE SYSTEM, INCLUDING CATEGORIES OF USERS AND THE PURPOSES OF SUCH USES:

Information in these records is used by the Executive Director in making a determination as to whether an employee's outside activity constitutes a real or apparent conflict of interest.

Disclosure may be made to a congressional office from the record of an individual in response to an inquiry from the congressional office made at the request of that individual.

A record from this system of records may be disclosed to officers and employees of the General Services Administration in connection with administrative services provided to the Commission under agreement with GSA.

POLICIES AND PRACTICES FOR STORING, RETRIEVING, ACCESSING, RETAINING, AND DISPOSING OF RECORDS IN THE SYSTEM:**STORAGE:**

Records are maintained on hard copy.

RETRIEVABILITY:

Records are indexed by employee name.

SAFEGUARDS:

Records are maintained in locked file cabinets in a secured area.

RETENTION AND DISPOSAL:

Records are maintained until employee terminates with agency. Disposal is by normal procedures.

SYSTEM MANAGER(S) AND ADDRESS:

Deputy General Counsel for Regulatory Development and General Law, Consumer Product Safety Commission, Washington, D.C. 20207.

NOTIFICATION PROCEDURE:

Associate Executive Director, Administration, Consumer Product Safety Commission, 5401 Westbard Avenue, Washington, D.C. 20207.

RECORD ACCESS PROCEDURES:

Same as notification.

CONTESTING RECORD PROCEDURES:

Same as notification.

RECORD SOURCE CATEGORIES:

The information in this record is furnished by the employee to whom it pertains.

CPSC-20**SYSTEM NAME:**

Field Work Tracking System CPSC-20.

SYSTEM LOCATION:

Consumer Product Safety Commission, Directorate for Field Operations, 5401 Westbard Avenue, Washington, D.C. 20207, and the Regional and District Offices listed in Appendix I.

CATEGORIES OF INDIVIDUALS COVERED BY THE SYSTEM:

Professional, non-managerial, staff members of CPSC Area Offices who are performing work assignments covered by the system.

CATEGORIES OF RECORDS IN THE SYSTEM:

The records contain information on work assignments performed by CPSC Area Offices. The data included are: an identification number of the assigned employee; assignment identification number; organizational unit initiating the assignment and Area Office performing the assignment; program, project and activity codes; assignment date; target completion date; date employee submitted report to supervisor for review and typing; date typed report is endorsed by supervisor; number of activities performed; actual hours required to complete the assignment; and a narrative description of the assignment.

AUTHORITY FOR MAINTENANCE OF THE SYSTEM:

15 U.S.C. 2051 et seq.; 44 U.S.C. 3101.

ROUTINE USES OF RECORDS MAINTAINED IN THE SYSTEM, INCLUDING CATEGORIES OF USERS AND THE PURPOSES OF SUCH USES:

These records, or a compilation of these records, are used by the Directorate for Field Operations and its Area Offices as a management aid to:

- (a) Track the status of field assignments
- (b) Track the progress against planned goals
- (c) Compare Area Office performance
- (d) Identify resource allocation deficiencies
- (e) Provide reports to top level CPSC management on field accomplishment

In addition, within each Area Office, the Area Office management will use the records, or a compilation of information from the records, to:

- (a) Assure efficient distribution of assignments to employees
- (b) Track employees' ability to meet target dates in relation to performance standards.

POLICIES AND PRACTICES FOR STORING, RETRIEVING, ACCESSING, RETAINING, AND DISPOSING OF RECORDS IN THE SYSTEM:**STORAGE:**

Records are stored on computer magnetic media. Hard copies of the records are stored at the Consumer Product Safety Commission, Directorate for Field Operations, 5401 Westbard Avenue, Bethesda, Maryland 20207, and the Area Offices listed in Appendix I.

RETRIEVABILITY:

The records may be retrieved by any one or any combination of the data items.

SAFEGUARDS:

Access to the computer data is restricted to Area Office personnel and Field Operations Directorate staff at Headquarters through the use of computer access passwords. The system identification number for an Area Office staff member is known only to that person, that person's supervisors and Area Office Director, Area Office clerical staff involved in operating the system, the Associate Executive Director for Field Operations, the head of the Directorate's operations staff, and the program analyst with operational responsibility for the system. Any Area Office staff member can gain access to the computer data pertaining to himself or herself. Special passwords are required to enter or change computer data and are issued only to persons designated by Area Office directors. Hard copies of the records are kept in lockable file drawers.

RETENTION AND DISPOSAL:

Records are retained indefinitely.

SYSTEM MANAGER(S) AND ADDRESS:

Associated Executive Director for Field Operations, Consumer Product Safety Commission, 5401 Westbard Avenue, Washington, D.C. 20207.

NOTIFICATION PROCEDURE:

Same as System Manager.

RECORD ACCESS PROCEDURE:

Same as System Manager.

CONTESTING RECORD PROCEDURES:

Same as System Manager.

RECORD SOURCE CATEGORIES:

Information in this system of records comes from employees performing the recorded assignments and their supervisors.

Appendix I

Atlanta Regional Office, 1330 West Peachtree St., NW, Atlanta, Ga. 30309.

Boston Regional Office, 100 Summer St., Room 1607, Boston, Mass. 02110.

Chicago Regional Office, 230 South Dearborn St., Room 2945, Chicago, Ill. 60604.

Twin Cities District Office, Metro Square, Suite 580, 7th and Robert, Saint Paul, Minn. 55101.

Cleveland Regional Office, Plaza Nine Building, Room 520, 55 Erieview Plaza, Cleveland, Ohio 44114.

Dallas Regional Office, 1110 Commerce Street, Room 1C 10, Dallas, Texas 75242.

Kansas City Regional Office, Midland Building, Suite 1000, 1221 Baltimore Avenue, Kansas City, Mo. 64105.

Denver District Office, Guaranty Bank Building, Suite 938, 817 17th St., Denver, Colo 80202.

Los Angeles Regional Office, 3660 Wilshire Blvd., Suite 1100, Los Angeles, Calif. 90010.

New York Regional Office, 6 World Trade Center, Vesey Street, 6th Floor, New York N.Y. 10048.

Philadelphia Regional Office, 400 Market Street, 10th Floor, Philadelphia, Pa. 19106.

San Francisco Regional Office, U.S. Customs House, 555 Battery Street, Room 416, San Francisco, Calif. 94111.

Seattle District Office, 3240 Federal Building, 915 Second Avenue, Seattle, Wash. 98174.

[FR Doc. 80-39389 Filed 12-31-80; 6:45 am]

BILLING CODE 6355-01-M

DEPARTMENT OF ENERGY**Federal Energy Regulatory Commission**

[Docket No. CP81-105-000]

Brooklyn Union Gas Co.; Order Authorizing the Importation and Exportation of Natural Gas; Import/Export

Issued: December 19, 1980.
Before Commissioners: Georgiana Sheldon, Acting Chairman; Matthew Holden, Jr., George R. Hall and J. David Hughes.

On December 18, 1980, The Brooklyn Union Gas Company (Applicant) filed in Docket No. CP81-105-000 an application pursuant to Section 3 of the Natural Gas Act for authorization to export liquefied natural gas (LNG) from the United States to Canada to import natural gas from Canada to the United States and to the extent applicable, pursuant to Section 7(c) of the Natural Gas Act for a certificate of public convenience and necessity authorizing the exchange of up to 400,000 Mcf equivalent of LNG for a volume of Canadian natural gas equivalent in heating value, all as more fully set forth in the application.

Applicant proposes to exchange 400,000 Mcf equivalent of LNG for a volume of Canadian natural gas equivalent in heating value to be delivered by TransCanada Pipelines Limited (TransCanada) for the account of Gaz Metropolitan, Inc. (Gaz Metropolitan). Applicant asserts that the LNG is urgently needed by Gaz Metropolitan to meet anticipated supply deficiencies.

The LNG to be exchanged is LNG which Applicant is presently entitled to receive from Distrigas of Massachusetts Corporation (Distrigas) and is located in Distrigas' storage facilities in Everett, Massachusetts. The LNG will be transported by truck to Montreal by Transgas, Inc. (Transgas) of Lowell, Massachusetts. Transgas is prepared to commence deliveries immediately with deliveries to be completed by January 15, 1981. Gaz Metropolitan will pay any and all costs and expenses associated with such transportation.

The volumes of Canadian natural gas equivalent in heating value to the LNG will be delivered by TransCanada for the account of Gaz Metropolitan to Tennessee Gas Pipeline Company, a Division of Tenneco Inc. (Tennessee), at an existing TransCanada/Tennessee interconnection near Niagara Falls, New York. Such gas will then be transported by Tennessee to Applicant's meter station at White Plains, New York, for

delivery to Applicant's franchise territory. Gaz Metropolitan will pay any and all costs and expenses associated with the transportation of the gas to White Plains and will provide the fuel for the transportation service. Applicant states that although the natural gas deliveries will commence after the commencement of the LNG deliveries, all natural gas will be made available within 60 days from the date that the exports of LNG commence. Tennessee will transport the gas under the authority of Section 311 of the Natural Gas Policy Act of 1978 and Part 284 of the Commission's Regulations.

Applicant also requests, to the extent applicable, certificate authorization pursuant to Section 7(c) of the Natural Gas Act to exchange gas with Gaz Metropolitan. Under the circumstances herein set forth, the only jurisdiction of the Commission is residual jurisdiction under Section 3 of the Natural Gas Act resulting from the Secretary of Energy's Delegation Order No. 0204-55.¹ Primary jurisdiction over the importation and exportation of natural gas was delegated by the Secretary of Energy to the Economic Regulatory Administration (ERA) by Delegation Order No. 0204-54.

The Commission notes that on December 19, 1980, in its order issued in Docket No. 81-03-LNG, ERA approved Applicant's application to export LNG to Canada and to import natural gas from Canada. Pursuant to our authority under Section 3 of the Natural Gas Act as delegated and assigned by the Secretary of Energy,² the Commission, to the extent of its jurisdiction, herein approves the application in Docket No. CP81-105-000 to export LNG and to import natural gas subject to the conditions imposed by ERA in its order issued December 19, 1980, in Docket No. 81-03-LNG. This Commission authorization specifically includes approval of the proposed point of importation.

The Commission finds:

The subject application to export up to 400,000 Mcf equivalent of LNG from the United States to Canada and to

¹The Commission does not have jurisdiction over the transportation of natural gas by means other than pipelines. See order issued May 4, 1973, in Docket No. R-377 (49 FPC 1078).

²Sections 301 and 402(f) of the Department of Energy Organization Act (Publ. L. No. 95-91) transferred to the Secretary of Energy the authority to authorize the import or export of natural gas pursuant to Section 3 of the Natural Gas Act. The Secretary delegated this responsibility to the Administrator of the ERA on October 1, 1977 (42 FR 50278). Later, the Secretary issued two delegation orders redefining the areas of jurisdiction between ERA and the Commission in deciding applications to import or export natural gas [DOE Delegation Order Nos. 0204-54 and 0204-55, 44 FR 56735, October 2, 1979].

import at the international boundary near Niagara Falls, New York, a volume of natural gas of the equivalent heating value of any LNG exported hereunder, filed pursuant to Section 3 of the Natural Gas Act, to the extent it falls within the purview of the Commission's jurisdiction, and subject to the conditions attached to it, is not inconsistent with the public interest and authorization should be granted.

The Commission orders:

Applicant is authorized, to the extent of the Commission's jurisdiction under Section 3 of the Natural Gas Act, to export up to 400,000 Mcf equivalent of LNG from the United States to Gaz Metropolitan in Canada, effective immediately and continuing through the 30th day after the date of this order, and to import at a point on the international boundary near Niagara Falls, New York, from Gaz Metropolitan of Canada a volume of natural gas of the equivalent heating value of any LNG exported hereunder, effective immediately and continuing through the 60th day after the date of this order, all as more fully hereinabove set forth and in the application in this proceeding. This authorization is subject to all conditions imposed by ERA in its ordering paragraphs in its order issued December 19, 1980, in Docket No. 81-03-LNG and to any future conditions which ERA may impose.

By the Commission.

Lois D. Cashell,

Acting Secretary.

[FR Doc. 80-40705 Filed 12-31-80; 8:45 am]

BILLING CODE 6450-85-M

[Docket No. CP64-89-009]

Cities Service Gas Co., and Natural Gas Pipeline Co. of America; Petition To Amend

December 23, 1980.

Take notice that on December 2, 1980, Cities Service Gas Company (Cities), P.O. Box 25128, Oklahoma City, Oklahoma 73125, and Natural Gas Pipeline Company of America (Natural), 122 South Michigan Avenue, Chicago, Illinois 60603, filed in Docket No. CP64-89-009 a petition to amend the order issued in the instant docket on January 2, 1964,¹ as amended, pursuant to Section 7(c) of the Natural Gas Act so as to authorize the delivery of additional volumes of natural gas by Natural to Cities at an existing delivery point, all as more fully set forth in the petition to amend which is on file with the

Commission and open to public inspection.

Petitioners state that on January 2, 1964, they were authorized to construct and operate certain facilities and to exchange up to 40,000 Mcf of natural gas per day in accordance with the terms of an agreement between them dated September 30, 1963, and that this order has been subsequently amended to increase the maximum volume to be exchanged to 60,000 Mcf per day, to add delivery points, and to extend the term of the agreement.

Petitioners propose herein to implement the terms of an amendatory agreement between them dated July 15, 1980, wherein Natural agreed to deliver additional volumes which it has available for purchase from Ennex Production Company in Cargher County, Oklahoma, to Cities at the existing Signal exchange point located in Carter County, Oklahoma.

Petitioners assert that the volumes of gas proposed to be delivered herein would not require an increase in the maximum quantity of gas presently authorized for exchange between them and that the total volumes of gas delivered to Cities for Natural's account at the said Signal exchange point would not exceed 4,000 Mcf per day.

Additionally, Petitioners propose that any new facilities deemed necessary to effectuate these receipt and delivery arrangements would be constructed pursuant to budget-type authority.

Any person desiring to be heard or to make any protest with reference to said petition to amend should on or before January 15, 1981, file with the Federal Energy Regulatory Commission, Washington, D.C. 20426, a petition to intervene or a protest in accordance with the requirements of the Commission's Rules of Practice and Procedure (18 CFR 1.8 or 1.10) and the Regulations under the Natural Gas Act (18 CFR 157.10). All protests filed with the Commission will be considered by it in determining the appropriate action to be taken but will not serve to make the protestants parties to the proceeding. Any person wishing to become a party to a proceeding or to participate as a party in any hearing therein must file a petition to intervene in accordance with the Commission's Rules.

Kenneth F. Plumb,

Secretary.

[FR Doc. 80-40706 Filed 12-31-80; 8:45 am]

BILLING CODE 6450-85-M

[Docket No. RA81-23-000]

Eagle Oil Co. (Eagle-Wood Oil Co.); Filing of Petition for Review Under 42 U.S.C. 7194

Issued: December 22, 1980.

Take notice that Eagle Oil Company on November 18, 1980, filed a Petition for Review under 42 U.S.C. § 7194(b) (1977 Supp.) from an order of the Secretary of Energy (Secretary).

Copies of the petition for review have been served on the Secretary and all participants in prior proceedings before the Secretary.

Any person who participated in the prior proceedings before the Secretary may be a participant in the proceeding before the Commission without filing a petition to intervene. However, any such person wishing to be a participant is requested to file a notice of participation on or before January 6, 1981, with the Federal Energy Regulatory Commission, 825 North Capitol Street, N.E., Washington, D.C. 20426. Any other person who was denied the opportunity to participate in the prior proceedings before the Secretary or who is aggrieved or adversely affected by the contested order, and who wishes to be a participant in the Commission proceeding, must file a petition to intervene on or before January 6, 1981, in accordance with the Commission's Rules of Practice and Procedure (18 CFR 1.8 and 1.40(e)(3)).

A notice of participation or petition to intervene filed with the Commission must also be served on the parties of record in this proceeding and on the Secretary of Energy through John McKenna, Office of General Counsel, Department of Energy, Room 6H-025, 1000 Independence Avenue, S.W., Washington, D.C. 20585.

Copies of the petition for review are on file with the Commission and are available for public inspection at Room 1000, 825 North Capitol St., N.E., Washington, D.C. 20426.

Lois D. Cashell,

Acting Secretary.

[FR Doc. 80-40707 Filed 12-31-80; 8:45 am]

BILLING CODE 6450-85-M

[Docket No. CP79-89-003]

El Paso Natural Gas Co.; Petition To Amend

December 23, 1980.

Take notice that on December 2, 1980, El Paso Natural Gas Company (Petitioner), P.O. Box 1492, El Paso, Texas 79978, filed in Docket No. CP79-89-003 a petition to amend the order issued in the instant docket on June 7,

¹ This proceeding was commenced before the FCC. By joint regulation of October 1, 1977 (10 CFR 1000.1), it was transferred to the Commission.

1979, pursuant to Section 7(c) of the Natural Gas Act so as to authorize certain revisions in its existing transportation and delivery arrangements with Bixco, Inc. (Bixco), all as more fully set forth in the petition to amend which is on file with the Commission and open to public inspection.

Petitioner states that on June 7, 1979, it was authorized to transport on a best-efforts basis up to 60,000 Mcf of natural gas per day for the account of Bixco, and was granted blanket authorization to permit from time to time the attachment of new receipt and/or delivery points to Applicant's pipeline system. It is further stated that the transportation and delivery arrangement by Petitioner for Bixco is governed by the terms and conditions of an agreement dated September 1, 1978, between the parties.

Petitioner submits that it has been advised by Bixco that it desires to modify the transportation agreement between the parties to provide for (i) removal of the end-use restrictions that prevent Bixco from having natural gas transported by Petitioner for use in electric power plants; (ii) a reduction in the gross transportation volume from 60,000 Mcf per day to 20,000 Mcf per day, and (iii) the deletion of Article V, *Transportation Gas to be Used for Ultimate Service to Requirements Classified in Priorities 1, 2 or 3* and the substitution thereof of a new Article V, *Incremental Facilities*, which provides for additional facilities for the benefit of Bixco and others necessary to provide adequate transportation capacity on Petitioner's system if Bixco so elects that such incremental facilities should be constructed. Accordingly, Petitioner states that it and Bixco have entered into an amendatory agreement dated September 17, 1980.

Pursuant to the amendatory agreement between the parties, Petitioner further states that it has agreed to deliver for Bixco's account volumes of natural gas to Arizona Public Service Company (APS) so as to assist APS in continuing to serve the Priority 1, 2 and 3 requirements of its distribution customers as well as to APS' lower priority resale requirements and its power plants' requirements. Additionally, it is stated that Bixco now anticipates that the availability of natural gas supplies to it would not require Petitioner to gather, process or dehydrate and to transport a gross transportation volume in excess of 20,000 Mcf per day.

Further, pursuant to the terms of the amendatory agreement, Petitioner submits that it and Bixco have

established certain provisions designed to effectuate the construction and operation of incremental facilities by Petitioner for Bixco and others so as to continue the transportation services for Bixco, and that towards this end the parties acknowledge that from time to time during the term of the transportation agreement it may be necessary for Petitioner to cause construction or installation of incremental facilities in order to continue transportation services for Bixco and other shippers. The amendatory agreement further provides for Petitioner to evaluate periodically the capability of its system to transport for the account of Bixco the gross transportation volume, the applicable transportation quantities set forth in similar transportation arrangements with other shippers, and the volume of Petitioner's daily flowing and load-equation gas supplies, it is said. Petitioner further states that should it determine that the available capacity of its system is not adequate to transport said gross transportation volume and all other volumes of natural gas anticipated to be received into the system, then it may determine the necessary incremental facilities to provide adequate transportation capacity for its system and would notify Bixco of such necessary facilities. Such agreement further stipulates that within 60 days following such notification, Bixco would either authorize Petitioner to seek all necessary regulatory authorizations to construct and operate the necessary incremental facilities to transport natural gas for Bixco's account and upon receipt of such regulatory authorizations, Petitioner would construct or install such facilities, or Bixco would instruct Petitioner not to construct such facilities on its behalf, it is said.

In addition to those rates and charges set forth in the transportation agreement, Petitioner asserts that Bixco has agreed to pay its proportionate share on a cost of service basis for any and all necessary incremental facilities authorized by Bixco and that any and all necessary incremental facilities so paid for by Bixco and other shippers would be available first for the transportation of natural gas volumes on behalf of Bixco and such other shippers with similar transportation arrangements.

Any person desiring to be heard or to make any protest with reference to said petition to amend should on or before January 15, 1981, file with the Federal Energy Regulatory Commission, Washington, D.C. 20426, a petition to intervene or a protest in accordance

with the requirements of the Commission's Rules of Practice and Procedure (18 CFR 1.8 or 1.10) and the Regulations under the Natural Gas Act (18 CFR 157.10). All protests filed with the Commission will be considered by it in determining the appropriate action to be taken but will not serve to make the protestants parties to the proceeding. Any person wishing to become a party to a proceeding or to participate as a party in any hearing therein must file a petition to intervene in accordance with the Commission's Rules.

Kenneth F. Plumb,

Secretary.

[FR Doc. 80-40700 Filed 12-31-80; 8:45 am]

BILLING CODE 6450-85-M

[Docket No. ER81-162-000]

Empire District Electric Co.; Tariff Change

December 22, 1980.

The filing company submits the following:

Take notice that The Empire District Electric Company on August 18, 1978, tendered for filing proposed changes in its FERC Electric Service Tariff, Volume No. One. The proposed changes would increase revenues from present jurisdictional sales and service to the City of Chetopa, Kansas by \$65,654 based on the 12-month period ending February 28, 1978.

The presently effective rates are based on contractual agreements made up to thirteen years ago. Since that time Empire has experienced substantial increase in all elements of its cost, including fuel, labor, interest, taxes and construction to provide additional capacity and meet environmental requirements.

Copies of the filing were served upon the public utility's jurisdictional customers and the Kansas State Corporation Commission.

Any person desiring to be heard or to protest said application should file a petition to intervene or protest with the Federal Energy Regulatory Commission, 825 North Capitol Street, N.E., Washington, D.C. 20426, in accordance with Paragraph 1.8 and 1.10 of the Commission's rules of practice and procedures (18 CFR 1.8, 1.10). All such petitions or protests should be filed on or before January 9, 1981. Protests will be considered by the Commission in determining the appropriate action to be taken, but will not serve to make protestants parties to the proceeding. Any person wishing to become a party must file a petition to intervene. Copies of this application are on file with the

Commission and are available for public inspection.

Lois D. Cashell,

Acting Secretary.

[FR Doc. 80-40709 Filed 12-31-80; 8:45 am]

BILLING CODE 6450-85-M

[Docket No. RP76-3]

Inland Gas Co., Inc.; Motion for Extension of Interim Curtailment Procedures

December 23, 1980.

Take notice that on November 26, 1980, The Inland Gas Company, Inc. (Inland), P.O. Box 1273, Charleston, West Virginia 25325, filed in Docket No. RP76-3¹ a motion pursuant to Section 1.12 of the Commission's Rules of Practice and Procedure to extend for a 12-month interim period commencing January 1, 1981, the curtailment procedures set forth in Inland's FERC Gas Tariff, First Revised Volume No. 1, all as more fully set forth in the motion which is on file with the Commission and open to public inspection.

Inland states that by order issued February 9, 1976, Inland was authorized to implement for the 12-month period commencing January 1, 1976, its curtailment plan as set forth in its tariff filing of July 31, 1975. Inland further states that its curtailment plan was extended without modification through December 31, 1978, and that with minor modifications through December 31, 1979.

It is asserted that on September 21, 1979, Inland filed an application for an adjustment of its obligations under Commission Order No. 29 issued May 22, 1979, in Docket No. RM79-15 wherein it requested that it be permitted to revise its curtailment plan to provide for the protection of high-priority and essential agricultural users in a manner different than that contemplated by Order No. 29. Inland asserts that such application was granted by order issued October 31, 1979, in Docket No. SA79-28 pursuant to which Inland filed revised tariff sheets bearing an issue date of November 27, 1979, and an effective date of November 1, 1979. It is asserted that by order issued January 14, 1980, the Commission extended Inland's currently effective curtailment plan for an additional 12-month period commencing January 1, 1980.

Inland explains that its currently effective curtailment plan is an end-use type plan that allocates Inland's gas supply deficiencies on a proportional

basis among eight large industrial customers having maximum daily contract quantities in excess of 300 Mcf per day and which do not qualify as essential agricultural users. It is further stated that residential, commercial and small industrial customers and essential agricultural users are not subject to curtailment.

Inland states that its supplier, Tennessee Gas Pipeline Company, a Division of Tenneco Inc., by letter dated October 24, 1980, has advised that it anticipated making full deliveries to Inland during the period, November 1, 1980, through October 31, 1981, with full deliveries also anticipated in November and December 1981.

Further it is asserted that on July 2, 1980, the Economic Regulatory Administration issued a Notice of Proposed Rulemaking in Docket No. ERA-R-79-10-A for the establishment of natural gas curtailment priorities for interstate pipelines with ultimate results which could affect existing curtailment plans, including that of Inland. Inland submits that in light of the proposed rulemaking and the anticipation of no curtailment during the period requested, it requests that its currently effective curtailment plan be extended as proposed.

Any person desiring to be heard or to make any protest with reference to said motion should on or before January 15, 1981, file with the Federal Energy Regulatory Commission, Washington, D.C. 20426, a petition to intervene or a protest in accordance with the requirements of the Commission's Rules of Practice and Procedure (18 CFR 1.8 or 1.10). All protests filed with the Commission will be considered by it in determining the appropriate action to be taken but will not serve to make the protestants parties to a proceeding. Any person wishing to become a party to a proceeding or to participate as a party in any hearing therein must file a petition to intervene in accordance with the Commission's Rules.

Kenneth F. Plumb,

Secretary.

[FR Doc. 80-40710 Filed 12-31-80; 8:45 am]

BILLING CODE 6450-85-M

[Docket No. CP81-86-000]

Kansas-Nebraska Natural Gas Company, Inc.; Application

December 23, 1980.

Take notice that on December 5, 1980, Kansas-Nebraska Natural Gas Company, Inc. (Applicant), P.O. Box 608, Hastings, Nebraska 68901, filed in Docket No. CP81-86-000 an application

pursuant to Section 7(c) of the Natural Gas Act for a certificate of public convenience and necessity authorizing the transportation of natural gas for Natural Gas Pipeline Company of America (Natural) and the construction and operation of facilities necessary thereof, all as more fully set forth in the application which is on file with the Commission and open to public inspection.

Applicant states that Natural has requested authority to construct and operate 130 miles of pipeline and appurtenant facilities in Yuma, Sedgwick and Phillips Counties, Colorado (High Plains "B" Project). Applicant further states that Natural has requested authority to construct and operate 92 miles of pipeline and appurtenant facilities in Deuel, Garden, Morrill and Cheyenne Counties, Nebraska (High Plains "C" Project). Applicant asserts that both projects are to be used to gather and transport gas dedicated to Natural in the vicinity of each of the projects and to deliver such gas to the proposed pipeline of the Trailblazer Pipeline Company (Trailblazer) with which Natural has negotiated a transportation agreement providing for the transportation of Natural's gas.

Applicant submits that Natural's existing pipeline system in northwestern Colorado (High Plains "A" Project) is located within approximately 42 miles of Natural's proposed High Plains "B" Project which, in turn, would be located within approximately 24 miles of Natural's proposed High Plains "C" Project. Applicant submits further that by utilization of Natural's existing pipeline system and the use of the facilities proposed herein, Natural would be able to take delivery of its gas at a cost substantially less than that incurred by Natural's proposed connection to and construction of the Trailblazer system.

Applicant, therefore, proposes herein to construct and operate the facilities necessary to interconnect the High Plains "C" Project with the High Plains "B" Project and to interconnect the proposed High Plains "B" Project with Natural's existing High Plains "A" facilities. Further Applicant proposes to transport gas on Natural's behalf through the proposed facilities on a cost of service basis which annual cost of service is estimated to be \$1,505,700.

Applicant proposes to construct and operate the following facilities:

(1) Approximately 24 miles of 10-inch pipeline commencing at the southern end of the proposed High Plains "C" Project and extending to the northern

¹ This proceeding was commenced before the FPC. By joint regulation of October 1, 1977 (10 CFR 1000.1), it was transferred to the Commission.

end of the proposed High Plains "B" Project; and.

(2) Approximately 42 miles of 10-inch pipeline commencing at the southern end of the proposed High Plains "B" Project to the discharge side of Natural's existing compressor station on its High Plains "A" pipeline in Washington County, Colorado.

Applicant estimates the cost of such facilities to be \$6,148,000.

Applicant asserts that a significant savings in the length of the overall project could be accomplished by interconnecting the proposed High Plains "B" and "C" systems with a more direct route; specifically a 28-mile interconnecting pipeline segment between the proposed compression facilities for High Plains "C" and the northern terminus of High Plains "B" instead of using the 20-mile long southern leg of High Plains "C" and the 24-mile long pipeline described above. Applicant states that it is willing to construct the 28-mile connecting segment rather than the 24-mile pipeline herein proposed.

Applicant also avers that it has serious reservations concerning the accuracy of the reserve figures expounded by Natural in justifying Natural's proposal. Applicant, therefore, conditions its offer upon Natural's substantiating its reserve figures.

It is stated that in the event Natural would rather construct the facilities proposed by Applicant, Applicant would withdraw its filing herein.

Any person desiring to be heard or to make any protest with reference to said application should on or before January 16, 1981, file with the Federal Energy Regulatory Commission, Washington, D.C. 20426, a petition to intervene or a protest in accordance with the requirements of the Commission's Rules of Practice and Procedure (19 CFR 1.8 or 1.10) and the Regulations under the Natural Gas Act (18 CFR 157.10). All protests filed with the Commission will be considered by it in determining the appropriate action to be taken but will not serve to make the protestants parties to the proceeding. Any person wishing to become a party to a proceeding or to participate as a party in any hearing therein must file a petition to intervene in accordance with the Commission's Rules.

Take further notice that, pursuant to the authority contained in and subject to jurisdiction conferred upon the Federal Energy Regulatory Commission by Sections 7 and 15 of the Natural Gas Act and the Commission's Rules of Practice and Procedure, a hearing will be held without further notice before the

Commission or its designee on this application if no petition to intervene is filed within the time required herein, if the Commission on its own review of the matter finds that a grant of the certificate is required by the public convenience and necessity. If a petition for leave to intervene is timely filed, or if the Commission on its own motion believes that a formal hearing is required, further notice of such hearing will be duly given.

Under the procedure herein provided for, unless otherwise advised, it will be unnecessary for Applicant to appear or be represented at the hearing.

Kenneth F. Plumb,

Secretary.

[FR Doc. 80-40711 Filed 12-31-80; 8:45 am]

BILLING CODE 6450-85-M

[Docket No. ER81-166-000]

Missouri Utilities Co.; Filing

December 22, 1980.

The filing company submits the following:

Take notice that Missouri Utilities Company on December 11, 1980, tendered for filing an Electric Service Agreement in accordance with the changes heretofore filed in its FPC Electric Tariff, Vol. No. 1.

The proposed Contract provides the mechanism by which Missouri Utilities Company can provide electric wholesale power to the City of Malden, Missouri, and to the City of Jackson, Missouri, from and after the date of the filing hereof.

Copies of the filing were served upon Missouri Utilities Company's jurisdictional customers, to-wit, the City of Jackson, Missouri, and the City of Malden, Missouri.

Any persons desiring to be heard or to protest should file a Petition to Intervene or Protest with the Federal Energy Regulatory Commission, 825 North Capitol Street, N.E., Washington, D.C. 20426, in accordance with Sections 1.8 and 1.10 of the Commission's Rules of Practice and Procedure. All such petitions or protests should be filed on or before January 9, 1981. Protests will be considered by the Commission in determining the appropriate action to be taken, but will not serve to make any protestants parties to the proceeding. Any person wishing to become a party must file a petition to intervene. Copies of this application are on file with the

Commission and are available for public inspection.

Lois D. Cashell,

Acting Secretary.

[FR Doc. 80-40712 Filed 12-31-80; 8:45 am]

BILLING CODE 6450-85-M

[Docket No. CP81-80-000]

Northern Natural Gas Company, Division of InterNorth Inc.; Application

December 23, 1980.

Take notice that on December 4, 1980, Northern Natural Gas Company, Division of InterNorth, Inc. (Applicant), 2223 Dodge Street, Omaha, Nebraska 68102, filed in Docket No. CP81-80-000 an application pursuant to Section 7(c) of the Natural Gas Act for a certificate of public convenience and necessity authorizing the acquisition by purchase of partial ownership in certain offshore compression facilities currently under construction, all as more fully set forth in the application which is on file with the Commission and open to public inspection.

Applicant proposes herein to acquire by purchase from Union Texas Petroleum Corporation (Union Texas) their undivided fractional interest in the compression facilities on the Eugene Island Block 384 "A" production platform in Eugene Island Block 384, offshore Louisiana. It is stated that the purchase of Union Texas' 47.3 percent interest in said facilities is made in conjunction with a gas purchase contract between Applicant and Union Texas dated September 5, 1978, pursuant to which Applicant purchases certain gas volumes from Union Texas in the Eugene Island Block 385 field.

Applicant asserts that such compression is required in order that gas reserves delivered from the area can be delivered into the pipeline against the operating pressure of such connecting lines.

Applicant asserts that the compression consists of 3,600 horsepower comprised of two dual train 900 horsepower skid mounted compressor units which would be maintained and operated by Union Texas. It is further asserted that the compression facilities which are located on the Eugene Island Block 384 platform are anticipated to be in service by the end of 1980.

It is stated that as consideration for the undivided fractional interest in the ownership of the facilities, Applicant would pay Union Texas \$1,563,000 which would be financed with general corporate funds.

Any person desiring to be heard or to make any protest with reference to said application should on or before January 16, 1981, file with the Federal Energy Regulatory Commission, Washington, D.C. 20426, a petition to intervene or a protest in accordance with the requirements of the Commission's Rules of Practice and Procedure (18 CFR 1.8 or 1.10) and the Regulations under the Natural Gas Act (18 CFR 157.10). All protests filed with the Commission will be considered by it in determining the appropriate action to be taken but will not serve to make the protestants parties to the proceeding. Any person wishing to become a party to a proceeding or to participate as a party in any hearing therein must file a petition to intervene in accordance with the Commission's Rules.

Take further notice that, pursuant to the authority contained in and subject to jurisdiction conferred upon the Federal Energy Regulatory Commission by Sections 7 and 15 of the Natural Gas Act and the Commission's Rules of Practice and Procedure, a hearing will be held without further notice before the Commission or its designee on this application if no petition to intervene is filed within the time required herein, if the Commission on its own review of the matter finds that a grant of the certificate is required by the public convenience and necessity. If a petition for leave to intervene is timely filed, or if the Commission on its own motion believes that a formal hearing is required, further notice of such hearing will be duly given.

Under the procedure herein provided for, unless otherwise advised, it will be unnecessary for Applicant to appear or be represented at the hearing.

Kenneth F. Plumb,
Secretary.

[FR Doc. 80-40713 Filed 12-31-80; 8:45 am]
BILLING CODE 6450-85-M

[Docket No. CP81-87-000]

**Northern Natural Gas Company,
Division of InterNorth, Inc., Application**

December 23, 1980.

Take notice that on December 8, 1980, Northern Natural Gas Company, Division of InterNorth, Inc. (Applicant), 2223 Dodge Street, Omaha, Nebraska 68102, filed in Docket No. CP81-87-000 an application pursuant to Section 7(b) of the Natural Gas Act for permission and approval to abandon certain pipeline facilities in Crockett and Schleicher Counties, Texas, all as more fully set forth in the application which is

on file with the Commission and open to public inspection.

Applicant proposes to abandon 15.5 miles of 4-inch pipeline in Schleicher County, Texas, which is a portion of a respective longer pipeline segment which no longer serves the functions for which it was originally installed. Applicant states that the remaining 2.6 miles of 4-inch line would remain in service to accommodate the gathering and delivery of gas to Applicant's 12-inch line in Crockett County, Texas.

Applicant further proposes to abandon approximately 8.8 miles of total 13.9 miles of 4-inch line used to deliver gas to the City of Ozona, Texas. Applicant asserts that due to highway construction, the sales station was removed from the 4-inch line and relocated on the above-referenced 12-inch line leaving the 8.8 miles of line no longer required. Applicant further asserts that the remaining 5.1 miles of line would serve as a gathering line delivering natural gas to the Schleicher County No. 1 Compressor Station.

It is stated that the estimated cost of removal of facilities is \$125,000 and the estimated salvage of the facilities to be reclaimed is \$89,000.

Any person desiring to be heard or to make any protest with reference to said application should on or before January 16, 1981, file with the Federal Energy Regulatory Commission, Washington, D.C. 20426, a petition to intervene or a protest in accordance with the requirements of the Commission's Rules of Practice and Procedure (18 CFR 1.8 or 1.10) and the Regulations under the Natural Gas Act (18 CFR 157.10). All protests filed with the Commission will be considered by it in determining the appropriate action to be taken but will not serve to make the protestants parties to the proceeding. Any person wishing to become a party to a proceeding or to participate as a party in any hearing therein must file a petition to intervene in accordance with the Commission's Rules.

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Energy Regulatory Commission by Sections 7 and 15 of the Natural Gas Act and the Commission's Rules of Practice and Procedure, a hearing will be held without further notice before the Commission or its designee on this application if no petition to intervene is filed within the time required herein, if the Commission on its own review of the matter finds that permission and approval for the proposed abandonment are required by the public convenience and necessity. If a petition for leave to intervene is timely filed, or if the

Commission on its own motion believes that a formal hearing is required, further notice of such hearing will be duly given.

Under the procedure herein provided for, unless otherwise advised, it will be unnecessary for Applicant to appear or be represented at the hearing.

Kenneth F. Plumb,
Secretary.

[FR Doc. 80-40714 Filed 12-31-80; 8:45 am]
BILLING CODE 6450-85-M

[Docket No. CP81-85-000]

Northwest Pipeline Corp.; Application

December 23, 1980.

Take notice that on December 5, 1980, Northwest Pipeline Corporation (Applicant), 315 East Second Street South, Salt Lake City, Utah 84111, filed in Docket No. CP81-85-000 an application pursuant to Section 7(c) of the Natural Gas Act for a certificate of public convenience and necessity authorizing the construction and operation of certain natural gas facilities, all as more fully set forth in the application which is on file with the Commission and open to public inspection.

Applicant states that it purchases natural gas in the North Douglas Creek Field from Chandler and Associates, Inc., et al. (Chandler), pursuant to gas purchase contracts containing a reservation of processing rights to Chandler. It is stated that Chandler, jointly with NGL Production Company (NGL), is installing a gas processing plant at North Douglas Creek which would be used to process the natural gas produced by Chandler in the North Douglas Creek Field.

In order to enable the plant to process Applicant's gas Applicant proposes to construct and operate an 8-inch automatic diverter valve in its North Douglas Creek compressor discharge line, 8-inch automatic block valves in both the processing plant inlet line and outlet line, and associated tie-in piping.

The proposed facilities, it is asserted, would all be located on the site of Applicant's existing North Douglas Creek compressor station in Rio Blanco County, Colorado.

Applicant asserts that the estimated cost of constructing these facilities is \$46,000 which cost would be reimbursed by Chandler and NGL. It is further asserted that Chandler would compensate Applicant for the processing fuel and shrinkage including any transportation thereof which is deducted from Applicant's gas stream.

Any person desiring to be heard or to make any protest with reference to said application should on or before January 16, 1981, file with the Federal Energy Regulatory Commission, Washington, D.C. 20426, a petition to intervene or a protest in accordance with the requirements of the Commission's Rules of Practice and Procedure (18 CFR 1.8 or 1.10) and the Regulations under the Natural Gas Act (18 CFR 157.10). All protests filed with the Commission will be considered by it in determining the appropriate action to be taken but will not serve to make the protestants parties to the proceeding. Any person wishing to become a party to a proceeding or to participate as a party in any hearing therein must file a petition to intervene in accordance with the Commission's Rules.

Take further notice that, pursuant to the authority contained in and subject to jurisdiction conferred upon the Federal Energy Regulatory Commission by Sections 7 and 15 of the Natural Gas Act and the Commission's Rules of Practice and Procedure, a hearing will be held without further notice before the Commission or its designee on this application if no petition to intervene is filed within the time required herein, if the Commission on its own review of the matter finds that a grant of the certificate is required by the public convenience and necessity. If a petition for leave to intervene is timely filed, or if the Commission on its own motion believes that a formal hearing is required, further notice of such hearing will be duly given.

Under the procedure herein provided for, unless otherwise advised, it will be unnecessary for Applicant to appear or be represented at the hearing.

Kenneth F. Plumb,
Secretary.

[FR Doc. 80-40715 Filed 12-31-80; 8:45 am]
BILLING CODE 6450-85-M

[Docket No. CP81-89-000]

Oasis Pipe Line Co.; Application

December 23, 1980.

Take notice that on December 1, 1980, Oasis Pipe Line Company (Applicant), P.O. Box 1188, Houston, Texas 77001, filed in Docket No. CP81-89-000 an application pursuant to Section 284.127 of the Commission's Regulations under the Natural Gas Policy Act of 1978 for authorization to transport natural gas for El Paso Natural Gas Company (El Paso) during the 1980-81 winter period, all as more fully set forth in the application which is on file with the

Commission and open to public inspection.

Applicant proposes herein to transport natural gas for El Paso in order to assist El Paso in protecting its east-of-California (EOC) customers' peak-day Priority 1 and 2 requirements. Applicant states that because the subject gas would not be available to all El Paso system customers, specific Commission approval is required.

Applicant states that pursuant to a gas transportation agreement dated November 26, 1980, it would accept the subject gas for El Paso at a point on its pipeline system near Katy, Waller County, Texas, which gas would be withdrawn from storage and delivered by Houston Pipe Line Company. Applicant further states it would deliver at a point on El Paso's pipeline system located in Pecos County, Texas, a thermally equivalent quantity reduced by El Paso's *pro rata* share of compressor fuel.

It is asserted that the agreement is for a term commencing on the date of first delivery and ending May 1, 1981. It is further asserted that the rate to be charged for the transportation service is 12.39 cents per million Btu which rate is in accordance with the adjustment granted by order issued September 8, 1980, in Docket No. SA80-107.

Any person desiring to be heard or to make any protest with reference to said application should on or before January 15, 1981, file with the Federal Energy Regulatory Commission, Washington, D.C. 20426, a petition to intervene or a protest in accordance with the requirements of the Commission's Rules of Practice and Procedure (18 CFR 1.8 or 1.10). All protests filed with the Commission will be considered by it in determining the appropriate action to be taken but will not serve to make the protestants parties to a proceeding. Any person wishing to become a party to a proceeding or to participate as a party in any hearing therein must file a petition to intervene in accordance with the Commission's Rules.

Kenneth F. Plumb,
Secretary.

[FR Doc. 80-40716 Filed 12-31-80; 8:45 am]
BILLING CODE 6450-85-M

[Docket No. RA81-20-000]

Read, Martin, Frandsen & Associates (The Read Group); Filing of Petition for Review Under 42 U.S.C. 7194

Issued December 22, 1980.

Take notice that Read, Martin, Frandsen & Associates (The Read Group) on November 12, 1980, filed a

Petition for Review under 42 U.S.C. 7194(b) (1977) Supp. from an order of the Secretary of Energy (Secretary).

Copies of the petition for review have been served on the Secretary and all participants in prior proceedings before the Secretary.

Any person who participated in the prior proceedings before the Secretary may be a participant in the proceeding before the Commission without filing a petition to intervene. However, any such person wishing to be a participant is requested to file a notice of participation on or before January 6, 1981, with the Federal Energy Regulatory Commission, 825 North Capitol Street, N.E., Washington, DC. 20426. Any other person who was denied the opportunity to participate in the prior proceedings before the Secretary or who is aggrieved or adversely affected by the contested order, and who wishes to be a participant in the Commission proceeding, must file a petition to intervene on or before January 6, 1981, in accordance with the Commission's Rules of Practice and Procedure (18 CFR 1.8 and 1.40(e)(3)).

A notice of participation or petition to intervene filed with the Commission must also be served on the parties of record in this proceeding and on the Secretary of Energy through John McKenna, Office of General Counsel, Department of Energy, Room 6H-025, 1000 Independence Avenue, S.W., Washington, D.C. 20585.

Copies of the petition for review are on file with the Commission and are available for public inspection at Room 1000, 825 North Capitol St., N.E., Washington, D.C. 20426.

Lois D. Cashell,
Acting Secretary.

[FR Doc. 80-40717 Filed 12-31-80; 8:45 am]
BILLING CODE 6450-85-M

[Docket No. CP81-81-000]

Sea Robin Pipeline Co. and Transcontinental Gas Pipe Line Corp.; Application

December 23, 1980.

Take notice that on December 4, 1980, Sea Robin Pipeline Company (Sea Robin), P.O. Box 1478, Houston, Texas 77001, and Transcontinental Gas Pipe Line Corporation (Transco), P.O. Box 1398, Houston, Texas 77001, filed in Docket No. CP81-81-000 a joint application pursuant to Section 7 of the Natural Gas Act for a certificate of public convenience and necessity authorizing Sea Robin to transport gas for Transco and for permission and approval of the abandonment of an

exchange service between Sea Robin and Transco, all as more fully set forth in the application which is on file with the Commission and open to public inspection.

Pursuant to an October 2, 1980, gas transportation agreement, Sea Robin proposes herein to transport up to 7,000 Mcf of natural gas per day which Transco has purchased from Blocks 261 and 262, Eugene Island Area, offshore Louisiana. It is stated that Sea Robin would receive the gas at an existing subsea tap on its offshore pipeline system at Eugene Island Area Block 262 and deliver an equivalent volume, less fuel and unaccounted-for gas, to or for the account of Transco at the outlet side of Sea Robin's measuring station at the terminus of Sea Robin's offshore pipeline near Earth, Vermilion Parish, Louisiana. Applicants state that the transportation service would require the construction of no new facilities.

It is asserted that the transportation agreement is for a term of 15 years and from year to year thereafter. Applicants assert that Transco would pay a monthly demand charge determined by multiplying the currently effective demand charge per Mcf by the contract demand volume and then multiplying by the ratio of the number of days such contract demand was in effect during the month to the total days in such month. Further, it is asserted that Transco would pay a monthly commodity charge determined by multiplying the currently effective commodity charge per Mcf and the total Mcf of gas transported during the month. Sea Robin states that its currently effective demand rate is \$2.08, its current commodity rate is 89.0 cents, and its excess rate is 6.84 cents.

Sea Robin and Transco further propose herein to abandon the exchange of natural gas authorized by order issued November 26, 1979, in Docket No. CP79-433. It is stated that Transco and Sea Robin were authorized to exchange up to 7,000 Mcf of natural gas per day for a primary term of 15 years which gas Transco delivers to Sea Robin at the interconnection of the Block 261 pipeline and Sea Robin's offshore pipeline system at Eugene Island Area Block 262. Sea Robin, it is asserted, delivers equivalent quantities to Transco at Ship Shoal Area Block 225, offshore Louisiana.

Applicants submit that abandonment of the exchange of gas is necessary because the liquefiable content of the gas produced from Eugene Island Block 262 is not equivalent to the liquefiable content of the Ship Shoal Block 225 gas. Sea Robin states that upon abandonment of the exchange

arrangement, Sea Robin would transport Transco's gas from Eugene Island Block 262 to Earth.

Any person desiring to be heard or to make any protest with reference to said application should on or before January 15, 1981, file with the Federal Energy Regulatory Commission, Washington, D.C. 20426, a petition to intervene or a protest in accordance with the requirements of the Commission's Rules of Practice and Procedure (18 CFR 1.8 or 1.10) and the regulations under the Natural Gas Act (18 CFR 157.70). All protests filed with the Commission will be considered by it is determining the appropriated action to be taken but will not serve to make the protestants parties to the proceeding. Any person wishing to become a party to a proceeding or to participate as a party in any hearing therein must file a petition to intervene in accordance with the Commission's Rules.

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Energy Regulatory Commission by Sections 7 and 15 of the Natural Gas Act and the Commission's Rules of Practice and Procedure, a hearing will be held without further notice before the Commission or its designee on this application if no petition to intervene is filed within the time required herein, if the Commission on its own review of the matter finds that a grant of the certificate and permission and approval for the proposed abandonment are required by the public convenience and necessity. If a petition for leave to intervene is timely filed, or if the Commission on its own motion believes that a formal hearing is required, further notice of such hearing will be duly given.

Under the procedure herein provided for, unless otherwise advised, it will be unnecessary for Applicants to appear or be represented at the hearing.

Kenneth F. Plumb,
Secretary.

[FR Doc. 80-40718 Filed 12-31-80; 8:45 am]

BILLING CODE 6450-85-M

[Docket No. ER81-177-000]

Southern California Edison Co.; Tariff Changes

December 22, 1980.

The filing company submits the following:

Take notice that Southern California Edison Company, on December 16, 1980, tendered for filing proposed changes in its FERC Electric Service Tariffs, from existing resale (R) and time-of-use resale (TOU-R) schedule, effective

February 14, 1981, or 60 days after filing, whichever is later. Such tariff changes would initially increase revenues from base rates and fuel adjustment applicable to resale jurisdictional sales and service by an estimated \$18.6 million if applicable during the test year (the 12-month period ending December 31, 1981). An additional proposed step increase is also included in the filing designed to recover costs associated with the addition of a major nuclear generation unit to Southern California Edison's system. The step increase would be applicable when the new nuclear unit begins commercial operation, and if applicable during the 12-month period ending December 31, 1981, the increase would amount to an additional \$23.7 million in revenues from the test year. Such increase would be largely offset through reduced fuel clause billings caused by reductions in fuel costs.

The initial increase in charges averages an estimated 7.4% for customers served on the prior R and TOU-R schedules and an estimated additional 10.3% to recover the costs associated with the addition of the nuclear generating unit (exclusive of fuel savings).

The reasons for the proposed increases are the following: the inadequacy of existing rates to cover present and projected levels of operating costs including a return component commensurate with present and projected cost of capital.

Copies of the filing were served upon the utility's jurisdictional customers, the California Public Utilities Commission, and upon the Arizona Corporation Commission.

Any person desiring to be heard or to protest said filing should file a petition to intervene or protest with the Federal Energy Regulatory Commission, 825 North Capitol Street, N.E., Washington, D.C. 20426, in accordance with §§ 1.8 and 1.10 of the Commission's Rules of Practice and Procedure (18 CFR 1.8, 1.10). All such petitions or protests should be filed on or before January 9, 1981. Protests will be considered by the Commission in determining the appropriate action to be taken, but will not serve to make protestants parties to the proceeding. Any person wishing to become a party must file a petition to intervene. Copies of this application are on file with the Commission and are available for public inspection.

Lois D. Cashell,
Acting Secretary.

[FR Doc. 80-40718 Filed 12-31-80; 8:45 am]

BILLING CODE 6450-85-M

[Docket No. CP81-54-001]

Southern Natural Gas Co.; Amendment to Application

December 23, 1980.

Take notice that on December 3, 1980, Southern Natural Gas Company (Applicant), P.O. Box 2563, Birmingham, Alabama 35202, filed in Docket No. CP81-54-001 an amendment to its pending application filed in the instant docket pursuant to Section 7 of the Natural Gas Act and Sections 157.7(c), (e) and (g) of the Regulations thereunder (18 CFR 157.7(c), (e) and (g)) so as to request specific alternate cost ceilings for its activities, all as more fully set forth in the amendment which is on file with the Commission and open to public inspection.

Applicant by its application filed on November 13, 1980, in the instant docket requested pursuant to Section 157.7(c) authorization to construct and operate facilities to make miscellaneous rearrangements on its system; pursuant to Section 157.7(e) permission and approval to abandon direct sales service and facilities no longer required for deliveries of natural gas to its customers; and, pursuant to § 157.7(g) authorization to construct and operate and permission and approval to abandon various field compression and related metering and appurtenant facilities.

Applicant states that in its pending application it requested waiver of the specified cost limitations set forth in Section 157.7(c)(2)(i) and Section 157.7(g)(3) of the Regulations so as to enable the imposition of cost ceilings which would reflect the real increase in construction costs and inflation since the establishment of present cost ceilings under such Regulations.

Applicant herein amends its application to state specifically the cost ceilings which it proposes. Applicant proposes an estimated total cost of \$559,200 for making miscellaneous rearrangements of facilities on its system. Applicant further proposes to amend the subject application by requesting pursuant to Section 157.7(g) of the Regulations a total cost limit for the twelve-month period of \$6,312,000 with no single project to exceed \$1,052,000.

Applicant asserts that the cost ceilings requested herein were determined by applying the cost adjustment factors contained in the *Handy-Whitman Index* for July 1, 1980. Specifically, Applicant states that an adjustment factor of 1.864 was applied to the cost ceiling of \$300,000 set out in Section 157.7(c) to arrive at the

requested cost ceiling of \$559,200. Similarly, an adjustment factor of 2.104 was applied to the cost ceilings of \$500,000 for any single project and of \$3,000,000 for the aggregate costs set out in Section 157.7(g) to arrive at the requested cost ceilings of \$1,052,000 and \$6,312,000, respectively, it is said.

Any person desiring to be heard or to make any protest with reference to said amendment should on or before January 15, 1981, file with the Federal Energy Regulatory Commission, Washington, D.C. 20426, a petition to intervene or a protest in accordance with the requirements of the Commission's Rules of Practice and Procedure (18 CFR 1.8 or 1.10) and the Regulations under the Natural Gas Act (18 CFR 157.10). All protests filed with the Commission will be considered by it in determining the appropriate action to be taken but will not serve to make the protestants parties to the proceeding. Any person wishing to become a party to a proceeding or to participate as a party in any hearing therein must file a petition to intervene in accordance with the Commission's Rules. All persons who have heretofore filed need not file again.

Kenneth F. Plumb,
Secretary.

[FR Doc. 80-40720 Filed 12-31-80; 8:45 am]
BILLING CODE 6450-85-M

[Docket No. ER81-176-000]

Tampa Electric Co.; Filing of Rate Schedule

December 22, 1980.

Take notice that Tampa Electric Company (Tampa Electric), on December 16, 1980, tendered for filing an Agreement for Interchange Service between Sebring Utilities Commission (Sebring) and Tampa. Correspondence concerning this matter should be addressed to: Mr. G. Pierce Wood, Senior Vice President, Tampa Electric Company, P.O. Box 111, Tampa, Florida 33601; and Peter C. Lesch, Esq., Gallagher, Boland, Meiburger and Brosnan, 821 Fifteenth Street, N.W., Washington, D.C. 20005.

The agreement provides for the emergency and scheduled short-term interchange of capacity and energy between Tampa and Sebring. Tampa asks that the agreement be made effective as of November 5, 1980, and therefore seeks waiver of the Commission's notice requirements pursuant to section 35.11 of the Commission's Regulations, 18 C.F.R. § 35.11 (1980).

A certificate of concurrence by Sebring was filed with the agreement.

Copies of the filing have been served upon Sebring and the Florida Public Service Commission.

Any person desiring to be heard or to protest said application should file a petition to intervene or protest with the Federal Energy Regulatory Commission, 825 North Capitol Street, N.E., Washington, D.C. 20426, in accordance with §§ 1.8 and 1.10 of the Commission's Rules of Practice and Procedure, 18 CFR §§ 1.8 and 1.10 (1980). All such petitions or protests should be filed on or before January 9, 1981. Protests will be considered by the Commission in determining the appropriate action to be taken, but will not serve to make protestants parties to the proceeding. Any person wishing to become a party must file a petition to intervene. Copies of the application are on file with the Commission and are available for public inspection.

Lois D. Cashell,
Acting Secretary

[FR Doc. 80-40721 Filed 12-31-80; 8:45 am]
BILLING CODE 6450-85-M

[Docket No. CP75-275, et al.]

Texas Gas Transmission Corp., et al.; Petition for Modification

December 23, 1980.

In the matter of Texas Gas Transmission Corporation, Docket No. CP75-275; Tennessee Gas Pipeline Company, a Division of Tenneco Inc., Docket No. CP75-276; Transcontinental Gas Pipe Line Corporation, Docket No. CP75-337; Texas Eastern Transmission Corporation, Docket No. CP77-208; Transcontinental Gas Pipe Line Corporation, Docket No. CP77-630; and Texas Gas Transmission Corporation, Docket No. CP78-36.

Take notice that on December 9, 1980, Public Service Electric and Gas Company (Public Service), 80 Park Plaza, Newark, New Jersey 07101, filed in Docket No. CP75-275, et al.,¹ a petition for a modification of conditions in the subject transportation authorizations granted in said dockets so as to eliminate restrictions on the use of natural gas for electric generation, all as more fully set forth in the petition which is on file with the Commission and open to public inspection.

Public Service states that its wholly-owned subsidiary, Energy Development Corporation (EDC), has been successful in discovering a number of gas fields and that the Commission authorized the transportation of the gas to New Jersey

¹ These proceedings were commenced before the FPC. By joint regulation of October 1, 1977 (10 CFR 1000.1), they were transferred to the Commission.

by orders issued in Docket Nos. CP75-275, CP75-276, CP75-337, CP77-206, CP77-630 and CP78-36 which orders limited Public Service's ability to use gas for electric generation. Such condition, it is stated, was imposed at a time when the interstate market was in the midst of an acute shortage of natural gas and interstate pipeline curtailments were at a peak. Public Service asserts that not only have curtailments to it been all but eliminated but the supply of gas available to interstate pipelines in general has greatly improved.

Public Service submits that when the conditions restricting its ability to use gas for electric generation were first imposed, the Commission conditioned the order issued in Docket Nos. CP75-275, CP75-276, and CP75-337 as follows:

Within 60 days following conclusion of the third winter heating season after commencement of service pursuant to this certificate, EDC and Public Service may file for such amendment or modification of the provisions of Subsections (d), (e) and (f) hereof as they deem appropriate.

Public Service asserts that the restrictive conditions were imposed prior to the Natural Gas Policy Act of 1978 and that the interstate gas supply situation has greatly improved. It is further pointed out that reflecting this change and the need to reduce imported oil consumption, the Commission formulated its oil displacement program in May 1979, and has subsequently extended this program until June 1, 1981.

Public Service, therefore, feels a continuation of the restriction of its gas from use for generating electricity is inconsistent with the public interest. It states that at a time when it is in the public interest to purchase gas to displace oil there is no rationale for prohibiting Public Service from utilizing gas that it has discovered to displace oil for electric generation.

Public Service, therefore, requests that the Commission eliminate the conditions restricting Public Service's ability to use gas for electric generation in the orders issued in the above-captioned dockets.

Any person desiring to be heard or to make any protest with reference to said petition should on or before January 16, 1981, file with the Federal Energy Regulatory Commission, Washington, D.C. 20426, a petition to intervene or a protest in accordance with the requirements of the Commission's Rules of Practice and Procedure (18 CFR 1.8 or 1.10). All protests filed with the Commission will be considered by it in determining the appropriate action to be taken but will not serve to make the protestants parties to a proceeding. Any person wishing to become a party to a proceeding or to participate as a party in

any hearing therein must file a petition to intervene in accordance with the Commission's Rules.

Kenneth F. Plumb,
Secretary.

[FR Doc. 80-40722 Filed 12-31-80; 8:45 am]

BILLING CODE 6450-85-M

[Docket No. CP81-78-000]

**Texas Sea Rim Pipeline, Inc.;
Application**

December 23, 1980.

Take notice that on December 2, 1980, Texas Sea Rim Pipeline, Inc. (Applicant), P.O. Box 4500, Woodlands, Texas 77380, filed in Docket No. CP81-78-000 an application pursuant to Section 7(c) of the Natural Gas Act and Section 284.221 of the Commission's Regulations under the Natural Gas Policy Act of 1978 (NGPA) for a certificate of public convenience and necessity for blanket authorization to transport natural gas for other interstate pipeline companies, all as more fully set forth in the application which is on file with the Commission and open to public inspection.

Applicant requests blanket authorization to transport gas for other interstate pipeline companies for periods of up to two years. It states that it would comply with Section 284.221(d) of the Commission's Regulations under the NGPA.

Any person desiring to be heard or to make any protest with reference to said application should on or before January 15, 1981, file with the Federal Energy Regulatory Commission, Washington, D.C. 20426, a petition to intervene or a protest in accordance with the requirements of the Commission's Rules of Practice and Procedure (18 CFR 1.8 or 1.10) and the Regulations under the Natural Gas Act (18 CFR 157.10). All protests filed with the Commission will be considered by it in determining the appropriate action to be taken but will not serve to make the protestants parties to the proceeding. Any person wishing to become a party to a proceeding or to participate as a party in any hearing therein must file a petition to intervene in accordance with the Commission's Rules.

Take further notice that, pursuant to the authority contained in and subject to jurisdiction conferred upon the Federal Energy Regulatory Commission by Sections 7 and 15 of the Natural Gas Act and the Commission's Rules of Practice and Procedure, a hearing will be held without further notice before the Commission or its designee on this application if no petition to intervene is

filed within the time required herein, if the Commission on its own review of the matter finds that a grant of the certificate is required by the public convenience and necessity. If a petition for leave to intervene is timely filed, or if the Commission on its own motion believes that a formal hearing is required, further notice of such hearing will be duly given.

Under the procedure herein provided for, unless otherwise advised, it will be unnecessary for Applicant to appear or be represented at the hearing.

Kenneth F. Plumb,
Secretary.

[FR Doc. 80-40273 Filed 12-31-80; 8:45 am]

BILLING CODE 6450-85-M

[Docket No. CP81-84-000]

**Transcontinental Gas Pipe Line Corp.;
Application**

December 22, 1980.

Take notice that on December 5, 1980, Transcontinental Gas Pipe Line Corporation (Transco), P.O. Box 1396, Houston, Texas 77001, filed in Docket No. CP81-84-000 an application seeking a determination that the continuation of service to customers whose contracts have terminated is in the public interest if Transco is not subject to liability for curtailment related damages, or, alternatively, should it be determined that such liability does exist, pursuant to Section 7(b) of the Natural Gas Act for permission and approval to abandon such service and certain minor facilities related thereto, all as more fully set forth in the application which is on file with the Commission and open to public inspection.

Transco seeks a determination as to whether it should continue sales or should abandon service to customers whose contracts have expired or have been terminated. Transco states that if abandonment authorization is received, it would be necessary to abandon 17 feet of 4-inch pipeline, a metering and regulating station and minor appurtenances related to service to the City of Linden, Alabama (Linden).

Transco's customers are set forth below as follows:

(1) Transco and Linden entered into a service agreement dated February 10, 1959, which provided for the sale for resale of a maximum daily quantity of 2,000 Mcf of natural gas under Transco's Rate Schedule CD-1 for an initial term of 20 years commencing on March 17, 1959, it is stated. Transco further states that Linden had a right to extend the agreement for two additional five year periods.

(2) Transco states that on October 15, 1959, Transco entered into a similar service agreement with Atlantic Seaboard Corporation containing the same renewal option for the sale for resale of a maximum daily quantity of 25,000 Mcf of natural gas under Transco's Rate Schedule CD-2 with deliveries commencing on November 25, 1959. It is further stated that Columbia Gas Transmission Corporation (Columbia) subsequently succeeded to Atlantic Seaboard Corporation's rights under this service agreement through merger.

(3) Transco asserts that it entered into a gas sales agreement dated September 8, 1954, with Owens-Corning Fiberglass Corporation (Owens-Corning), a direct sale customer, which provided for a term of 20 years from November 1, 1955. It is further asserted that the quantity provisions of the agreement were modified from time to time finally providing for delivery of 10,000 Mcf per day on a firm basis and 3,000 Mcf per day on an interruptible basis.

(4) Transco submits that on April 1, 1961, it entered into a service agreement with New York State Natural Gas Corporation which provided for the sale for resale of 10,000,000 Mcf of natural gas during each contract year after the initial contract year under Transco's Rate Schedule ACQ-3. It is further asserted that Consolidated Gas Supply Corporation (Consolidated) succeeded to the rights and obligations under this agreement when New York State Natural Gas Company merged with Hope Natural Gas Company to form Consolidated. Transco states that this service agreement provides that it is to remain in force and effect until December 31, 1979, and from year to year thereafter unless terminated by either party and that Transco has given notice of termination.

(5) Transco avers that in 1970 and 1971, it entered into service agreements with 29 of its customers which agreements provide for the sale of natural gas for peaking service under Transco's Rate Schedule PS. Transco submits these customers as follows:

Customer	Rate schedule	Contract date	Maximum daily quantity in Mcf	Maximum annual quantity in Mcf
The Brooklyn Union Gas Company	PS-3	Nov. 9, 1970	4,100	123,000
Consolidated Edison Company of New York, Inc.	PS-3	Nov. 13, 1970	9,800	294,000
Delmarva Power & Light Company	PS-3	Nov. 5, 1970	1,600	48,000
Eastern Shore Natural Gas Company	PS-3	Nov. 9, 1970	500	15,000
Elizabethtown Gas Company	PS-3	Nov. 6, 1970	1,900	57,000
Long Island Lighting Company	PS-3	Nov. 13, 1970	1,600	54,000
Pennsylvania Gas and Water Company	PS-3	Nov. 5, 1970	3,900	98,000
Philadelphia Electric Company	PS-3	Nov. 13, 1970	4,400	132,000
Philadelphia Gas Works, Division of UGI Corporation	PS-3	Nov. 11, 1970	1,900	57,000
Public Service Electric and Gas Company	PS-3	Nov. 12, 1970	12,800	384,000
South Jersey Gas Company	PS-3	Nov. 6, 1970	2,900	87,000
UGI Corporation	PS-3	Nov. 4, 1970	1,300	39,000
Union Gas Company	PS-3	Nov. 2, 1970	300	9,000
Clinton-Newberry Natural Gas Authority	PS-2	Nov. 5, 1970	100	3,000
Fort Hill Natural Gas Authority	PS-2	Nov. 5, 1970	200	6,000
City of Greenwood, South Carolina	PS-2	Nov. 9, 1970	100	3,000
City of Kings Mountain, North Carolina	PS-2	Nov. 20, 1970	200	6,000
City of Laurens, South Carolina	PS-2	Nov. 13, 1970	100	3,000
City of Lexington, North Carolina	PS-2	Nov. 16, 1970	300	9,000
North Carolina Gas Service, Division of Pennsylvania & Southern Gas Company	PS-2	Nov. 4, 1970	200	6,000
Piedmont Natural Gas Company, Inc.	PS-2	Sep. 16, 1971	5,900	177,000
Public Service Company of North Carolina, Inc.	PS-2	Nov. 4, 1970	4,200	126,000
City of Shelby, North Carolina	PS-2	Nov. 5, 1970	200	6,000
Southwestern Virginia Gas Company	PS-2	Nov. 6, 1970	200	6,000
City of Union, South Carolina	PS-2	Nov. 12, 1970	100	3,000
Atlanta Gas Light Company	PS-1	Nov. 13, 1970	4,500	135,000
City of Buford, Georgia	PS-1	Nov. 4, 1970	300	9,000
City of Monroe, Georgia	PS-1	Nov. 30, 1970	200	6,000
United Cities Gas Company, Georgia Division	PS-1	Nov. 4, 1970	200	6,000
Total				1,908,000

Transco states that each agreement is effective until October 31, 1975, and from year to year thereafter unless terminated by either party and that Transco would give timely notice of termination.

It is asserted that Linden, Columbia and Owens-Corning have requested a renewal of their contracts but that Transco is reluctant to renew or continue its contractual obligations with these customers because of the uncertainty surrounding the nature of Transco's obligations to those customers whose service agreements would continue in force. Transco further projects that within the next few years, its gas supplies would be such that its customers' requirements would again outstrip its available gas supplies not only in the winter season but throughout the year.

Transco, therefore, seeks a determination from the Commission whether service to Linden, Columbia, Owens-Corning and Consolidated and peaking service to 29 other customers should be continued in light of the depletion of Transco's available supply of gas.

Transco states that it believes that it has carried out curtailments pursuant to plans approved by the Commission hence has no liability for damages suffered as a result of curtailments. However, Transco states that a federal district court sitting in Charlotte, North Carolina, has held Transco liable for curtailment related damages leaving Transco's liability for damages arising out of curtailments unresolved. In response, Transco believes that it should be allowed to abandon service to those customers whose contracts have terminated and utilize all of its available gas supplies to more nearly meet the full requirements of those customers whose contracts are still effective thereby reducing its curtailment liability.

Transco, therefore, feels it has no choice but to request the Commission to determine whether it should continue service to customers which no longer have valid contracts. If service is no longer required by the public convenience and necessity, Transco

requests permission and approval to abandon such service.

Any person desiring to be heard or to make any protest with reference to said application should on or before January 12, 1981, file with the Federal Energy Regulatory Commission, Washington, D.C. 20426, a petition to intervene or a protest in accordance with the requirements of the Commission's Rules of Practice and Procedure (18 CFR 1.8 or 1.10) and the Regulations under the Natural Gas Act (18 CFR 157.10). All protests filed with the Commission will be considered by it in determining the appropriate action to be taken but will not serve to make the protestants parties to the proceeding. Any person wishing to become a party to a proceeding or to participate as a party in any hearing therein must file a petition to intervene in accordance with the Commission's Rules.

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Energy Regulatory Commission by Sections 7 and 15 of the Natural Gas Act and the Commission's Rules of Practice and Procedure, a hearing will be held without further notice before the Commission or its designee on this application if no petition to intervene is filed within the time required herein, if the Commission on its own review of the matter finds that permission and approval for the proposed abandonment are required by the public convenience and necessity. If a petition for leave to intervene is timely filed, or if the Commission on its own motion believes that a formal hearing is required, further notice of such hearing will be duly given.

Under the procedure herein provided for, unless otherwise advised, it will be unnecessary for Applicant to appear or be represented at the hearing.

Lois D. Cashell,

Acting Secretary.

[FR Doc. 80-40724 Filed 12-31-80; 8:45 am]

BILLING CODE 6450-85-M

[Docket No. CP81-90-000]

United Gas Pipe Line Co.; Application

December 23, 1980.

Take notice that on December 10, 1980, United Gas Pipe Line Company (Applicant), P.O. Box 1478, Houston, Texas 77001, filed in Docket No. CP81-90-000 an application pursuant to Section 7(c) of the Natural Gas Act for a certificate of public convenience and necessity authorizing the construction and operation of a pipeline and the

relocation of a meter station, all as more fully set forth in the application which is on file with the Commission and open to public inspection.

Applicant proposes herein to construct and operate 0.5 mile of 2-inch pipeline and to relocate the Sterlington, Louisiana, city gate station pursuant to a letter agreement with Louisiana Gas Service Company (Louisiana Gas) dated September 4, 1980. Applicant states that the proposed 2-inch pipeline would be located south of the Solvent Avenue and Fifth Street intersection and the city gate station would be relocated on the proposed 2-inch pipeline at approximately mile post 45.

Applicant states it is experiencing fluid and pressure problems at the present Sterlington city gate station which is located on Applicant's 20-inch line at mile post 1.3. It is asserted that the construction of the 2-inch line and relocation of the meter station would help alleviate such fluid and pressure problems thereby enabling Applicant to maintain adequate gas service to existing customers in the area.

Applicant estimates the cost of the proposed construction and relocation to be \$75,500 which would be financed with funds on hand. Applicant further states that it has agreed to reimburse Louisiana Gas up to one-half of the total cost but not to exceed \$10,000 for improvements required of Louisiana Gas to prepare its system to receive deliveries at the proposed site.

It is submitted that there would be no increase in the maximum daily quantities for Louisiana Gas.

Any person desiring to be heard or to make any protest with reference to said application should on or before January 16, 1981, file with the Federal Energy Regulatory Commission, Washington, D.C. 20426, a petition to intervene or a protest in accordance with the requirements of the Commission's Rules of Practice and Procedure (18 CFR 1.8 or 1.10) and the Regulations under the Natural Gas Act (18 CFR 157.10). All protests filed with the Commission will be considered by it in determining the appropriate action to be taken but will not serve to make the protestants parties to the proceeding. Any person wishing to become a party to a proceeding or to participate as a party in any hearing therein must file a petition to intervene in accordance with the Commission's Rules.

Take further notice that, pursuant to the authority contained in and subject to jurisdiction conferred upon the Federal Energy Regulatory Commission by

Sections 7 and 15 of the Natural Gas Act and the Commission's Rules of Practice and Procedure, a hearing will be held without further notice before the Commission or its designee on this application if no petition to intervene is filed within the time required herein, if the Commission on its own review of the matter finds that a grant of the certificate is required by the public convenience and necessity. If a petition for leave to intervene is timely filed, or if the Commission on its own motion believes that a formal hearing is required, further notice of such hearing will be duly given.

Under the procedure herein provided for, unless otherwise advised, it will be unnecessary for Applicant to appear or be represented at the hearing.

Kenneth F. Plumb,

Secretary.

[FR Doc. 80-40725 Filed 12-31-80; 8:45 am]

BILLING CODE 6450-85-M

[Docket No. CP81-92-000]

Western Gas Interstate Co., Application

December 23, 1980.

Take notice that on December 10, 1980, Western Gas Interstate Company (Applicant), 1800 First International Building, Dallas, Texas 75270, filed in Docket No. CP81-92-000 an application pursuant to Section 7 of the Natural Gas Act and Section 157.7(g) of the Regulations thereunder (18 CFR 157.7(g)) for a certificate of public convenience and necessity authorizing the construction and for permission and approval to abandon during the calendar year 1981, and operation of various field gas compression and related metering and appurtenant facilities, all as more fully set forth in the application which is on file with the Commission and open to public inspection.

The stated purpose of this budget-type application is to enable Applicant to act with reasonable dispatch in constructing and abandoning facilities which would not result in changing Applicant's system salable capacity or service from that authorized prior to the filing of the instant application.

Applicant states that the total cost of the proposed facilities would not exceed \$500,000 with no single project to exceed 25 percent of the total budget amount. Such cost, it is stated, would be

financed from funds on hand and from short-term borrowings from Applicant's parent company, Southern Union Company.

Applicant asserts that its existing budget-type certificate issued pursuant to Section 157.7(g) expires on March 3, 1981; however, Applicant requests that authorization herein commence on January 1, 1981, in order that it may maintain its records and file the statements required under Section 157.7(g)(3)(iv) on a calendar-year basis.

Any person desiring to be heard or to make any protest with reference to said application should on or before January 16, 1981, file with the Federal Energy Regulatory Commission, Washington, D.C. 20426, a petition to intervene or a protest in accordance with the requirements of the Commission's Rules of Practice and Procedure (18 CFR 1.8 or 1.10) and the Regulations under the Natural Gas Act (18 CFR 157-70). All protests filed with the Commission will be considered by it in determining the appropriate action to be taken but will not serve to make the protestants parties to the proceeding. Any person wishing to become a party to a proceeding or to participate as a party in any hearing therein must file a petition to intervene in accordance with the Commission's Rules.

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Energy Regulatory Commission by Sections 7 and 15 of the Natural Gas Act and the Commission's Rules of Practice and Procedure, a hearing will be held without further notice before the Commission or its designee on this application if no petition to intervene is filed within the time required herein, if the Commission on its own review of the matter finds that a grant of the certificate and permission and approval for the proposed abandonment are required by the public convenience and necessity. If a petition for leave to intervene is timely filed, or if the Commission on its own motion believes that a formal hearing is required, further notice of such hearing will be duly given.

Under the procedure herein provided for, unless otherwise advised, it will be unnecessary for Applicant to appear or be represented at the hearing.

Kenneth F. Plumb,
Secretary.

[FR Doc. 80-40726 Filed 12-31-80; 8:45 am]
BILLING CODE 6450-85-M

[Docket No. CP81-91-000]

**Western Gas Interstate Co.;
Application**

December 23, 1980.

Take notice that on December 10, 1980, Western Gas Interstate Company (Applicant), 1800 First International Building, Dallas, Texas 75270, filed in Docket No. CP81-91-000 an application pursuant to Section 7(c) of the Natural Gas Act and Section 157.7(c) of the Regulations thereunder (18 CFR 157.7(c)) for a certificate of public convenience and necessity authorizing the construction during the calendar year 1981, and operation of facilities to make miscellaneous rearrangements on its system, all as more fully set forth in the application which is on file with the Commission and open to public inspection.

The stated purpose of this budget-type application is to augment Applicant's ability to act with reasonable dispatch in making miscellaneous rearrangements which would not result in any material change in transportation and sales service presently rendered by Applicant.

Applicant states that the total cost of the proposed facilities would not exceed \$100,000 which would be financed from funds on hand and from short-term borrowings from Applicant's parent company, Southern Union Company.

Applicant asserts that its existing budget-type certificate issued pursuant to Section 157.7(c) expires on March 3, 1981; however, Applicant requests that authorization herein commence on January 1, 1981, in order that it may maintain its records and file the statements required under § 157.7(c)(4) on a calendar-year basis.

Any person desiring to be heard or to make any protest with reference to said application should on or before January 16, 1981, file with the Federal Energy Regulatory Commission, Washington, D.C. 20426, a petition to intervene or a protest in accordance with the requirements of the Commission's Rules of Practice and Procedure (18 CFR 1.8 or 1.10) and the Regulations under the Natural Gas Act (18 CFR 157.10). All protests filed with the Commission will be considered by it in determining the appropriate action to be taken but will not serve to make the protestants parties to the proceeding. Any person wishing to become a party to a proceeding or to participate as a party in any hearing therein must file a petition to intervene in accordance with the Commission's Rules.

Take further notice that, pursuant to the authority contained in and subject to

jurisdiction conferred upon the Federal Energy Regulatory Commission by Sections 7 and 15 of the Natural Gas Act and the Commission's Rules of Practice and Procedure, a hearing will be held without further notice before the Commission or its designee on this application if no petition to intervene is filed within the time required herein, if the Commission on its own review of the matter finds that a grant of the certificate is required by the public convenience and necessity. If a petition for leave to intervene is timely filed, or if the Commission on its own motion believes that a formal hearing is required, further notice of such hearing will be duly given.

Under the procedure herein provided for, unless otherwise advised, it will be unnecessary for Applicant to appear or be represented at the hearing.

Kenneth F. Plumb,
Secretary.

[FR Doc. 80-40727 Filed 12-31-80; 8:45 am]
BILLING CODE 6450-85-M

FEDERAL RESERVE SYSTEM

**Bank Holding Companies; Notice of
Proposed de Novo Nonbank Activities**

The bank holding companies listed in this notice have applied, pursuant to section 4(c)(8) of the Bank Holding Company Act (12 U.S.C. 1843(c)(8)) and § 225.4(b)(1) of the Board's Regulation Y (12 C.F.R. § 225.4(b)(1)), for permission to engage *de novo* (or continue to engage in an activity earlier commenced *de novo*), directly or indirectly, solely in the activities indicated, which have been determined by the Board of Governors to be closely related to banking.

With respect to each application, interested persons may express their views on the question whether consummation of the proposal can "reasonably be expected to produce benefits to the public, such as greater convenience, increased competition, or gains in efficiency, that outweigh possible adverse effects, such as undue concentration of resources, decreased or unfair competition, conflicts of interest, or unsound banking practices." Any comment on an application that requests a hearing must include a statement of the reasons a written presentation would not suffice in lieu of a hearing, identifying specifically any questions of fact that are in dispute, summarizing the evidence that would be presented at a hearing, and indicating how the party commenting would be aggrieved by approval of that proposal.

Each application may be inspected at the offices of the Board of Governors or

at the Federal Reserve Bank indicated for that application. Comments and requests for hearings should identify clearly the specific application to which they relate, and should be submitted in writing and, except as noted, received by the appropriate Federal Reserve Bank not later than January 23, 1981.

Federal Reserve Bank of New York (A. Marshall Puckett, Vice President) 33 Liberty Street, New York, New York 10045:

1. Manufacturers Hanover Corporation, New York, New York (consumer and sales finance, loan servicing and insurance agency activities) North Carolina); to engage in consumer finance and sales finance activities and in the sale of insurance related to such lending activities at Suite 120, 5430 North Tryon Street, Charlotte, North Carolina 28213. The activities are those described in Sections 225.4(a)(1), (3) and (9) of Regulation Y. By Order dated June 2, 1980, Manufacturers Hanover Corporation has received the approval of the Federal Reserve Board to engage in these activities at 213 Johnston Building, Charlotte, North Carolina 28281. The application is only to engage in activities at a different location; the application does not involve the commencement of any new activities at the new location that have not been approved by the Federal Reserve Board for the old location. The new office will continue to serve customers in Mecklenburg and Gaston Counties, southwestern Cabarrus County, western Stanly County, northwestern Union County, and southeastern Lincoln County. Comments on this application must be received by January 16, 1981.

2. Manufacturers Hanover Corporation, New York, New York (second mortgage lending and insurance activities; Missouri); to engage through its subsidiary Termplan Incorporated of Missouri in arranging, making or acquiring for its own account or for the account of others, loans and other extensions of credit secured by second mortgages on residential real property such as would be made by a consumer finance company; servicing such loans and other extensions of credit for any person; acting as an agent or broker for the sale of credit life insurance which is directly related to such loans and extensions of credit and, through its subsidiary Tempco Life Insurance Company, reinsuring such credit life insurance. These activities would be conducted from the offices of Termplan Incorporated of Missouri located in and serving the following counties or portions thereof: Jackson and Clay

Counties, southern Platte County, southwestern Ray County, western Lafayette County, northern Cass County, southern Polk County, western Webster County, north central Christian County, northeastern Stone County, and the eastern portions of Dade and Lawrence Counties.

3. Citicorp, New York, New York (consumer and commercial finance and insurance activities; Louisiana); to engage through its subsidiary, Citicorp Person-to-Person Financial Center, Inc., in purchasing for its own account and servicing consumer finance contracts; the sale of credit related life and accident and health or decreasing or level (in the case of single payment loans) term life insurance by licensed agents or brokers, making or acquiring loans and other extensions of credit, secured or unsecured, for consumer, commercial and business purposes; and the extension of loans to dealers for the financing of inventory (floor planning) and working capital purposes. Credit related life, accident, and health insurance may be written by Family Guardian Life Insurance Company, an affiliate of the subsidiary. These activities would be conducted from an office in Baton Rouge, Louisiana, serving the State of Louisiana.

B. *Federal Reserve Bank of Kansas City* (Thomas M. Hoenig, Assistant Vice President) 925 Grand Avenue, Kansas City, Missouri 64198:

Central Colorado Company, C.C.B., Inc., and Central Bancorporation, Inc., Denver, Colorado (industrial banking activities and insurance; Colorado); to engage through its subsidiary, Central Industrial Bank, in operating an industrial bank in accordance with the Board's Regulation Y, and acting as agent for the sale of credit life and credit accident and health insurance directly related to extensions of credit. These activities would be conducted from an office in Aurora, Colorado, serving the Denver RMA. Comments on this application must be received by January 2, 1981.

C. *Federal Reserve Bank of San Francisco* (Harry W. Green, Vice President) 400 Sansome Street, San Francisco, California 94120:

Bankamerica Corporation, San Francisco, California (industrial loan company, financing, servicing, and insurance activities; Iowa); to engage through its indirect subsidiary, FinanceAmerica Corporation, an Iowa Corporation (whose name will be changed to FinanceAmerica Thrift Corporation), in the additional activity of acting as an industrial loan company under the Iowa Industrial Loan Law, such activity will include but not be

limited to the issuing of investment certificates; and to continue to engage in the activities of making or acquiring for its own account loans and other extensions of credit such as will be made or acquired by a finance company; servicing loans and other extensions of credit; and the offering of credit related life, accident and health and property insurance. These activities will be conducted from existing offices located in Cedar Rapids, Des Moines, and Mason City, Iowa, serving the State of Iowa. Comments on this application must be received by January 19, 1981.

D. *Other Federal Reserve Banks:* None.

Board of Governors of the Federal Reserve System, December 24, 1980.

Jefferson A. Walker,
Assistant Secretary of the Board.

[FR Doc. 80-40731 Filed 12-31-80; 8:45 am]
BILLING CODE 6210-01-M

Borresen Investments, Inc.; Formation of Bank Holding Company

Borresen Investments, Inc., Westbrook, Minnesota, has applied for the Board's approval under section 3(a)(1) of the Bank Holding Company Act (12 U.S.C. 1842(a)(1)) to become a bank holding company by acquiring 80 percent or more of the voting shares of Westbrook State Bank, Westbrook, Minnesota. The factors that are considered in acting on the application are set forth in section 3(c) of the Act (12 U.S.C. 1842(c)).

The application may be inspected at the offices of the Board of Governors or at the Federal Reserve Bank of Minneapolis. Any person wishing to comment on the application should submit views in writing to the Reserve Bank, to be received not later than January 22, 1981. Any comment on an application that requests a hearing must include a statement of why a written presentation would not suffice in lieu of a hearing, identifying specifically any questions of fact that are in dispute and summarizing the evidence that would be presented at a hearing.

Board of Governors of the Federal Reserve System, December 22, 1980.

Jefferson A. Walker,
Assistant Secretary of the Board.

[FR Doc. 80-40734 Filed 12-31-80; 8:45 am]
BILLING CODE 6210-01-M

First of Austin Bancshares, Inc.; Formation of Bank Holding Company

First of Austin Bancshares, Inc., Austin, Texas, has applied for the Board's approval under section 3(a)(1) of

the Bank Holding Company Act (12 U.S.C. 1842(a)(1)) to become a bank holding company by acquiring 80 percent or more of the voting shares of Western National Bank, Austin, Texas. The factors that are considered in acting on the application are set forth in section 3(c) of the Act (12 U.S.C. section 1842(c)).

The application may be inspected at the offices of the Board of Governors or at the Federal Reserve Bank of Dallas. Any person wishing to comment on the application should submit views in writing to the Reserve Bank, to be received not later than January 22, 1981. Any comment on an application that requests a hearing must include a statement of why a written presentation would not suffice in lieu of a hearing, identifying specifically any questions of fact that are in dispute and summarizing the evidence that would be presented at a hearing.

Board of Governors of the Federal Reserve System, December 22, 1980.

Jefferson A. Walker,

Assistant Secretary of the Board.

[FR Doc. 80-40729 Filed 12-31-80; 8:45 am]

BILLING CODE 6210-01-M

First Bancorp of War, Inc.; Formation of Bank Holding Company

First Bancorp of War, Inc., War, West Virginia, has applied for the Board's approval under section 3(a)(1) of the Bank Holding Company Act (12 U.S.C. 1842(a)(1)) to become a bank holding company by acquiring 85.2 percent or more of the voting shares of The Bank of War, War, West Virginia. The factors that are considered in acting on the application are set forth in section 3(c) of the Act (12 U.S.C. 1842(c)).

The application may be inspected at the offices of the Board of Governors or at the Federal Reserve Bank of Richmond. Any person wishing to comment on the application should submit views in writing to the Reserve Bank, to be received not later than January 22, 1981. Any comment on an application that requests a hearing must include a statement of why a written presentation would not suffice in lieu of a hearing, identifying specifically any questions of fact that are in dispute and summarizing the evidence that would be presented at a hearing.

Board of Governors of the Federal Reserve System, December 22, 1980.

Jefferson A. Walker,

Assistant Secretary of the Board.

[FR Doc. 80-40733 Filed 12-31-80; 8:45 am]

BILLING CODE 6210-01-M

First Southeast Banking Corp.; Acquisition of Bank; Corrections

This notice corrects 5 previous Federal Register notices (FR Doc. 80-39281, 80-39282, 80-39283, 80-39284, 80-39285) appearing at pages 83329, and 83330 of the issue for Thursday, December 18, 1980. The name of the applicant is corrected to read "First Southeast Banking Corp."

Board of Governors of the Federal Reserve System, December 22, 1980.

Jefferson A. Walker,

Assistant Secretary of the Board.

[FR Doc. 80-40732 Filed 12-31-80; 8:45 am]

BILLING CODE 6210-01-M

Heritage Wisconsin Corp.; Acquisition of Bank

Heritage Wisconsin Corporation, Wauwatosa, Wisconsin, has applied for the Board's approval under section 3(a)(3) of the Bank Holding Company Act (12 U.S.C. 1842(a)(3)) to acquire 100 percent of the voting shares of Southridge Bank of Greendale, Greendale, Wisconsin. The factors that are considered in acting on the application are set forth in section 3(c) of the Act (12 U.S.C. 1842(c)).

The application may be inspected at the offices of the Board of Governors or at the Federal Reserve Bank of Chicago. Any person wishing to comment on the application should submit views in writing to the Secretary, Board of Governors of the Federal Reserve System, Washington, D.C. 20551, to be received not later than January 22, 1981. Any comment on an application that requests a hearing must include a statement of why a written presentation would not suffice in lieu of a hearing, identifying specifically any questions of fact that are in dispute and summarizing the evidence that would be presented at a hearing.

Board of Governors of the Federal Reserve System, December 22, 1980.

Jefferson A. Walker,

Assistant Secretary of the Board.

[FR Doc. 80-40728 Filed 12-31-80; 8:45 am]

BILLING CODE 6210-01-M

Mid-Nebraska Bancshares, Inc.; Formation of Bank Holding Company

Mid-Nebraska Bancshares, Inc., Ord, Nebraska, has applied for the Board's approval under section 3(a)(1) of the Bank Holding Company Act (12 U.S.C. 1842(a)(1)) to become a bank holding company by acquiring 100 percent of the voting shares of Nebraska State Bank, Ord, Nebraska. The factors that are considered in acting on the application

are set forth in section 3(c) of the Act (12 U.S.C. 1842(c)).

Mid-Nebraska Bancshares, Inc., Ord, Nebraska, has also applied, pursuant to section 4(c)(8) of the Bank Holding Company Act (12 U.S.C. 1843(c)(8)) and § 225.4(b)(2) of the Board's Regulation Y (12 CFR 225.4(b)(2)), for permission to acquire voting shares of Ord Insurance Agency, Inc., Ord, Nebraska.

Applicant states that the proposed subsidiary would engage in general insurance agency activities. These activities would be performed from offices of Applicant's subsidiary in Ord, Nebraska, and the geographic area to be served includes portions of Valley County, Nebraska, around the city of Ord. Such activities have been specified by the Board in § 225.4(a) of Regulation Y as permissible for bank holding companies, subject to Board approval of individual proposals in accordance with the procedures of § 225.4(b).

Interested persons may express their views on the question whether consummation of the proposal can "reasonably be expected to produce benefits to the public, such as greater convenience, increased competition, or gains in efficiency, that outweigh possible adverse effects, such as undue concentration of resources, decreased or unfair competition, conflicts of interests, or unsound banking practices." Any request for a hearing on this question must be accompanied by a statement of the reasons a written presentation would not suffice in lieu of a hearing, identifying specifically any questions of fact that are in dispute, summarizing the evidence that would be presented at a hearing, and indicating how the party commenting would be aggrieved by approval of the proposal.

The application may be inspected at the offices of the Board of Governors or at the Federal Reserve Bank of Kansas City.

Any views or requests for hearing should be submitted in writing and received by the Secretary, Board of Governors of the Federal Reserve System, Washington, D.C. 20551, not later than January 22, 1981.

Board of Governors of the Federal Reserve System, December 22, 1980.

Jefferson A. Walker,

Assistant Secretary of the Board.

[FR Doc. 80-40740 Filed 12-31-80; 8:45 am]

BILLING CODE 6210-01-M

Peoples Bancorp of Lincoln County, Inc.; Formation of Bank Holding Company

Peoples Bancorp of Lincoln County, Inc., Hustonville, Kentucky, has applied

for the Board's approval under section 3(a)(1) of the Bank Holding Company Act (12 U.S.C. 1842(a)(1)) to become a bank holding company by acquiring at least 80.59 percent of the voting shares of The Peoples Bank of Hustonville, Hustonville, Kentucky. The factors that are considered in acting on the application are set forth in section 3(c) of the Act (12 U.S.C. 1842(c)).

The application may be inspected at the offices of the Board of Governors or at the Federal Reserve Bank of Cleveland. Any person wishing to comment on the application should submit views in writing to the Secretary, Board of Governors of the Federal Reserve System, Washington, D.C. 20551 to be received no later than January 18, 1981. Any comment on an application that requests a hearing must include a statement of why a written presentation would not suffice in lieu of a hearing, identifying specifically any questions of fact that are in dispute and summarizing the evidence that would be presented at a hearing.

Board of Governors of the Federal Reserve System, December 22, 1980.

Jefferson A. Walker,

Assistant Secretary of the Board.

[FR Doc. 80-40737 Filed 12-31-80; 8:45 am]

BILLING CODE 6210-01-M

Privacy Act of 1974; Annual Publication of Systems of Records

This document fulfills the requirements of the Privacy Act of 1974 (5 U.S.C. 552a(e)(4)) for Federal agencies to publish notice of systems of records they maintain annually. A complete compilation of system of records maintained by the Board of Governors of the Federal Reserve System was published on December 31, 1979 (44 FR 77460).

The purpose of this document is to give notice that the systems of records identified in the notice published December 31, 1979 (44 FR 77460), continue in effect unchanged.

Board of Governors of the Federal Reserve System, December 22, 1980.

Theodore E. Allison,

Secretary of the Board.

[FR Doc. 80-40772 Filed 12-31-80; 8:45 am]

BILLING CODE 6210-01-M

The Sumitomo Bank, Ltd.; Acquisition of Bank

The Sumitomo Bank, Limited, Osaka, Japan, has applied for the Board's approval under section 3(a)(3) of the Bank Holding Company Act (12 U.S.C. 1842(a)(3)) to acquire 15,107 additional

voting shares of Central Pacific Bank, Honolulu, Hawaii. The factors that are considered in acting on the application are set forth in section 3(c) of the Act (12 U.S.C. 1842(c)).

The application may be inspected at the offices of the Board of Governors or at the Federal Reserve Bank of San Francisco. Any person wishing to comment on the application should submit views in writing to the Reserve Bank to be received not later than January 22, 1981. Any comment on an application that requests a hearing must include a statement of why a written presentation would not suffice in lieu of a hearing, identifying specifically any questions of fact that are in dispute and summarizing the evidence that would be presented at a hearing.

Board of Governors of the Federal Reserve System, December 22, 1980.

Jefferson A. Walker,

Assistant Secretary of the Board.

[FR Doc. 80-40738 Filed 12-31-80; 8:45 am]

BILLING CODE 6210-01-M

Tri-County Bancorp.; Formation of Bank Holding Company

Tri-County Bancorp., Roachdale, Indiana, has applied for the Board's approval under section 3(a)(1) of the Bank Holding Company Act (12 U.S.C. 1842(a)(1)) to become a bank holding company by acquiring 100 percent of the voting shares of Tri-County Bank & Trust Company, Roachdale, Indiana. The factors that are considered in acting on the application are set forth in section 3(c) of the Act (12 U.S.C. 1842(c)).

The application may be inspected at the offices of the Board of Governors or at the Federal Reserve Bank of Chicago. Any person wishing to comment on the application should submit views in writing to the Reserve Bank, to be received not later than January 19, 1981. Any comment on an application that requests a hearing must include a statement of why a written presentation would not suffice in lieu of a hearing, identifying specifically any questions of fact that are in dispute and summarizing the evidence that would be presented at a hearing.

Board of Governors of the Federal Reserve System, December 22, 1980.

Jefferson A. Walker,

Assistant Secretary of the Board.

[FR Doc. 80-40735 Filed 12-31-80; 8:45 am]

BILLING CODE 6210-01-M

United Mercantile Bancshares, Inc.; Formation of Bank Holding Company

United Mercantile Bancshares, Inc., Shreveport, Louisiana, has applied for the Board's approval under section 3(a)(1) of the Bank Holding Company Act (12 U.S.C. 1842(a)(1)) to become a bank holding company by acquiring 100 percent of the voting shares of United Mercantile Bank, Shreveport, Louisiana. The factors that are considered in acting on the application are set forth in section 3(c) of the Act (12 U.S.C. 1842(c)).

The application may be inspected at the offices of the Board of Governors or at the Federal Reserve Bank of Dallas. Any person wishing to comment on the application should submit views in writing to the Reserve Bank, to be received not later than January 22, 1981. Any comment on an application that requests a hearing must include a statement of why a written presentation would not suffice in lieu of a hearing, identifying specifically any questions of fact that are in dispute and summarizing the evidence that would be presented at a hearing.

Board of Governors of the Federal Reserve System, December 22, 1980.

Jefferson A. Walker,

Assistant Secretary of the Board.

[FR Doc. 80-40730 Filed 12-31-80; 8:45 am]

BILLING CODE 6210-01-M

West Brook Bancshares, Inc.; Formation of Bank Holding Company

West Brook Bancshares, Inc., Westchester, Illinois, has applied for the Board's approval under section 3(a)(1) of the Bank Holding Company Act (12 U.S.C. 1842(a)(1)) to become a bank holding company by acquiring 80 percent of the voting shares of West Brook Bank, Westchester, Illinois. The factors that are considered in acting on the application are set forth in section 3(c) of the Act (12 U.S.C. 1842(c)).

The application may be inspected at the offices of the Board of Governors or at the Federal Reserve Bank of Chicago. Any person wishing to comment on the application should submit views in writing to the Reserve Bank, to be received not later than January 23, 1981. Any comment on an application that requests a hearing must include a statement of why a written presentation would not suffice in lieu of a hearing, identifying specifically any questions of fact that are in dispute and summarizing the evidence that would be presented at a hearing.

Board of Governors of the Federal Reserve System, December 22, 1980.

Jefferson A. Walker,

Assistant Secretary of the Board.

[FR Doc. 80-40736 Filed 12-31-80; 8:45 am]

BILLING CODE 6210-01-M

The Wyoming National Corp.; Acquisition of Bank

The Wyoming National Corporation, Casper, Wyoming, has applied for the Board's approval under section 3(a)(5) of the Bank Holding Company Act (12 U.S.C. 1842(a)(5)) to merge with First Bankshares of Wyoming, Cheyenne, Wyoming, a bank holding company owning The First National Bank and Trust Company of Wyoming, Cheyenne, Wyoming, Wyoming State Bank, Cheyenne, Wyoming, and First National Bank in Wheatland, Wheatland, Wyoming. The factors that are considered in acting on the application are set forth in section 3(c) of the Act (12 U.S.C. 1842(c)).

The application may be inspected at the offices of the Board of Governors or the Federal Reserve Bank of Kansas City. Any person wishing to comment on the application should submit views in writing to the Secretary, Board of Governors of the Federal Reserve System, Washington, D.C. 20551, to be received not later than January 22, 1981. Any comment on an application that requests a hearing must include a statement of why a written presentation would not suffice in lieu of a hearing, identifying specifically any questions of fact that are in dispute and summarizing the evidence that would be presented at a hearing.

Board of Governors of the Federal Reserve System, December 22, 1980.

Jefferson A. Walker,

Assistant Secretary of the Board.

[FR Doc. 80-40739 Filed 12-31-80; 8:45 am]

BILLING CODE 6210-01-M

Consumer Advisory Council; Meeting of Consumer Advisory Council

The Consumer Advisory Council will meet on Wednesday, January 14, and Thursday, January 15. The meeting, which will be open to public observation, will take place in Terrace Room E of the Martin Building. The January 14 session is expected to begin at 1 p.m. and to continue until 5 p.m. The January 15 session is expected to begin at 9 a.m. and to conclude at 3 p.m. The Martin Building is located on C Street, Northwest, between 20th and 21st Streets in Washington, D.C.

The Council's function is to advise the Board on the exercise of the Board's

responsibilities with regard to consumer credit legislation and regulation. Time permitting, the Council will consider the following topics:

1. Truth in Lending Simplification and Reform.

A discussion of (1) the Board's second proposal to simplify Regulation Z, under the Truth in Lending Simplification and Reform Act of 1980, and (2) Board policy for issuing Board and staff interpretations in view of the simplification effort and other recent judicial and legislative developments.

2. Consumer Bankruptcy.

A discussion of (1) whether the standards of eligibility of the new Bankruptcy Code in effect since October 1979 are clear and fair, (2) whether consumers understand the consequences of filing for bankruptcy, (3) whether the Board should support or recommend any amendments to the Bankruptcy Code, and (4) the impact of rising consumer bankruptcies on consumer credit granting and community reinvestment rules and on creditor compliance with those rules.

3. NOW Accounts.

A general discussion of interest-earning checking accounts, including marketing practices, possible need for additional disclosure rules, price controls, or other consumer protections, and effects on the competitiveness of smaller institutions.

4. Agenda Planning Session.

A discussion of topics that the Council may wish to consider at future meetings.

5. Legislative Update.

Brief presentation by Board's staff on the legislative outlook for 1981.

Other matters previously considered by the Council or initiated by Council members also may be discussed.

Persons wishing to submit to the Council their views regarding any of the above topics may do so by sending written statements to Ms. Kay Oliver, Secretary, Consumer Advisory Council, Board of Governors of the Federal Reserve System, Washington, D.C. 20551. Comments must be received no later than close of business Friday, January 9, and must be of a quality suitable for reproduction.

Information with regard to this meeting may be obtained from Mr. Joseph R. Coyne, Assistant to the Board, at (202) 452-3204.

Board of Governors of the Federal Reserve System, December 22, 1980.

Theodore E. Allison,
Secretary of the Board.

[FR Doc. 80-40765 Filed 12-31-80; 8:45 am]

BILLING CODE 6210-01-M

DEPARTMENT OF HEALTH AND HUMAN SERVICES

Food and Drug Administration

[Docket No. 80N-0370]

Prescription Drugs; Final Guideline Patient Package Inserts for Ampicillin and Phenytoin

AGENCY: Food and Drug Administration.
ACTION: Notice.

SUMMARY: The Food and Drug Administration (FDA) is establishing final guideline patient package inserts for drug products containing amoxicillin, ampicillin, or hetacillin and drug products containing phenytoin. The use of the final guideline patient package inserts by manufacturers, distributors, and dispensers will constitute compliance with the agency's regulations requiring the dispensing of patient package inserts for these drugs. Elsewhere in this issue of the Federal Register FDA amends its patient package insert regulations to list these drugs as ones that must be dispensed with patient package inserts.

EFFECTIVE DATE: July 1, 1981.

ADDRESS: Written comments to the Dockets Management Branch (formerly the Hearing Clerk's office) (HFA-305), Food and Drug Administration, Rm. 4-62, 5600 Fishers Lane, Rockville, MD 20857.

FOR FURTHER INFORMATION CONTACT: Stephen C. Graft, Bureau of Drugs (HFD-107), Food and Drug Administration, 5600 Fishers Lane, Rockville, MD 20857, 301-443-4893.

SUPPLEMENTARY INFORMATION: The Food and Drug Administration (FDA) is issuing final guideline patient package inserts for ampicillin and phenytoin and thereby applying to these drugs FDA's patient package insert regulations in Part 203 (21 CFR Part 203), published in the Federal Register of September 12, 1980 (45 FR 60754). Each of the guidelines was published in draft form, for comment, as part of that publication. The guideline patient package insert for ampicillin applies to drug products containing amoxicillin, ampicillin, or hetacillin. The guideline patient package insert for phenytoin applies to drug products containing phenytoin. The regulations apply to all dosage forms of these drugs, both single entity and combination drug products (drug products that contain one of the affected drugs and one or more other active ingredients), except the regulations do not apply to parenteral dosage forms of phenytoin. Elsewhere in this issue of the Federal Register the agency is amending

§ 201.31 (21 CFR 201.31) to list ampicillin and phenytoin as drugs for which patient package inserts are required. Under § 203.30(a) (21 CFR 203.30(a)) the patient package insert requirements apply to drug products containing amoxicillin, ampicillin, or hetacillin and drug products containing phenytoin on and after July 1, 1981.

Use of FDA's final guideline patient package inserts constitutes compliance with the regulations governing the content of the inserts, except that certain items of information must be filled in by the person responsible for preparing the particular insert. Thus, the guidelines do not contain the following: (1) the name and place of business of the manufacturer, packer, distributor, or dispenser, (2) information about routes of administration for drug products that are not for oral use, (3) a statement about special handling or storage conditions, and (4) the date of the most recent revision of the insert. The information as to name and place of business is dependent upon a particular person; the remaining information will vary as to product. The guideline patient package inserts for ampicillins and phenytoin also do not contain statements generally required by the underlying regulations about the use of the drugs during labor and delivery or statements about the specific pediatric indications. None of the drugs have a recognized use during labor or delivery and they do not have specific pediatric indications that differ from their indications for the general population.

The agency has revised the draft patient package insert guidelines published on September 12, 1980, to make them clearer and more understandable. The agency has also made the following changes in the guidelines.

Ampicillin. The statement in the "Summary" section about allergic reactions to ampicillin has been revised to inform patients they should tell their doctor about any allergic reactions they believe they have had to ampicillin. The statement in the draft guideline telling patients not to take ampicillin if they have had an allergic reaction was inappropriate because it required the patient to both determine whether an earlier reaction was caused by ampicillin and whether that reaction warranted not taking ampicillin again. The statement under the "Uses of Ampicillin" section about the use of antibiotics to treat the common cold has been revised to emphasize that antibiotics have no effect on infections caused by viruses. A statement has been added to the "Pregnancy and Breast

Feeding" section stating that drugs should not be taken during pregnancy unless clearly needed. This change conforms the ampicillin guideline to the agency's other patient package insert guidelines for cimetidine and propoxyphene. Finally, a statement about the seriousness of diarrhea in young children has been added to the "Side Effects" section.

Phenytoin. Information about phenytoin use when breast feeding has been added to the final guideline and placed with information about the use of the drug during pregnancy under a section entitled "Pregnancy and Breast Feeding". The section heading "If You Miss a Dose", which was used in the draft guideline, has been deleted. This information has been placed under the section entitled "How to Take Phenytoin." These changes make the phenytoin guideline conform to the agency's other final patient package insert guidelines. More information has also been added to the guideline about the importance of phenytoin to a pregnant woman with epilepsy, notwithstanding the drug's potential risks to the unborn child. The statement under the "How to Take Phenytoin" section about the use of a standard measuring spoon to take liquid phenytoin has been deleted because FDA believes it might mislead patients about the accuracy of common teaspoons and tablespoons when taking medication. The agency concludes that precise information for patients about the best way to take an accurate amount of liquid phenytoin requires more detail than would be consistent with the general nature of the patient package inserts and is thus best provided by health care professionals. The discussion in the draft guideline under the "General Cautions" section about the importance of not changing brands of phenytoin has been expanded to explain that various dosages of phenytoin are marketed and to emphasize the importance of not changing brands and dosage schedules without checking with a health care professional. The discussion of drugs that can interact with phenytoin has also been expanded and another drug, disulfiram, a drug used to treat alcoholism, has been added to the list of drugs that interact with phenytoin. This change makes the guideline more consistent with the drug's professional labeling. Finally, the agency has deleted the statement from the "Side Effects" section about phenytoin causing slight discoloration in patients' urine, which discoloration is generally not serious. Such a statement may be confusing in

view of a statement appearing elsewhere in the guideline about potential liver disorders from phenytoin which, with other symptoms, is evidenced by dark colored urine.

General Comments

1. The Pharmaceutical Manufacturers Association (PMA) commented that manufacturers of antibiotics, such as ampicillin, are required to obtain prior approval of labeling changes from FDA. PMA noted that the holder of an approved antibiotic Form 5 or 6 for a drug product for which a patient package insert is required must submit an amendment under § 431.16 (21 CFR 431.16) to provide for the patient package insert and to provide for a change in the bulk container label under § 203.24(a) (21 CFR 203.24(a)) to instruct the dispenser to provide a patient package insert to each patient to whom the drug is dispensed. PMA also noted that although § 431.16 does not specifically provide for putting labeling changes into use prior to obtaining FDA approval, § 203.30(c) (21 CFR 203.30(c)) states that the patient package insert may be put into use without advance approval by the agency. PMA asked that FDA either amend its regulations to eliminate the requirement for prior approval of these labeling changes or institute a system to ensure that approval can be obtained expeditiously.

FDA intended in adopting § 203.30(c) that drug manufacturers, including antibiotic drug manufacturers, not be burdened by a requirement for advance approval from FDA before implementing labeling changes required by the patient package insert regulations. Thus, elsewhere in this issue of the Federal Register, the agency is amending its antibiotic regulations to conform them to § 203.30(c) and thus to permit manufacturers to make changes in the labeling of antibiotic drugs to comply with the agency's patient package insert regulations without advance approval by FDA.

2. A manufacturer asked whether its patient package insert for amoxicillin (a drug to which the ampicillin patient package insert applies) could use the drug's name, amoxicillin, in the insert instead of ampicillin.

The agency advises that under § 203.20(b)(1) (21 CFR 203.20(b)(1)) of the regulations a patient package insert that is intended to apply only to one drug in a drug class may refer to the drug's established name alone instead of the drug class.

3. PMA asked FDA to reconsider the appropriateness of applying the patient package insert regulations to injectable dosage forms and combination products

during the 3-year initial implementation period of the regulations. PMA suggested that the indications for some injectable dosage forms of drug products are different from the indications for the oral dosage forms. The association also suggested that a patient package insert based on the agency's draft guidelines may be inappropriate for the injectable drug product because the guidelines only discuss indications for the oral dosage forms. PMA identified the draft guidelines patient package inserts for thiazides, benzodiazepines, and digoxin as illustrating that problem. Thus, PMA asked that FDA apply the regulations during the implementation period only to oral dosage forms.

PMA also suggested that the agency defer applying the regulations to combination products. PMA pointed out that indications for some combination products are very different from those described in FDA's draft guideline patient package inserts for single entity drugs. In addition, the active ingredient discussed in the patient package insert may be the less significant ingredient in a combination product. Thus, PMA argued that the application of the regulations to combination products would complicate the agency's initial implementation program.

FDA agrees with PMA that the patient package insert regulations should not apply during the initial implementation program either to specific dosage forms or combination products if their indications differ markedly from the form of the product for which the FDA's guideline patient package insert was intended. Applying the requirement to these other products would often result in FDA's guideline patient package insert failing to provide important information to patients. Thus, in applying the final requirements the agency will consider carefully their applicability to injectable dosage forms and combination products.

The agency has reviewed the applicability of the patient package insert regulations to injectable dosage forms of ampicillin and related drugs, phenytoin, and to combination products containing these drugs, including ampicillin and probenecid, and phenytoin and phenobarbital. The agency concludes that the patient package insert requirements should not now be applied to parenteral dosage forms of phenytoin because, unlike oral dosage forms, parenteral phenytoin is indicated for the control of status epilepticus and for the prevention and treatment of seizures occurring during neurosurgery. These indications are not applicable to the oral dosage forms of

the drug and were not discussed in the agency's draft guideline patient package insert. However, the agency concludes that the indications for dosage forms of phenytoin other than the parenteral form and indications for all dosage forms of ampicillin are similar to those for the drug generally; moreover, they were adequately discussed in the agency's final guideline patient package inserts. Thus the agency's patient package insert regulations will apply to them. Similarly, the other active ingredients in combination products containing ampicillin or a related drug or containing phenytoin simply augment the ampicillin or related drug ingredient or the phenytoin ingredient, and the uses for the products are adequately discussed in the agency's final guideline patient package inserts. Thus, the agency concludes that the draft guideline patient package inserts for those drugs should apply to the combination products. FDA notes that manufacturers, distributors, and dispensers of combination products are free under the regulations to add to their patient package inserts for the combination products information about the other active ingredients so long as that information is not false or misleading.

FDA has also reviewed the applicability of the regulations to all dosage forms and combination products containing cimetidine, clofibrate, or propoxyphene, each of which was made subject to the regulations by notice published in the Federal Register of November 25, 1980 (45 FR 78514). The agency concludes that the application of the regulations to all dosage forms and combinations of those products is appropriate because the only injectable drug product, injectable cimetidine, is used for the same indications as the oral dosage form, and the only combination products, propoxyphene combinations, are subject to the information in the agency's guideline patient package insert to the same extent as single-ingredient products.

4. PMA also asked that FDA amend § 203.24 (21 CFR 203.24) of the regulations to give manufacturers the same flexibility in the distribution of inserts for unit-of-use products that the regulations permit for the distribution of inserts for drugs in bulk containers. PMA suggested that a requirement that patient package inserts be distributed in or with unit-of-use containers is burdensome for the following reasons: (1) some current unit-of-use containers are too small to add a patient package insert, (2) a manufacturer or distributor may find it more practical and

economical to establish a single system for providing distributors and dispensers with patient package inserts for products distributed both in bulk containers and in unit-of-use containers, and (3) requiring patient package inserts to be included in a unit-of-use container would limit manufacturers in the size of paper, size of print, and quality of paper they could use for inserts.

Although the problems associated with the shipment of patient package inserts in existing bulk container packaging were examined at length in the preparation of the final rule, the issue was not examined closely in the context of unit-of-use packaging. On reconsideration of the issue, FDA believes the reasons supporting the flexible policy for the distribution of patient package inserts in bulk containers under the final rule applies also to unit-of-use containers. Accordingly, elsewhere in this issue of the Federal Register, FDA is amending its patient package insert regulations to apply the same requirement for the distribution of patient package inserts to products packaged in either bulk or unit-of-use containers.

5. PMA asked whether manufacturers could meet their obligations under § 203.24 to provide adequate copies of patient package inserts to dispensers through the use of business reply cards. The reply card mechanism would involve an initial distribution of patient package inserts to pharmacies and then rely upon pharmacies to return business reply cards to obtain additional inserts. PMA noted that under the regulations pharmacists may obtain patient package inserts from many different sources and if manufacturers are required to supply inserts they would, as a practical matter, have to distribute periodically many more inserts than pharmacists were likely to need. In addition, without some kind of feedback from pharmacies to manufacturers, manufacturers must rely on estimates of average prescriptions and ship extra inserts to ensure that an adequate number are provided. Thus, in the absence of a business reply card system, PMA contends that the patient package insert program will be plagued by needless duplication of effort, waste of resources, and increased costs to consumers. In addition, some drug store chains have advised manufacturers that the chains plan to distribute only generic patient package inserts prepared by third parties. Business reply cards with followup monitoring by manufacturers and their sales representatives will avoid these problems. PMA contends that after experience is gained with the reply card

mechanism pharmacists will routinely order additional patient package inserts when ordering drug products.

Under the patient package insert regulations FDA has provided manufacturers and distributors with great flexibility to develop mechanisms for providing patient package inserts to distributors and dispensers. The only constraints on that flexibility are that manufacturers and distributors may neither shift the burden to request patient package inserts to distributors or dispensers nor may they avoid their legal obligation to prepare and provide patient package inserts or see to it that patient package inserts are prepared and provided. The agency agrees that the shipment of unnecessary numbers of patient package inserts should be avoided and the agency believes that the flexibility it has given manufacturers and distributors gives them the opportunity to develop mechanisms to avoid that result. Nevertheless, the agency believes that the business reply card system described by PMA will improperly shift to dispensers the manufacturer's and distributor's obligation to ensure that the dispenser has adequate supplies of patient package inserts. The agency advises, however, that the type of business reply card system described is acceptable for the distribution of Spanish language patient package inserts as well as inserts in other languages or braille, inserts which are not subject to the distribution requirements applicable to English language labeling. If experience with this type of business reply card mechanism for distributing those patient package inserts suggest that it is a reliable mechanism for distributing patient package inserts, or if a different form of system is suggested that does not shift the burden to provide inserts to distributors and dispensers, the agency will seriously consider its application to the distribution of English language inserts.

6. In a petition for a stay of action of the patient package insert regulations a manufacturer suggested, among other things, that FDA make available Spanish language guideline patient package inserts for the drugs and drug classes in the initial implementation program. The Spanish language guidelines would benefit manufacturers who are required to make Spanish inserts available and are unable to obtain accurate and reliable translations of FDA's English guideline patient package inserts.

FDA is persuaded that many drug manufacturers will find it difficult to obtain Spanish translations of FDA's

English language guideline patient package inserts that they can rely on to comply with the agency's regulations. Accordingly, FDA will prepare and make available Spanish language guideline patient package inserts. These guidelines should be publicly available in time for manufacturers to meet existing effective dates, and notices of availability will be published in the **Federal Register**.

This notice is issued under § 10.90(b) (21 CFR 10.90(b)), which provides for the use of guidelines to establish procedures of general applicability that are not legal requirements but are acceptable to the agency, and under § 203.30(a), which provides for applying FDA's patient package insert regulations to prescription drugs and drug classes. The agency advises that the patient package insert guidelines comply with FDA's patient package insert regulations in Part 203 and can be relied upon by any person to meet those requirements. A person may choose to use alternative labeling statements that are not provided for in the guideline. Under § 203.30(c) (21 CFR 203.30(c)), the guideline labeling may be used before approval of a supplement to a new drug application or an amendment to an antibiotic Form 5 or Form 6.

These guidelines are effective July 1, 1980. Section 10.90(b)(7) (21 CFR 10.90(b)(7)) provides that a notice of guideline shall state that interested persons may submit written comments on the guideline. Although the present guidelines have been subject to full notice and comment proceedings before issuance, interested persons may, consistent with the regulations and past agency practice, submit written comments on the guidelines to the Dockets Management Branch (HFA-305), Food and Drug Administration, Rm. 4-62, 5600 Fishers Lane, Rockville, MD 20857. As in the case of any final guideline, FDA does not view itself obligated to respond formally to these comments; they will be considered, however, in determining whether further amendments to or revisions of the guideline are desirable or warranted. Comments should be in four copies except that individuals may submit single copies, identified with the docket number found in the brackets in the heading of this document. The guideline and received comments may be seen in the Dockets Management Branch between 9 a.m. and 4 p.m., Monday through Friday.

The guideline patient package inserts for ampicillin and phenytoin follow:

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Ampicillin

(pronounced: am-pi-SILL-in)

Summary

Ampicillin is an antibiotic drug used to treat infections caused by certain bacteria. Amoxicillin and hetacillin are closely related antibiotics. This leaflet applies to these drugs as well. When you take ampicillin, it is important to finish all the prescribed medicine even if you begin to feel better. If you do not take all of the medicine the infection could return.

IF YOU HAVE EVER HAD AN ALLERGIC REACTION TO ANY FORM OF PENICILLIN OR TO AMPICILLIN, TELL YOUR DOCTOR SO THAT A DIFFERENT ANTIBIOTIC MAY BE PRESCRIBED FOR YOU. Ampicillin has produced serious allergic reactions. If you have a rash, hives, itching or difficult breathing after taking ampicillin, call your doctor or hospital immediately. You may need emergency medical treatment.

The rest of this leaflet gives you more information about ampicillin. Please read it and keep it for future use.

Uses of Ampicillin

Ampicillin is an antibiotic that is related to penicillin. It is used to treat various types of bacterial infections, for example, infections in the throat, ears, urinary tract, and lungs (bronchitis and pneumonia). Ampicillin and related antibiotics have no effect on infections caused by viruses, such as the common cold.

Before Taking Ampicillin

If you have ever had an *allergic reaction* to any form of penicillin or to ampicillin, tell your doctor so that a different antibiotic may be prescribed for you. Serious allergic reactions have occurred. In rare cases, people have died due to complications of the allergic reaction. This has happened more from injections than from medicines taken by mouth.

If you get hives or itching, or if you start wheezing or have difficulty breathing after taking ampicillin, call your doctor or a hospital immediately. You may need emergency treatment. These are signs of an allergic reaction. If you have ever had an allergic reaction to penicillin or ampicillin or if you have any kind of allergy, including asthma and hay fever, be sure to tell your doctor and pharmacist. If you are not sure if a previous reaction was an allergic reaction, ask your doctor.

How To Take Ampicillin

Most infections take several days or weeks to cure. When you start taking ampicillin, it will kill most of the

bacteria causing the infection. You may start to feel better within a few days. However, if you do not continue to take the medicine, some of the bacteria may remain alive and multiply. This can cause a return of the symptoms or disease. Therefore, you should finish the medicine prescribed for you. If you have taken all the medicine and still do not feel better, call your doctor.

It is best to take ampicillin on an empty stomach; one hour before or two hours after meals.

If you miss a dose, take it as soon as you remember. Take the day's remaining doses at the scheduled time. Do not take two doses at the same time.

Pregnancy and Breast Feeding

You should not take ampicillin during pregnancy unless your doctor knows you are pregnant and nevertheless advises you that ampicillin is necessary. Immediate or delayed harmful effects, if any, on the unborn child have not been shown. As a general principle, however, no drug should be taken during pregnancy unless it is clearly necessary. Pregnant women with infections are given ampicillin not only to cure the infection, but also so that the infection will not harm the child.

If ampicillin is taken by a nursing mother, it may pass to the child in breast milk. It is unknown whether the child will have any side effects due to the ampicillin.

Side Effects

Ampicillin may cause diarrhea, especially in children. Diarrhea in very young children can be serious. Call your doctor if diarrhea is continuous. It may also cause irritation of the mouth and tongue, nausea, or vomiting. Some of these effects may go away after several days as the body gets used to the medicine. If any of these or other side effects bother you, call your doctor.

Other reactions may take longer to develop. A rash with itching over the entire body, including the feet, hands, and mouth, may occur. This reaction happens more often to people who have had allergic reactions to penicillin or a history of allergy, asthma, or hay fever.

Other Information

Ampicillin liquid should be kept in the refrigerator. Be sure to shake the bottle before using. Do not use ampicillin liquid after the expiration date that appears on the label because it is not effective after this date. Do not save ampicillin liquid or capsules to use for a later infection.

For ampicillin to help you, take it as directed on the label. This drug has been prescribed specifically for you and your present infection. Do not give it to others even

if they have similar symptoms. Also, do not use it yourself for any condition other than the one for which it was prescribed.

If you think you have taken an overdose, or if you think someone else has taken an overdose, contact your poison control center, doctor, pharmacist, or nearest hospital emergency room immediately. **KEEP THIS DRUG AND ALL DRUGS OUT OF THE REACH OF CHILDREN.**

If you want more information about ampicillin, ask your doctor or pharmacist. They have a more technical leaflet (called the professional labeling) you may read.

Phenytoin

(pronounced: FEN-i-toyn)

Summary

Phenytoin is commonly used to help control certain types of epilepsy (seizures or convulsions). Taking the prescribed dose of phenytoin is very important. If you take too little phenytoin, your seizures may not be controlled. If you take too much phenytoin, it may cause harmful side effects (toxicity). If you notice any of the following effects, call your doctor immediately: eye problems (blurred or double vision), trouble with balance, or difficulty in walking, slurred speech, sleepiness, dizziness, or hallucinations. Do not stop taking phenytoin or change brands unless your doctor tells you. Suddenly stopping the drug, may cause an increase in seizures.

The rest of this leaflet gives you more information about phenytoin. Please read it and keep it for future use.

Why Take Phenytoin?

Phenytoin does not cure epilepsy. It prevents or reduces the number of seizures. Sometimes other drugs are also needed to control the seizures. Even if you feel fine, continue to take phenytoin to prevent the symptoms from returning. Phenytoin may also be used for other conditions as determined by your doctor.

Before Taking Phenytoin

Tell your doctor if you have ever had *liver problems*. If your liver is not working properly, the drug can build up in the body and may cause toxicity or harmful effects. (See "Warning Signals" below).

Diabetics should know that phenytoin may increase blood sugar levels.

If you have ever had an allergic reaction to phenytoin, be sure to tell your doctor.

Pregnancy and Breast Feeding

The effect of phenytoin on the baby during pregnancy is not clearly known. Reports show that women taking drugs for epilepsy more often give birth to children with birth defects than women not taking these drugs. It is not known whether the disease or the drug causes the birth defects. The great majority of women who take drugs to control epilepsy, however, deliver normal babies.

When considering whether or not to take phenytoin if you are pregnant, you must consider the possible harm to the unborn child, as well as to you, if your seizures are not controlled. It is not known whether the risk to the unborn child of uncontrolled seizures is greater than or less than the risk of taking phenytoin. You should discuss this issue carefully with your doctor.

If phenytoin is taken by a nursing mother, it is not known if it passes to the child in breast milk. Because many drugs are passed to the child in human milk, you should talk to your doctor about breast feeding while taking this drug.

How To Take Phenytoin

Your doctor may change the dose of phenytoin during the first few weeks or months to find the right amount for you. Once you start taking phenytoin on a regular schedule, take it at the same time every day. This will help you remember to take each dose. For good control of your seizures, you must take phenytoin and all other anticonvulsant drugs everyday, exactly as prescribed.

If you are taking phenytoin liquid, shake the bottle well before measuring the dose; the medicine settles to the bottom. If you are taking the chewable tablets, chew them up completely before swallowing.

If you miss a dose, take it as soon as you remember. Take the day's remaining doses, if any, at the scheduled time. Do not take two doses at the same time. Take only the amount scheduled for that day. If you miss two or more consecutive days doses, call your doctor.

General Cautions

The amount of the drug that your body absorbs can change if you switch to a different manufacturer's brand of phenytoin. Do not change brands of phenytoin without telling your doctor. Some phenytoin brands must be taken several times a day; others may be taken just once a day. If the drug from this prescription looks different from your previous drug, it is likely to be a different brand. You should check with your pharmacist or doctor before taking it.

Some drugs can interact dangerously with phenytoin. When certain other drugs are taken at the same time as phenytoin, the effects of either drug may be changed. These include barbiturates, disulfiram, anticoagulants ("blood thinners"), isoniazid, and certain antidepressants. Your doctor may have to adjust your dosage of phenytoin when you are taking these drugs. While on phenytoin **do not start or stop taking any other drugs without your doctor's knowledge.**

Drinking *alcohol* while you are taking phenytoin may cause extreme sleepiness and reduce the effectiveness of phenytoin. Limit your intake of alcohol while taking phenytoin.

Phenytoin often causes red, swollen gums ("gum hyperplasia"), especially in children. Check with your dentist if you notice these effects. Massaging your gums, using dental floss and brushing regularly may help.

You may need to have blood tests to check if the drug is working properly or causing problems. Phenytoin may affect thyroid tests and other tests.

Warning Signals

It is important to watch for signs of phenytoin toxicity and report them to your doctor immediately. Elderly patients and people with liver problems may show these signs even if they take the proper dose. Signs of toxicity include the following:

- blurred vision, double vision;
- staggering, difficulty in walking, poor muscle coordination;
- slurred speech; or
- sleepiness, dizziness, hallucinations.

Dated: December 22, 1980.

Mark Novitch,

Acting Commissioner of Food and Drugs.

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Side Effects

Phenytoin may cause nausea and vomiting in a few people. If this occurs, take the medicine with meals. Phenytoin may cause increased hair growth, especially in young children. If any of these or other side effects bother you, call your doctor. Do not stop taking the drug.

More serious side effects can occur with phenytoin. These effects are not frequent but they can be very serious. If any of these occur, **CALL YOUR DOCTOR IMMEDIATELY:**

- rash, especially with blistering, peeling, or bruising;
- yellowing of the skin or eyeballs; fever, fatigue, loss of appetite, and abdominal pain; dark colored urine or light colored bowel movements (these signs may indicate a liver problem);
- weakness, fever, sore throat, abnormal bleeding or bruising (these signs may indicate a blood problem).

Other Information

For phenytoin to help you, take it as directed on the label. This drug has been prescribed specifically for you and your present condition. Do not give it to others even if they have similar symptoms. Also, do not use it yourself for any condition other than the one for which it was prescribed.

If you think you have taken an overdose, or if you think someone else has taken an overdose, contact your poison control center, doctor, pharmacist or nearest hospital emergency room immediately. **KEEP THIS DRUG AND ALL DRUGS OUT OF THE REACH OF CHILDREN.**

If you want more information about phenytoin, ask your doctor or pharmacist. They have a more technical leaflet (called the professional labeling) you may read.

Office of Human Development Services

(Program Announcement No. 13648-812)

Administration for Children, Youth and Families; Child Welfare Services Training Grants Program

AGENCY: Administration for Children, Youth and Families, Office of Human Development Services, DHHS.

SUBJECT: Announcement of Availability of Grant Funds for the Child Welfare Services Training Grants Program.

SUMMARY: The Administration for Children, Youth and Families (ACYF) announces that applications are being accepted for *Traineeship Grants* authorized under Section 426 of the Social Security Act (part B of title IV, 42 U.S.C. 626).

DATES: Closing date for receipt of applications is March 6, 1981.

Scope of this Announcement

This Program Announcement is one of two for the Child Welfare Services Training Grants program and covers Traineeship Grants to be awarded for Fiscal Year 1981. All Traineeship Grants are awarded and administered by the regional Administration for Children, Youth and Families Program Offices.

Program Purpose

The purpose of this program is to develop the skills and qualifications of full-time students who have as their career objectives the provision of services to children and their families by providing financial support through accredited schools of social work.

Financial support is provided to Baccalaureate degree students in their senior year only, for the first or second year at the Master's of Social Work Level, and for Doctoral candidates.

Program Goals and Objectives

The goal of this program is to provide education and training opportunities for persons who are committed to entering the field of child welfare services or who are already working in the field of child welfare services, to enable them to more effectively achieve the following outcomes for children and families:

- To provide support to families in their own homes in order to prevent separation of children from their families.
- Where separation is necessary, to develop permanent plans and provide support services to enable children to be returned to their families.
- Where these options are inappropriate,

to provide quality services which enable the children to become adopted or where it is the plan of choice, in exceptional circumstances, to be placed in a permanent foster home.

Applications should specify that the proposed project will achieve or is capable of achieving the following program objective:

- To enable students who have child welfare as a career objective to gain special knowledge and experience in providing services to children and their families.

Eligible Applicants

Traineeship Grants are awarded to public or nonprofit private colleges and universities offering baccalaureate or graduate degree programs in social work which are accredited by the Council on Social Work Education or have been granted candidacy status. Applications submitted by applicants not accredited or not granted candidacy status by the Council on Social Work Education will not be accepted for review.

Condition for Award

The Regional Child Welfare Training Centers are collecting data from schools of social work who have received Traineeship grants, on the employment of the recipients of Traineeships. In order to be considered for a grant award, each applicant must provide a statement that it will keep a record of the mailing addresses for a period of five years for each student who received a traineeship award. This information is to be provided annually to the Regional Training Center. For further information about this Student Tracking System the applicant should contact its Regional Child Welfare Training Center.

Available Funds

From the total appropriation of \$5,600,000 available in Fiscal Year 1981, the Administration for Children, Youth and Families expects to award approximately \$1,848,094 for new traineeship grants. A new grant is the initial award made in support of a project. The project period is of one year duration. Awards are made for student costs only. In Fiscal year 1980, 135 traineeship grant applications were received for competitive review and 117 awards were made, averaging approximately \$27,854 each.

Additional Requirements

Traineeship grants may be awarded by institutions to students with career goals in child welfare who are enrolled in appropriate educational programs. They are available to students in their senior year at the undergraduate level,

in Master's degree programs and in Doctoral degree programs. Traineeships, including stipends, tuition and educational fees, travel and dependency allowances, are available only to students enrolled full-time in degree-oriented educational programs. They may not be awarded in academic programs for less than one full academic unit of training, i.e., for a quarter, trimester, semester, or an academic year. *Traineeship appointments may not exceed 12 months without prior approval by the Administration for Children, Youth and Families.*

At the undergraduate level, the per student cost shall not exceed \$1,000 for a full academic year which may be used for tuition, fees, stipend and travel expenses. At the graduate level, costs which may be covered include tuition, fees, stipend, dependency allowances and travel expenses. A table for calculating stipends and dependency allowances at the graduate level is included in the Program Guidance in the Application Kit. No other direct or indirect costs are allowable except for the following:

If a separate field placement unit is established in a state or local public welfare agency, which has an identifiable child welfare service unit, for the sole purpose of supervising trainee field placement, those costs directly attributable to the field supervision of the students will be allowable as a direct cost to the institution. An indirect cost rate not to exceed 8% of the direct costs (excluding traineeship costs) may be charged to the program (or the institution's actual indirect cost if less than 8%). The unit must consist of at least five students but not more than eight, to qualify for payment of costs for one full-time supervisor. A maximum of 7% of the total Regional Traineeship allocation may be used for field supervisory costs. Funding for this cost, however, is at the option of the Regional Office.

1. Requirements Which Candidates Must Meet. A candidate for a child and family service traineeship must meet the following requirements:

- (a) be a citizen of the United States or a foreign national lawfully admitted to the United States for permanent residence;
- (b) take the training at the educational institution designated in the traineeship award;
- (c) not be an employee of the Federal Government;
- (d) not currently receiving educational allowances from any other federal,

state, or local public or voluntary agency when that allowance is conditional on a conflicting employment obligation incurred by the trainee, except for federally assisted student loans, or educational allowances of benefits payable under the Veterans Education and Training Amendment Act of 1977: as limited by Section 213 of said Act;

(e) be enrolled for full-time study in the grantee institution;

(f) be in the senior year if enrolled in a program leading to a baccalaureate degree;

(g) express interest in a career in the field of child and family services;

(h) indicate an expectation to return to or to seek employment in a state or local public social service agency or in another child and family service agency or facility from which the state or local agency secures services. There should be reasonable assurance of his employment in a child and family service program, public or private, upon completion of training;

(i) cooperate with the Student Tracking System on the employment of the recipients of Traineeships;

(j) meet requirements established by the grantee institution which do not negate federal requirements; and

(k) for Doctoral students, provide evidence that they have selected or will select dissertation subjects clearly related to the field of child welfare.

Grantee institutions will select the candidates to whom traineeships will be awarded on the basis of their qualifications and will document the files to reflect the eligibility of candidates. To the extent possible, the awarding of traineeships should give special attention to recruiting and selecting eligible, qualified minority candidates, and should give preference to students with limited financial resources.

2. Stipends and Allowances. At the undergraduate level, the total per student cost shall not exceed \$1,000 for an academic year which may include stipends, tuition, fees or other costs. At the graduate level, costs which may be covered include tuition, fees, stipend, dependency allowances and travel expenses. Traineeship grants may be awarded for partial support of students at the discretion of the institution.

Dependency allowances for the dependents of graduate level students will be \$600 per support year for each eligible dependent. Dependents are as defined in the Internal Revenue Code. Dependency allowances are not

available to baccalaureate level trainees.

Domestic travel allowances for students from their residence to the training institution will not be provided except, in those cases of extreme need or hardship for individual students where a one-way travel allowance may be granted at the rate of up to 22.5 cents per mile. A travel allowance for reimbursement for travel to field instruction may be paid when it is the policy of the institution to pay such costs.

Grantee Share of the Project

There is no cost sharing or matching requirement for grants under this program.

The Application Process

Availability of Forms

Application for a grant under the Child Welfare Services Training Grants Program must be submitted on standard forms provided for this purpose. Application kits which include the forms, instructions and program information, including the complete Program Guidance for Fiscal Year 1981 may be obtained by writing to the "Project Officer, Child Welfare Services Training Grants" in the appropriate Regional Office listed in Appendix I.

Application Submission

One signed original and two copies of the grant application, including all attachments, must be submitted to the Regional Office address indicated in the application instructions. In order to facilitate processing of a grant application, please submit one signed original and six copies. Applications must be submitted to the appropriate Regional Office in the region in which the applicant institution is located.

The applicant must clearly identify the program announcement number for which the application is to compete. The application must be signed by an individual authorized to act for the applicant institution and to assume for the institution the obligations imposed by the terms and conditions of the grant award.

A-95 Notification Process

This program does not require the A-95 notification and review process.

Application Consideration

The Regional Program Director, Administration for Children, Youth and Families, determines the final action to be taken with respect to each grant application for this program.

Applications which are complete and conform to the requirements of this program announcement are subjected to a competitive review and evaluation by qualified persons independent of the Administration for Children, Youth and Families. The results of the review assist the Regional Program Director for Children, Youth and Families in considering competing applications. If the Regional Program Director has reached a decision to disapprove a competing grant application, the unsuccessful applicant is notified in writing. Successful applicants are notified through the issuance of a Notice of Financial Assistance Awarded which sets forth the amount of funds granted, the terms and conditions of the grant, the budget period for which support is given, and the total period for which project support is contemplated. Special consideration will be given to those applicants who have identified and selected minority students who will be awarded traineeships. In making decisions about grant awards, the Regional Program Director will take into consideration the applicant's plan to recruit minority students.

Criteria for Review and Evaluation of Traineeship Grant Applications

Completed grant applications will be reviewed and evaluated against the following criteria:

- That the project objectives are identical with or are capable of achieving the specific program objective listed in this announcement under "Program Goals and Objective".

- That proposed procedures of the work program, if well executed, will be capable of achieving the results required by the program and further defined and elaborated by the applicant, including at least the following sub-criteria:

(a) That the applicant provides assurance that it will keep a record of mailing addresses for all students who receive traineeship awards for a period of five years and that it will provide this information to the Regional Training Center annually. [This information will determine to what extent graduates enter and remain in the field of child welfare services]; and

(b) That the applicant provides assurance that all student eligibility requirements specified in the Program Announcement are met.

- That the applicant describes what the institution is doing to reinforce and support the students' commitment to child welfare services, including a description of courses which students will be required to take or select from

which place special emphasis on child welfare services.

- That the application includes a viable plan designed to recruit program eligible minority candidates into the traineeship program, especially those who have limited financial resources. This plan must specify activities and timetables by which the school will seek out, identify, and, when implemented, focus traineeship selection on minority candidates.

- That the applicant documents that it will provide a field placement program (except for Doctoral candidates) for students in which they will have an opportunity to integrate academic and field placement experiences into a more comprehensive understanding of the field of child welfare, including the following:

(a) The type of schedule the field placement follows and the number of hours a week, month, semester, etc., it entails;

(b) For each traineeship requested, specific description of and commitment in writing from an agency for a full academic year of field placement as defined by the institution, in a child welfare setting which will enable the undergraduate or Master level trainee to, (1) carry a caseload or participate in the management of a caseload primarily involving child welfare services, and, (2) work under the direction of a trained social work supervisor;

(c) A description of the policies and procedures the applicant will follow in the supervision of the students' field placement including, (1) whether there is a supervisor or director of field placement and that person's role and responsibility; (2) who provides direct supervision (the school or the field placement agency); (3) the criteria for the selection of field placements in child welfare; (4) the nature and quality of the supervisory contact required; and, (5) the relationship between the field placement and the classroom instruction.

- That the application include one of the following two types of specific documentation that the recipients of traineeships will work in a child welfare setting upon completion of their Baccalaureate, Masters degree or Doctoral programs:

1. A letter of intent or commitment either from an institution or a public or voluntary social services agency to release employees for the pursuit of a graduate or undergraduate degree in social work. The letter of intent or commitment must specify the number of employees to be released and enrolled, described efforts made by the agencies

to select minorities and employees with limited financial resources, and indicate that the person(s) released will be providing services, teaching, conducting research or administering programs in child welfare when they return to work.

2. A letter of intent or commitment from an institution or public or voluntary agency that upon completion of a degree program it will hire a trainee to provide services, to teach, conduct research, administer, or carry out programs in child welfare.

- That the applicant provides a specific list of criteria for selection of Doctoral students (if applicable) which assures that (a) they have well established interest and experience in child welfare and will work in a child welfare setting upon completion of the degree program; and, (b) they have selected or will select dissertation subjects clearly related to the field of child welfare.

- That project personnel are or will be well-qualified to provide direction and supervision to students specializing in child welfare, and the applicant organization has or will have adequate facilities and resources to conduct the project.

- That the estimated cost of the government of the project is reasonable considering the anticipated results.

Closing Date for Receipt of Applications

The closing date for receipt of applications under this Program Announcement is March 6, 1981. An application will be considered received on time if:

- The application was sent by registered or certified mail no later than March 6, 1981 as evidenced by the U.S. Postal Service postmark, or the original receipt from the U.S. Postal Service; or

- The application is received on or before close of business (COB) March 6, 1981 in the Department of Health and Human Services Regional Office mailroom. In establishing the date of receipt, consideration will be given to the time date stamps of such mailrooms or other documentary evidence of receipt maintained by the Department of Health and Human Services.

Applications received after the deadline or sent to any address other than the regional office in the region in which the applicant institution is located will not be accepted and will be returned to the applicant.

(Catalog of Federal Domestic Assistance Program Number 13.648, Training Grants in the Field of Child Welfare)

Dated: December 9, 1980.

John A. Calhoun,
Commissioner for Children, Youth and Families.

Approved: December 24, 1980.

Cesar A. Perales,
Assistant Secretary for Human Development Services.

[FR Doc. 80-40629 Filed 12-31-80; 8:45 am]

BILLING CODE 4110-92-M

Administration for Children, Youth and Families; Child Welfare Services Training Grants Program

[Program Announcement No. 13648-811]

AGENCY: Administration for Children, Youth and Families Office of Human Development Services, DHHS.

SUBJECT: Announcement of availability of grant funds for the child welfare services training grants program.

SUMMARY: The Administration for Children, Youth and Families (ACYF) announces that applications are being accepted for *Teaching Grants* authorized under Section 426 of the Social Security Act (part B of title IV, 42 U.S.C. 626).

DATES: Closing date for receipt of applications is March 6, 1981.

Scope of this Announcement

This program Announcement is one of two for the Child Welfare Services Training grants program and covers Teaching Grants to be awarded for Fiscal Year 1981. All Teaching Grants are awarded and administered by the regional Administration for Children, Youth and Families Program Offices.

Program Purpose

The purpose of this program is to develop, expand, and improve educational programs and resources for preparing students for work in the field of child welfare.

Program Goals and Objectives

The goal of this program is to provide education and training opportunities for persons who are committed to entering the field of child welfare services, or who are already working in the field of child welfare services, to enable them to more effectively achieve the following outcomes for children and families:

- To provide support to families in their own homes in order to prevent separation of children from their families.

- Where separation is necessary, to develop permanent plans and provide support services to enable children to be returned to their families.

• Where these options are inappropriate, to provide quality services which enable the children to become adopted or where it is the plan of choice in exceptional circumstances to be placed in a permanent foster home.

Applications for projects should specify that the proposed project will achieve or is capable of achieving one of the following specific program objectives:

• To develop degree oriented curricula organized into specific course sequences for use by the applicant school of social work, which (1) address issues and problems in the practice of child welfare in an organized and comprehensive manner and (2) integrate a child welfare field placement program which supports a comprehensive learning experience for students entering a child welfare specialization; or

• To develop curricula which address child welfare issues in an organized, comprehensive and practice relevant manner for a school of continuing education which is part of or affiliated with the applicant school of social work.

Eligible Applicants

Teaching grants are awarded to public or nonprofit private colleges and universities offering baccalaureate or graduate degree programs in social work which are accredited or granted candidacy status by the Council on Social Work Education. Applications submitted by applicants not accredited or not granted candidacy status by the Council on Social Work Education, will not be accepted for review.

Available Funds

Of the total appropriation of \$5,600,000 available in Fiscal Year 1981, the Administration for Children, Youth and Families expects to award approximately \$1,848,094 for new teaching grants. A new grant is the initial award made in support of a project. The project period is of one year duration. An indirect cost of 8% of the direct costs (or the institution's actual indirect cost if less than 8%) is allowable for this grant program. In Fiscal Year 1980, 138 teaching grant applications were received for competitive review and 81 awards were made, averaging approximately \$28,187 each.

Grantee Share of the Project

There is no cost sharing or matching requirement for grants under this program.

The Application Process

Availability of Forms

Application for a grant under the Child Welfare Training Grants Program must be submitted on standard forms provided for this purpose. Application kits which include the forms, instructions and program information, including the complete Program Guidance for Fiscal Year 1981 may be obtained by writing to the "Project Officer, Child Welfare Services Training Grants" in the appropriate regional office listed in Appendix I.

Application Submission

One signed original and two copies of the grant application, including all attachments, must be submitted to the Regional Office address indicated in the application instructions. In order to facilitate processing of a grant application, please submit one signed original and six copies. Applications must be submitted to the Regional Office in the region in which the applicant institution is located. *The applicant must clearly identify the program announcement for which the application is to compete.* The application must be signed by an individual authorized to act for the applicant institution and to assume for the institution the obligations imposed by the terms and conditions of the grant award.

A-95 Notification Process

This program does not require the A-95 notification process.

Application Consideration

* The Regional Program Director, Administration for Children, Youth and Families, determines the final action to be taken with respect to each grant application for this program. Applications which are complete and conform to the requirements of this program announcement are subjected to a competitive review and evaluation by qualified persons independent of the Administration for Children, Youth and Families. The results of the review assist the Regional Program Director, Administration for Children, Youth and Families, in considering competing applications. If the Regional Program Director has reached a decision to disapprove a competing grant application, the unsuccessful applicant is notified in writing. Successful applicants are notified through the issuance of a Notice of Financial Assistance Awarded which sets forth the amount of funds granted, the terms and conditions of the grant, the budget period for which support is given, and

the total period for which project support is contemplated.

Criteria for Review and Evaluation of Teaching Grant Applications

Completed grant applications will be reviewed and evaluated against the following criteria:

• That the project objectives are identical with or are capable of achieving one of the specific program objectives listed in this announcement under "Program Goals and Objectives".

• That proposed procedures of the work program, if well executed, will be capable of achieving the desired results, including (1) the plan for accomplishing the purpose(s) and objectives, (2) timetables for their accomplishment, and (3) information about the number and type of students to be directly affected by the teaching grant.

• That the project personnel are or will be qualified to develop child welfare curricula and the applicant organization has or will have adequate facilities and resources to conduct the project.

• That the applicant describe consultations held in planning the project with state and/or local public social service agencies and other interested agencies and groups.

• That the applicant (1) describes what child welfare issues will be covered in an organized and comprehensive manner; and (2) where applicable, describes how its child welfare field placement program will support a total comprehensive learning experience for students entering a child welfare specialization.

• That the applicant has a clear plan for establishing an advisory group made up of persons providing child welfare services, including both the public and voluntary sector, and that this advisory group will meet regularly to provide practice relevant technical assistance in the course design and will review various draft materials, including the final product.

• That the applicant describes specific plans to implement the curricula into the ongoing program of the school of social work or school of continuing education, including projected information about the qualifications of the person(s) who will teach the course(s), how often they will be offered, and what students will be eligible to take the course(s).

• That the applicant describe what resulted from past Teaching Grants (if applicable);

• That the applicant describe how this effort is new or an expansion or improvement of past Teaching Grants (if applicable);

• That the applicant describe what new, expanded or improved resources or products will be developed as a result of this grant which can be replicated for use by other schools. (The grantee must ensure that the work of this grant is not a duplication or repetition of past grants.)

• That the estimated cost to the government and the project is reasonable considering the anticipated result, and that the applicant has included funds to send at least one key person to a statewide or regional meeting on child welfare curriculum issues.

Closing Date for Receipt of Applications

The closing date for receipt of applications under this Program Announcement is March 6, 1981. An application will be considered received on time if:

• The application was sent by registered or certified mail not later than March 6, 1981 as evidenced by the U.S. Postal Service postmark, or the original receipt from the U.S. Postal Service; or

• The application is received on or before close of business (COB) March 6, 1981 in the Department of Health and Human Services Regional Office mailroom. In establishing the date of receipt, consideration will be given to the time date stamp of such mailrooms or the documentary evidence of receipt maintained by the Department of Health and Human Services.

Applications received after the deadline or sent to any address other than the regional office in the region in which the applicant institution is located will not be accepted and will be returned to the applicant.

(Catalog of Federal Domestic Assistance Program Number 13.648, Training Grants in the Field of Child Welfare)

Dated: December 9, 1980.

John A. Calhoun,

Commissioner for Children, Youth and Families.

Approved: December 24, 1980.

Cesar A. Perales,

Assistant Secretary for Human Development Services.

[FR Doc. 80-40830 Filed 12-31-80; 8:45 am]

BILLING CODE 4110-92-M

Register on December 12, 1980 from January 2, 1981 to January 21, 1981.

Gordon R. Staker,

District Manager.

December 22, 1980.

[FR Doc. 80-40804 Filed 12-31-80; 8:45 am]

BILLING CODE 4310-84-M

New Mexico; Albuquerque District, New Mexico; District Advisory Council Meeting

The Albuquerque District Advisory Council will meet January 21, 1981, at the Albuquerque Convention Center, San Juan Room, starting at 10 a.m.

This council is managed in accordance with the Federal Advisory Committee Act of 1972, the Federal Land Policy and Management Act of 1976 and the Public Rangelands Improvement Act of 1976.

The public is welcome to attend all portions of this meeting. Statements by the public may be made to the Council at 3 p.m. A time limit may be imposed for each statement depending on the number of people wishing to speak to the Council.

This is the third meeting of of the Albuquerque District Advisory Council and is being held one day prior to the San Juan River Regional Coal Team meeting, January 22, at the Sheraton Old Town Inn, Albuquerque, to facilitate comment by the Council to the Regional Coal Team.

The agenda will include: procedural questions as to the functioning of the Council; a presentation by BLM on District rangeland improvement programs; discussion of the Chaco/San Juan Unit Resource Analysis for the planning update for coal; and possible preparation of statements of interest in, or concern about, federal coal development to be addressed to the Regional Coal Team the following day.

Minutes of the meeting will be prepared and made available for review within 30 days following the meeting (February 20, 1981).

Mathew Millenbach,

Acting District Manager.

December 17, 1980.

[FR Doc. 80-40736 Filed 12-31-80; 8:45 am]

BILLING CODE 4310-84-M

[W-73370]

Wyoming; Proposed Withdrawal and Reservation of Lands

December 19, 1980.

By virtue of the authority contained in Section 204 of the Act of October 21, 1976 (43 U.S.C. 1714), the Bureau of Land Management proposes to withdraw the

following described lands from location and entry under the general mining laws (30 U.S.C. Ch. 2), subject to valid existing rights:

Sixth Principal Meridian, Wyoming

T. 15 N., R. 82 W.,

Sec. 14, NE $\frac{1}{4}$, N $\frac{1}{2}$ NW $\frac{1}{4}$, N $\frac{1}{2}$ SE $\frac{1}{4}$ NW $\frac{1}{4}$, N $\frac{1}{2}$ NW $\frac{1}{4}$ SE $\frac{1}{4}$, SE $\frac{1}{4}$ NW $\frac{1}{4}$ SE $\frac{1}{4}$, and NE $\frac{1}{4}$ SE $\frac{1}{4}$;

Sec. 15, NW $\frac{1}{4}$ SW $\frac{1}{4}$ NE $\frac{1}{4}$, S $\frac{1}{2}$ SW $\frac{1}{4}$ NE $\frac{1}{4}$, SE $\frac{1}{4}$ NW $\frac{1}{4}$, SE $\frac{1}{4}$ SW $\frac{1}{4}$ NW $\frac{1}{4}$, SW $\frac{1}{4}$, W $\frac{1}{2}$ SE $\frac{1}{4}$, and W $\frac{1}{2}$ E $\frac{1}{4}$ SE $\frac{1}{4}$;

Sec. 23, S $\frac{1}{2}$ S $\frac{1}{2}$ NE $\frac{1}{4}$, S $\frac{1}{2}$ SE $\frac{1}{4}$ NW $\frac{1}{4}$, NE $\frac{1}{4}$ SW $\frac{1}{4}$, S $\frac{1}{2}$ SW $\frac{1}{4}$, and N $\frac{1}{2}$ SE $\frac{1}{4}$;

Sec. 28, N $\frac{1}{2}$, N $\frac{1}{2}$ S $\frac{1}{2}$, S $\frac{1}{2}$ SW $\frac{1}{4}$, and SW $\frac{1}{4}$ SE $\frac{1}{4}$.

The area described contains 1,550.00 acres of public lands located within the Bureau of Land Management's Bennett Peak Recreation Area in Carbon County, Wyoming.

The purpose of this withdrawal is to afford the above-described lands the same protection presently assigned to the other public lands within the Bennett Peak Recreation Area to insure protection of wildlife habitat and outdoor recreation values.

On or before February 2, 1981, all persons who wish to submit comments, suggestions, or objections in connection with the proposed withdrawal may present their views in writing to the undersigned officer of the Bureau of Land Management.

Pursuant to Section 204(h) of the Federal Land Policy and Management Act of 1976, notice is hereby given that an opportunity for a public hearing in connection with the withdrawal is afforded. All interested persons who desire to be heard on the proposed withdrawal must submit a written request for a hearing to the State Director, Bureau of Land Management, at the address shown below by February 2, 1981. Upon determination by the State Director that a public hearing will be held, the time and place will be announced.

The Department of the Interior's regulations provide that the authorized officer of the Bureau of Land Management will undertake such investigations as are necessary to: (1) determine the existing and potential demands for the lands and their resources; and (2) to provide for the maximum utilization of the lands.

The authorized officer will also prepare a report for consideration by the Secretary of the Interior who will determine whether or not the lands will be withdrawn as requested. The determination of the Secretary on the application will be published in the *Federal Register*. A separate notice will be sent to each interested party of record.

DEPARTMENT OF THE INTERIOR

Bureau of Land Management

Baker District Advisory Council; Meeting Correction

This correction is made to change the Meeting Notice published in Federal

For a period of two (2) years from the date of publication of this notice in the **Federal Register**, the lands will be segregated from entry as specified—above, unless the application is rejected or the withdrawal is approved prior to that date.

All communications in connection with this withdrawal should be addressed to the Bureau of Land Management, Department of the Interior, Wyoming State Office, P.O. Box 1828, Cheyenne, Wyoming 82001.

Harold G. Stinchcomb,
Chief, Branch of Lands and Minerals
Operations.

[FR Doc. 80-40329 Filed 12-31-80; 8:45 am]

BILLING CODE 4310-84-M

INTERSTATE COMMERCE COMMISSION

Fred Meyer, Inc. et al.; Notice of Intent To Engage in Compensated Intercorporate Hauling Operations

This is to provide notice as required by 49 U.S.C. 10524(b)(1) that the named corporations intend to provide or to use compensated intercorporate hauling operations as authorized in 49 U.S.C. 10524(b).

1. Parent corporation and address of principal office: Fred Meyer, Inc., 3800 SE. 22nd, P.O. Box 42121, Portland, Oregon 97242.

2. Wholly-owned subsidiaries which will participate in the operations, and address of their respective principal offices:

(a) Fred Meyer, Inc. of Alaska, 3800 S.E. 22nd, Portland, Oregon 97242.

(b) Sun Laboratories, Inc., 3800 S.E. 22nd, Portland, Oregon 97242.

(c) B & B Stores, Inc., 3800 S.E. 22nd, Portland, Oregon 97242.

(d) Roundup Co. dba Roundup Groceries Co., 3800 S.E. 22nd, Portland, Oregon 97242.

1. Parent corporation and address of principal office: ICC Industries Inc., 720 Fifth Avenue, New York, New York 10019.

2. Wholly-owned subsidiaries which will participate in the operations, and address of their respective offices:

(a) Primex Plastics Corp., One Raritan Road, Oakland, New Jersey 07436.

(b) Dover Chemical Corp., 15th and Davis Streets, P.O. Box 40, Dover, Ohio 44622.

1. Parent corporation and address of principal office: International Telephone and Telegraph Corporation, 320 Park Avenue, New York, New York 10022.

2. Wholly-owned subsidiaries which will participate in the operations, and address of their respective principal offices:

(a) Aimco Industries, Inc., 435 Creekside Drive, Tonawanda, New York 14150.

(b) Alfred Teves, Incorporated, 11 West Lovers Lane, Culpeper, Virginia 22701.

(c) Autowize Distributing, Inc., 51 Knightsbridge Road, Piscataway, New Jersey 08854.

(d) Bedcor, Inc., One Valley Square, Charleston, West Virginia 25301.

(e) The Bobbs-Merrill Company, Inc., 4300 West 62nd Street, Indianapolis, Indiana 46206.

(f) W. Atlee Burpee Company, 300 Park Avenue, Warminster, Pennsylvania 18974.

(g) Carbon Fuel Company, One Valley Square, Charleston, West Virginia 25301.

(h) Carbon Industries, Inc., One Valley Square, Charleston, West Virginia 25301.

(i) Eason Oil Company, 2601 Northwest Expressway, Oklahoma City, Oklahoma 73112.

(j) Elastodyne, Inc., 203 Cutler Street, Spring Lake, Michigan 49456.

(k) Federal Electric Corporation, 621 Industrial Avenue, Paramus, New Jersey 07652.

(l) Federal Supports Services, Inc., 621 Industrial Avenue, Paramus, New Jersey 07652.

(m) Fiber Sales & Development Corporation, Muzzy Road, Urbana, Ohio 43078.

(n) Floridin Company, Palm Coast, Florida 32051.

(o) Flygt Corporation, 129 Glover Avenue, Norwalk, Connecticut 06856.

(p) G. K. Hall & Co., 70 Lincoln Street, Boston Massachusetts 02111.

(q) G. K. Hall Corporation, 70 Lincoln Street, Boston Massachusetts 02111.

(r) Gauley Sales Company, One Valley Square, Charleston, West Virginia 25301.

(s) Howard W. Sams & Co., Inc., 4300 West 62nd Street, Indianapolis, Indiana 46268.

(t) Intertec Publishing Corporation, Overland Park, Kansas 66212.

(u) ITT Autowize, Inc., 51 Knightsbridge Road, Piscataway, New Jersey 08854.

(v) ITT Autowize Distribution Centers, Inc., 51 Knightsbridge Road, Piscataway, New Jersey 08854.

(w) ITT Community Development Corporation, Palm Coast, Florida 32051.

(x) ITT Continental Baking Company, Halstead Avenue, Rye, New York 10580.

(y) ITT Courier Terminal Systems, Inc., 1515 West 14th Street, Tempe, Arizona 85281.

(z) ITT Domestic Transmission Systems, Inc., 2 Broadway, New York, New York 10004.

(aa) ITT Grinnell Corporation, 260 West Exchange Street, Providence, R.I. 02901.

(bb) ITT Grinnell Industrial Piping, Inc., Old Highway 421, Kernersville, North Carolina 27284.

(cc) ITT Grinnell Valve Co., Inc., 260 West Exchange Street, Providence, R.I. 02901.

(dd) ITT Hancock Industries, Inc., 2300 East Ganson Street, Jackson, Michigan 49204.

(ee) ITT Higbie Manufacturing Co., Fourth & Water Streets, Rochester, Michigan 48063.

(ff) ITT Industries of Canada Ltd., Toronto-Dominion Centre, Toronto, Ontario M5K 1H1.

(gg) ITT International Sales Corporation, 75 Varick Street, New York, New York 10013.

(hh) ITT Rayonier Incorporated, 1177 Summer Street, Stamford, Connecticut 06904.

(ii) ITT Schadow, Inc., 8081 Wallace Road, Eden Prairie, Minnesota 55344.

(jj) ITT Telecommunications Corporation, 320 Park Avenue, New York, New York 10022.

(kk) ITT Thompson Industries, Inc., 21301 Civic Center Drive, Southfield, Michigan 48075.

(ll) ITT Terryphone Corporation, 300 East Park Drive, Harrisburg, Pennsylvania 17111.

(mm) ITT World Communications, Inc., 67 Broad Street, New York, New York 10004.

(nn) Koni America, Inc., 11 West Lovers Lane, Culpeper, Virginia 22701.

(oo) Lester Industries, Inc., 25661 Cannon Road, Cleveland, Ohio 44146.

(pp) Marquis-Who's Who, Inc., 200 East Ohio Street, Chicago, Illinois 60611.

(qq) Marsan Industries, Inc., 81 Elm Street, Biddeford, Maine 04005.

(rr) The Michie Company, 914-918 Emmet Street, Charlottesville, Va. 22908.

(ss) National Temperature Control Center, Inc., 1500 North Heidelberg Avenue, Evansville, Ind. 47711.

(tt) Newkirk Associates, Inc., 6213 La Pas Trail, Indianapolis, Indiana 46268.

(uu) Palm Coast Utility Corporation, Palm Coast, Florida 32051.

(vv) The Paniplus Company, 100 Paniplus Roadway, Olathe, Kansas 66061.

(ww) Paul N. Howard Company, 201 North Elm Street, Greensboro, N. Carolina 27401.

(xx) Peninsular Supply Company, 2001 South Andrews Avenue, Ft. Lauderdale, Fla. 33316.

(yy) Pennsylvania Glass Sand Corporation, Berkeley Springs, West Virginia 25411.

(zz) Qume Caribe, Inc., Humachao Road No. 3, KM 30.0, Puerto Rico.

(aaa) Qume Corporation, 2350 Qume Drive, San Jose, California 95150.

(bbb) Radio y Television, Inc., 9221 Quivira Road, Overland Park, Kansas 66212.

(ccc) The Research & Review Service of America, Inc., 6213 La Pas Trail, Indianapolis, Indiana 46268.

(ddd) The O. M. Scott & Sons Company, 333 North Maple Street, Marysville, Ohio 43040.

(eee) The Sheraton Corporation of America, 60 State Street, Boston, Massachusetts 02109.

(fff) Sheraton Supply Company, 60 State Street, Boston, Massachusetts 02109.

(ggg) Southern Wood Piedmont Company, New South Park, Spartanburg, South Carolina 29304.

(hhh) Sylvan Shipping Company, Inc., 1177 Summer Street, Stamford, Connecticut 06904.

(iii) Thor Mining Company, Berkeley Springs, West Virginia 25411.

(jjj) UAD, Inc., 81 Elm Street, Biddeford, Maine 04005.

(kkk) U.S. Telephone and Telegraph Corporation, 67 Broad Street, New York, New York 10004.

(lll) Vann Industries, Inc., One Valley Square, Charleston, West Virginia 25301.

(mmm) Western Automotive Warehouse Distributors, Inc., 3260 East 26th Street, Los Angeles, California 90023.

(nnn) Wil-jar Corporation, One Valley Square, Charleston, West Virginia 25301.

1. The parent corporation is Johns-Manville Corporation with its principal place of business at Ken-Caryl Ranch, Denver, Colorado 80217.

2. The wholly-owned subsidiaries which will participate in the operations are as follows:

(a) Johns-Manville Sales Corporation, Ken-Caryl Ranch, Denver, Colorado 80217; and

(b) Manville Forest Products Corporation, P.O. Box 488, West Monroe, Louisiana 71291.

1. Parent corporation and address of principal office: Warner-Lambert Company, 201 Tabor Road, Morris Plains, New Jersey 07950.

2. Subsidiaries, and addresses of their respective principal offices:

(a) All Orthopedic Appliances, Inc., 75 N.E. 74th Street, Miami, Florida 33138.

(b) American Optical Corporation, 14 Mechanic Street, Southbridge, Massachusetts 02150.

(c) Cool-Ray, Inc., 359 Beacham Street, Chelsea, Massachusetts 02150.

(d) The Deseret Company, 9450 South State Street, Sandy, Utah 84070.

(e) Entenmann's, Inc., 1724 Fifth Avenue, Bayshore, New York 11706.

(f) Entenmann's Bakery of Florida, Inc., 3325 N.W. 62nd Street, Miami, Florida 33140.

(g) Entenmann's Bakery of Pennsylvania, Inc., 690 East Lincoln Highway, Exton, Pennsylvania 19341.

(h) Good & Plenty Manufacturing Co., 2901 Grant Avenue, Philadelphia, Pennsylvania 19114.

(i) Hudson Processing Corp., Star Route 9, Hudson, New York 12534.

(j) Magor Mold, Inc., 1044 E. Edna Place, Covina, California 91724.

(k) Nuclear Medical Laboratories, Inc., 8700 Stemmons Freeway, Dallas, Texas 75247.

(l) Parke, Davis & Company, 201 Tabor Road, Morris Plains, New Jersey 07950.

(m) Warner-Lambert Inc., Eastern Airlines Building, 8th Floor, Santurce, Puerto Rico 00911.

Agatha L. Mergenovich,
Secretary.

[FR Doc. 80-40790 Filed 12-31-80; 8:45 am]
BILLING CODE 7035-01-M

[No. MC-F-14484]

NWS Enterprises, Inc.—Control—Southern Region Motor Transport, Inc.; Motor Carrier Operating Rights Application

AGENCY: Interstate Commerce Commission.

ACTION: Application accepted for consideration.

SUMMARY: The Commission is accepting the above entitled application for consideration and setting a schedule for the proceeding.

DATES: Written comments must be filed with the Commission by February 17, 1981.

ADDRESSES: An original and 10 copies of all statements should be sent to: Interstate Commerce Commission, Section of Finance, Room 5417, Washington, DC 20423.

FOR FURTHER INFORMATION CONTACT: Ellen Hanson, (202) 275-7245 or Ernest B. Abbott, (202) 275-3002.

SUPPLEMENTAL INFORMATION: In MC-F-14484, NWS ENTERPRISES, INC. (NWS) filed an application on December 4, 1980 under 49 U.S.C. §§ 11343 and 11344 seeking authorization for NWS to acquire indirect control of SOUTHERN REGION MOTOR TRANSPORT, INC. (SRMT) through the ownership of the capital stock of SOUTHERN RAILWAY COMPANY (SR). SRMT is a wholly-owned subsidiary of the CENTRAL OF GEORGIA RAILROAD COMPANY, which is a wholly-owned subsidiary of SR.

The operating rights sought to be controlled include general commodity authority (with the usual exceptions) over regular routes between points in AL, GA, and TN, restricted to service which is auxiliary to, or supplemental of, rail service, as authorized in Certificate No. MC-105632 and subnumbers thereunder. No duplicating authority is sought by the application.

The application is directly related to the control application filed by NWS, SR, and the NORFOLK AND WESTERN RAILWAY COMPANY under 49 USC §§ 11343 and 11344. Notice of the control and other related applications is published separately in this edition of the Federal Register under Finance Docket No. 29430 (Sub-1-6). The time limits established for Finance Docket No. 29430 (Sub-1) will be applied to this motor carrier application, and the applications shall be consolidated for hearing. Comments supporting or opposing the application are due by February 16, 1981. The original and 10 copies of these comments should be filed with the Commission at the address shown above, and should be served on applicant's representatives: Nancy S. Fleischman and David J. Kaufman, P.O. Box 1808, Washington, D.C. 20013.

We have reviewed the application and find it to be complete.

It is ordered:

1. The application in Docket No. MC-F-14484 is accepted for consideration.
2. This decision is effective on January 2, 1981.

Dated: December 22, 1980.

By the Commission, Division 2,
Commissioners Trantum, Gresham, and Gilliam.

Agatha L. Mergenovich,
Secretary.

[FR Doc. 80-40790 Filed 12-31-80; 8:45 am]
BILLING CODE 7035-01-M

NWS Enterprises; Application To Control Norfolk and Western Railway Co. and Southern Railway Co.

AGENCY: Interstate Commerce Commission.

ACTION: Applications accepted for consideration.

SUMMARY: In the matter of NWS Enterprises, Inc.—Control—Norfolk and Western Railway Company and Southern Railway Co., Finance Docket No. 29430 (Sub-1), Southern Railway Co.—construction and operation of a connection at Winston-Salem, NC, Finance Docket No. 29430 (Sub-2), Southern Railway Co.—construction and operation of a connection at

Chesapeake, VA. Finance Docket No. 29430 (Sub-3), Norfolk and Western Railway Co. and Southern Railway Company—construction and operation of a connection at Hurt, VA. Finance Docket No. 29430 (Sub-4), Norfolk and Western Railway Co.—construction and operation of a connection at Muncie, IN. Finance Docket No. 29430 (Sub-5), NWS Enterprises, Inc. issuance of securities, Finance Docket No. 29430 (Sub-6), Norfolk and Western Railway Company—abandonment—Lynchburg, VA, Docket No. AB-10 (Sub-23F), Norfolk, Franklin and Danville Railway Co.—abandonment—between South Hill, VA and Blanche, NC, Docket No. AB-216 (Sub-1), NWS Enterprises, Inc.—control—Southern Region Motor Transport, Inc., Docket No. MC-F-14484. The Commission is accepting for consideration the application of NWS Enterprises to control the Norfolk and Western Railway Company and the Southern Railway Company. The Commission is also accepting related applications by these parties and subsidiaries to construct and operate connections, to abandon trackage, to control a motor carrier and to issue securities. A schedule is set for the consolidated proceeding.

DATES: Written comments must be filed no later than February 17, 1981. Applications for inclusion, inconsistent applications and any other responsive applications must be filed no later than April 2, 1981.

FOR FURTHER INFORMATION CONTACT: Ellen Hanson, (202) 275-7245 or Ernest B. Abbott, (202) 275-3002.

ADDRESS: An original and 10 copies of all statements should be sent to: Section of Finance, Room 5414, Interstate Commerce Commission, Washington, DC 20423.

SUPPLEMENTARY INFORMATION: On December 4, 1980, NWS ENTERPRISES, INC. (NWS), NORFOLK AND WESTERN RAILWAY COMPANY (NW) and SOUTHERN RAILWAY COMPANY (SR) jointly filed an application under 49 U.S.C. §§ 11343 and 11344 seeking authority for NWS to control NW and SR.¹ A number of related applications were also filed on December 4, 1980, including four construction and operation applications (two by SR, one by NW and one jointly by SR and NW) and an application for approval of the issuance of securities by NWS. These applications are accepted for consideration and have been

assigned Finance Docket No. 29430 (Sub-Nos. 1-6), respectively.

Also filed on December 4, 1980 were two related abandonment proceedings: Docket No. AB-10 (Sub-23F) by NW and Docket No. AB-216 (Sub-1) by the NORFOLK, FRANKLIN AND DANVILLE RAILWAY COMPANY (NFD), an NW subsidiary.

Additionally, on December 4, 1980, NWS filed an application seeking approval of control of a motor carrier in Docket No. MC-F-14484. Acceptance of this application is published elsewhere in today's edition of the *Federal Register*.

All of the applications have been consolidated for handling by the Commission.

These applications were filed under our current consolidation regulations, 49 C.F.R. Part 1111, as modified in Ex Parte No. 282 (Sub-3), *Railroad Consolidation Procedures*, 363 I.C.C. 200 (1980). Applicability of these regulations was established in our decision served October 1, 1980, published at 45 FR 66911 (October 8, 1980). These regulations, subject to the waivers granted in our October 1, 1980 decision and in a decision served November 28, 1980, published at 45 FR 79590 (December 1, 1980) apply to all other persons who may become parties to these proceedings.

We are accepting these applications for consideration because they substantially comply with the applicable regulations and the waivers granted in this proceeding.

By decision of October 1, 1980, published at 45 FR 69299 (October 20, 1980), we directed applicants to file certain additional information concurrently with their application. Applicants have complied with our requirement.

The Commission's Energy and Environment Branch has reviewed applicants' Environmental Report, and found it to be complete. The Branch and the Commission reserve their rights under 49 CFR 1108(7)(e) and 1111.4(c)(2)(v) to request additional information.

The applications and exhibits are available for inspection in the Public Docket Room at the offices of the Interstate Commerce Commission in Washington, DC.

Description of the Transaction

The proposed transaction involves the acquisition of control, through stock ownership of NW and its subsidiary companies and of SR and its consolidated system companies, by NWS, a newly incorporated non-carrier holding company. As noted in the

publication of applicants' Notice of Intent, 45 FR 60501 (September 12, 1980), the proposed consolidation is a "major" transaction within the meaning of 49 CFR 1111.3(c), Ex. parte No. 282 (Sub-3), *Railroad Consolidation Procedures*, 363 I.C.C. 200 (1980). The application involves the proposed control of at least two class I railroads, as defined by the Commission, and as such is subject to the criteria of 49 U.S.C. 11344(b) and the time limits of 49 U.S.C. 11345(b) as those sections are modified by Section 228 of the Staggers Rail Act of 1980, Public Law 96-448, October 14, 1980. Under the proposed transaction the rail carriers will not be merged, although certain operating efficiencies among the carriers are proposed. The carriers will continue to operate in the states and over the lines described below, subject to certain abandonments and coordinated operations described in the application.

The rail carrier subsidiaries of NW and the SR consolidated system carriers are set forth in the appendix.

NW operates a system comprised of 7,454 miles of railroad in IL, IN, IA, KY, MD, MI, MO, NE, NY, NC, OH, PA, VA and WV, and in the Province of Ontario, Canada. NW also operates in KS pursuant to trackage rights.

The principal lines of NW extend from the eastern points of Norfolk, VA, Hagerstown, MD, and Buffalo, NY, westward to Kansas City, KS, and Omaha, NE and serve Detroit, MI, Cleveland, Toledo, Akron, Columbus and Cincinnati, OH, Ft. Wayne, Muncie, and Indianapolis, IN, Chicago and Decatur, IL, St. Louis, MO, and Pittsburgh, PA. NW also provides north-south service between Chicago and St. Louis, between the upper midwest and western VA and through the Shenandoah Valley of VA.

SR operates a system comprised of 10,215 miles of railroad in the states of AL, DC, FL, GA, IL, IN, KY, LA, MS, NC, OH, SC, TN and VA.

The principal lines of SR extend from Alexandria, VA through Atlanta, GA, and Birmingham, AL, to New Orleans, LA and from Cincinnati, OH, and East St. Louis, IL, through Chattanooga, TN, and Atlanta to Jacksonville, FL. SR serves numerous points in the southeast including Norfolk, VA; Charlotte, NC; Columbia and Charleston, SC; Savannah and Macon, GA; Mobile, AL; and Memphis, TN.

DH's independently operated rail properties are located in NY, PA and VT. DH also operates in NJ, MD and VA and in DC pursuant to trackage rights. The rail properties of DH are not involved in the proposed transaction.

Principal points of interchange between NW and SR are Alta Vista,

¹ The DELAWARE AND HUDSON RAILWAY COMPANY (DH) is also an applicant by virtue of its control by Dereco, Inc., a wholly-owned subsidiary of NW.

Danville, Lynchburg, Norfolk and Norton, VA; Bristol, TN-VA; Durham and Winston-Salem, NC; Cincinnati, OH; and St. Louis, MO-East St. Louis, IL.

Applicants propose to conduct operations as a single system.

Participation in the Proceeding: Comments

Any interested person may participate in this proceeding by submitting written comments regarding the applications. An original and 10² copies must be filed with the Section of Finance, Room 5414, Interstate Commerce Commission, Washington, DC 20423, no later than February 17, 1981. Written comments shall be concurrently served by first-class mail on the United States Secretary of Transportation, the Attorney General of the United States, and the applicants' representatives:

Donald M. Tolmie, General Counsel,
Norfolk and Western Railway
Company, 8 North Jefferson Street,
Roanoke, VA 24042

R. Allan Wimbish, General Solicitor,
Southern Railway Company, 920 15th
Street, N.W., Washington, DC 20005

Richard J. Flynn, Sidley & Austin, 1730
Pennsylvania Avenue, N.W.,
Washington, DC 20006

Written comments must also be served upon all parties of record within 10 days of service of the service list by the Commission. We plan to issue that service list by February 26, 1981. All persons who file timely written comments may be considered as parties of record, but only if they so indicate in their comments. In this event no petition for leave to intervene need be filed.

Written comments must contain:

- (1) the docket number and title of the proceeding;
 - (2) the name, address and telephone number of the commenting party and its representative upon whom service shall be made;
 - (3) the commenting party's position, i.e. whether it supports or opposes the proposed transactions;
 - (4) a statement of whether the commenting party intends to participate formally in the proceeding or merely comment upon the proposal;
 - (5) a list of all information sought to be discovered from applicant carriers;
 - (6) an initial list of specific protective conditions sought; and
 - (7) any request for oral hearing that the commenting party will make with reasons supporting the request.
- Particular attention should be given to Ex Parte No. 282 (Sub-No. 3A), *Railroad*

Consolidation Proceedings, Expedited Processing. —I.C.C. (served December 17, 1980), 45 FR 84803 (December 23, 1980).

Additionally, we encourage parties filing comments to include an analysis of the issues relating to the underlying statutory criteria and antitrust policy the Commission must consider in this proceeding. Particular attention should be given to the proposed Ex Parte 282 (Sub-No. 6), *Railroad Consolidation Proceedings, General Policy Statement*, 363 I.C.C. 241 (1980), 45 FR 61335 (September 16, 1980).

We are waiving on our own motion the requirements found in our regulations that railroad filing written comments file as part of those comments copies of existing preferential solicitation agreements and a list of run-through train operations, 49 C.F.R. 1111.4(d)(1)(G)(1-2). Where such information is relevant, we believe commenting railroads will have every incentive to file such information voluntarily. Where it is not relevant, we do not need such information. Railroads filing comments must still comply with 49 C.F.R. 1111.4(d)(1)(G)(3), as described below.

Preliminary comments from the Secretary of Transportation and the Attorney General must be filed with the Commission by March 3, 1981.

Responsive Applications

Prefiling Requirements: Because we have determined that this proceeding constitutes a major transaction within the meaning of Ex Parte No. 282 (Sub-3), railroads filing written comments must, in addition to the information described above, state whether the commenting railroad intends to file inconsistent applications, petitions for inclusion, trackage rights applications, or any other affirmative relief requiring an application to be filed with the Commission as set forth in 49 C.F.R. 1111.4(d)(1)(G)(3). THIS WILL BE CONSIDERED A PREFILING NOTICE WITHOUT WHICH THE COMMISSION WILL NOT ENTERTAIN APPLICATIONS FOR THIS TYPE OF RELIEF.

Filing Requirements: Parties wishing to modify any of their requested specific protective conditions must file a second list of protective conditions no later than March 20, 1981. PARTIES SHALL NOT BE PERMITTED TO SEEK ANY PROTECTIVE CONDITIONS OTHER THAN THOSE REQUESTED IN WITHIN THEIR FIRST OR SECOND LIST OF PROTECTIVE CONDITIONS.

Parties wishing to file responsive applications must do so no later than April 2, 1981. Responsive applications

include inconsistent applications, petitions for inclusion, and any other affirmative relief that requires an application to be filed with the Commission (such as trackage rights, purchase, purchase of a portion, acquisition, extension, construction, operation, pooling, terminal operations, abandonment, et cetera).³ Any such applications are presumed under our regulations to be major and must conform to the requirements for a major application unless an advance ruling has been given by the Commission that the responsive application is not major.

Responsive applications must be served upon the persons set forth at 49 C.F.R. 1111.4(c)(5).

The traffic impact of any relief sought in responsive applications must be estimated. Any traffic studies and data submitted shall relate to the calendar year January 1, 1979 to December 31, 1979, the latest full calendar year preceding the filing of the primary application, 49 C.F.R. 1111.2(b)(3)(i). We strongly encourage any person filing traffic studies as part of a responsive application to study not only its own traffic but to submit market impact analyses which will address fully the potential competitive impacts in markets served as a result of the responsive application. These analyses may include traditional traffic studies using traffic appearing in the primary applicants' sample if that traffic can be reasonably expected to be diverted upon a grant of the responsive application. See Finance Docket No. 28583 (Sub-1F) *Burlington Northern, Inc.—Control and Merger—St. Louis San Francisco Railway Company* (not printed), decided July 20, 1978 at sheet 3. The analyses should also address the impact of the proposal on the essential services provided by all competing carriers and on the competitive alternatives available to shippers. See Finance Docket No. 30000, *Union Pacific Corp.—Control—Missouri Pacific Corp.* (not printed), decision served December 17, 1980. The parties requesting protective conditions or filing responsive applications must explain in detail how their requests are both relevant and material to issues of

³ While trackage rights applications are not normally subject to environmental analysis, since any responsive trackage rights applications which may be filed herein will be related to the consolidation proposal, we request that any party filing a trackage rights application indicate: (1) the location and length in miles of track over which trackage rights are sought, (2) the annual number of cars and trains to be added to the proposed route and (3) the net change in gross ton-miles and in energy consumption expected as a result of the trackage rights proposal. This information will facilitate our environmental analysis. See *Union Pacific Corp.—Control—Missouri Pacific Corp.* (not printed), decision served December 17, 1980.

² We are waiving the requirement at 49 CFR 1111.4(a)(3) that 20 copies of all documents in major proceedings be filed with the Commission.

competition and essential transportation service raised by applicants' proposed consolidation.

Each responsive application filed and accepted (if acceptance is required) will be consolidated with the primary applications in this proceeding.

Petitions for extensions of time to file responsive applications will not be granted. Petitions for extension of up to 90 days to complete an application (setting forth the specific portions of the application for which an extension is requested) and petitions for waiver, petitions for clarification and petitions seeking to rebut the presumption of a major market extension must be filed no later than February 17, 1981.

Procedural Information

Applicants are directed to respond no later than March 20, 1981, to any information requests contained in the written comments of other parties. We encourage response to discovery requests as soon as possible in order to expedite the proceeding. Applicants' responses should indicate what information will be voluntarily supplied and reasons why the remainder will not be voluntarily supplied. We warn parties now that the Commission will not tolerate dilatory tactics in response to reasonable discovery requests designed to elicit relevant evidence. A refusal voluntarily to supply information will be treated as an objection to the request for discovery. Responses should be served upon all parties of record, and 20 copies of those responses should be concurrently filed with the Commission.

The original and 10 copies of all documents in this proceeding should be filed directly with the Section of Finance, Office of Proceedings, Interstate Commerce Commission, Room 5414, Washington, DC 20423.

On March 31, 1981, a preliminary conference will be held to discuss, among other things, disputes concerning the discovery and production of information. Administrative Law Judge George P. Morin, who has been assigned to conduct prehearing matters and any oral hearings found necessary during the course of these proceedings, will preside. The conference will begin at 9:30 a.m. in Hearing Room B at the Interstate Commerce Commission, 12th Street and Constitution Avenue, NW, Washington, DC.

Any interlocutory appeals from rulings by the Judge will be considered by Division 1. Such appeals must be filed within 5 days after the date on which the ruling appealed from was made. Replies must be filed within 3 days after the appeal is filed.

By statute, the evidentiary phase of the proceeding must be concluded by January 2, 1982. Service of an initial decision will be waived, and determination on the merits of the applications will be made in the first instance by the entire Commission under 49 U.S.C. § 11345.

It is ordered:

1. The applications in Finance Docket No. 29430 (Sub-1-6) and Dockets Nos. AB-10 (Sub-23) and AB-216 (Sub-1) are accepted for consideration.
2. The parties shall comply with all provisions as stated above.
3. This decision is effective on January 2, 1981.

Decided: December 22, 1980.

By the Commission, Division 2,
Commissioners Trantum, Gresham, and
Gilliam.

Agatha L. Mergenovich,
Secretary.

Appendix A.—Southern Railway Company's Consolidated Subsidiaries

Class I

The Alabama Great Southern Railroad Company
Central of Georgia Railroad Company
The Cincinnati, New Orleans and Texas Pacific Railroad Company

Class II

Georgia Southern and Florida Railway Company
Norfolk Southern Railway Company

Class III

Atlantic and East Carolina Railway Company
Birmingham Terminal Company
Camp Lejeune Railroad Company
Chattanooga Station Company
The Georgia Northern Railway Company
Interstate Railroad Company
Live Oak, Perry, and South Georgia Railway Company
Louisiana Southern Railway Company
New Orleans Terminal Company
St. Johns River Terminal Company
State University Railroad Company (54%)
Tennessee, Alabama & Georgia Railway Company
Tennessee Railway Company

Other Companies

Airforce Pipeline, Inc.
The Atlanta and Charlotte Air Line Railway Company
Atlanta Terminal Company
Blue Ridge Railway Company
Charlotte-Southern Corporation
Chattanooga Terminal Railway Company
Danville and Western Railway Company
Durham and Southern Railway Company
The Georgia Midland Railway Company
High Point, Randleman, Asheboro and Southern Railroad Company (86%)
Macon Terminal Company
Memphis and Charleston Railway Company
Mobile and Birmingham Railroad Company (78%)
Norfolk Southern Industrial Development Corp.

The North Carolina Midland Railroad Company (97%)
Southern Region Motor Transport, Inc.
The Southern Western Rail Road Company (99.8%)
Transylvania Railroad Company (97%)
Virginia and Southwestern Railway Company
Yadkin Railroad Company (74%)

Note.—Control 100% or as indicated.

Appendix B.—Norfolk and Western Railway Company's Railroad Subsidiaries

Class III

The Akron, Canton & Youngstown Railroad Company
Chesapeake Western Railway
The Lorain & West Virginia Railway Company
New Jersey, Indiana & Illinois Railroad Company
Norfolk, Franklin and Danville Railway Company

Terminal Company

The Lake Erie and Fort Wayne Railroad Company

Other Railroad Companies

The Scioto Valley and New England Railroad Company
The Toledo Belt Railway Company
Wabash Railroad Company
The Wheeling and Lake Erie Railway Company

[FR Doc. 80-40792 Filed 12-31-80; 8:45 am]

BILLING CODE 7035-01-M

INTERNATIONAL TRADE COMMISSION

[Investigation No. 731-TA-25 (Final)]

Anhydrous Sodium Metasilicate From France

Determination

On the basis of the record¹ developed in investigation No. 731-TA-25 (Final), the Commission unanimously determined, pursuant to section 735(b)(1) of the Tariff Act of 1930 (19 U.S.C. 1673d(b)(1)), that an industry in the United States is threatened with material injury by reason of imports of anhydrous sodium metasilicate from France, provided for in item 421.34 of the Tariff Schedules of the United States (TSUS), which the Department of Commerce has determined is being, or is likely to be, sold in the United States at less than its fair value (LTFV).²

¹The record is defined in sec. 207.2(j) of the Commission's Rules of Practice and Procedure (19 CFR 207.2(j)).

²Section 207.25(d)(3) of the Commission's Rules of Practice and Procedure requires a finding as to whether material injury by reason of the less-than-fair-value imports would have been found but for the suspension of liquidation of entries of the merchandise by the Department of Commerce. There is insufficient information to support a determination that there would have been material

Footnotes continued on next page

Background

The Commission instituted investigation No. 731-TA-25 (Final) on September 16, 1980, following a preliminary determination by the Department of Commerce that anhydrous sodium metasilicate from France is being, or is likely to be sold, in the United States at less than its fair value within the meaning of section 733(b) of the Tariff Act of 1930. Notice of the institution of the Commission's investigation and of the public hearing to be held in connection therewith was duly given by posting copies of the notice in the Office of the Secretary, U.S. International Trade Commission, Washington, D.C. and by publishing the notice in the *Federal Register* on September 24, 1980, (45 FR 63387). The hearing was held in Washington, D.C., on December 3, 1980, and all persons who requested the opportunity were permitted to appear in person or by counsel.

Views of Chairman Bill Alberger, Vice Chairman Michael J. Calhoun, Commissioner George M. Moore and Catherine Bedell

On the basis of the record developed in investigation No. 731-TA-25 (Final), we determine pursuant to section 735(b) of the Tariff Act of 1930 (19 U.S.C. 1673d(b)) that an industry in the United States is threatened with material injury, by reason of the importation from France of anhydrous sodium metasilicate, provided for in item 421.34 of the Tariff Schedules of the United States, which the U.S. Department of Commerce has determined is being, or is likely to be, sold at less than fair value (LTFV).³

The Industry

Section 771(4) of the Tariff Act of 1930 defines the term "industry" as, the domestic producers as a whole of a like product, or those producers whose collective

Footnotes continued from last page injury but for the suspension of liquidation in the record of this investigation.

Commerce's final determination of sales at LTFV was published in the *Federal Register* on Nov. 24, 1980 (45 FR 77498).

³Section 207.25(d)(3) of the Commission's Rules of Practice and Procedure requires a finding as to whether material injury by reason of the less-than-value imports would have been found but for the suspension of liquidation of entries of the merchandise by the Department of Commerce. There is insufficient information to support a determination that there would have been material injury but for the suspension of liquidation in the record of this investigation.

The Department of Commerce determined on November 24, 1980 that ASM from France is being sold in the United States at less than fair value, with a weighted-average price margin of 60 percent of the exporter's sales price or 37.8 percent of the fair market value.

output of the like product constitutes a major proportion of the total domestic production of that product.

The term "like product" is defined in section 771(10) of the act as,

a product which is like, or in the absence of like, most similar in characteristics and uses with, the article subject to an investigation under this title.

In applying the impact of the LTFV imports on the domestic industry producing the like product, section 771(4)(D) further provides that where possible the Commission is to assess the impact of imports or the production of the like product,

The effect of subsidized or dumped imports shall be assessed in relation to the United States production of a like product if available data permit the separate identification of production in terms of such criteria as the production process or the producer's profits. If domestic production of the like product has no separate identity in terms of such criteria, then the effect of the subsidized or dumped imports shall be assessed by the examination of the production of the narrowest group or range of products, which includes a like product, for which the necessary information can be provided.

Thus, the appropriate domestic industry consists of the domestic producers of products like (or in the absence of like, most similar to) the imported articles which Commerce has found are being, or are likely to be, sold at less than fair value.

In the present case, four U.S. firms produce ASM "like" the imported ASM and thus constitute the domestic industry against which the impact of LTFV sales should be measured.⁴

It should be noted that the four U.S. ASM producers also manufacture sodium metasilicate pentahydrate (SMP), a product which shares certain physical qualities and end uses with ASM. We are of the view that ASM and SMP are different products and that the appropriate domestic industry produces only ASM.⁵ Available data clearly permits separate analysis of the impact of the dumped imports in relation to U.S. production of the like product.⁶

⁴The subject imported ASM enters in four grades. The grading has to do with particle size. It is our view that all imported grades are commercially competitive and interchangeable with the domestic ASM product and that the domestic ASM is therefore "like" the imported ASM.

⁵No one asserted that the appropriate industry included both domestic ASM and SMP production facilities. In fact, counsel for the importer asserted that the relevant domestic industry consists only of those U.S. firms producing ASM (see transcript of public hearing, p. 124).

⁶Vice Chairman Calhoun has additional views on the question of "like product". These views follow immediately after this opinion.

Threat of Material Injury by Reason of LTFV Imports

In order to make an affirmative determination in this investigation, we must find that an industry in the United States—

(1) is materially injured, or
(2) is threatened with material injury, or

(3) the establishment of an industry in the United States is materially retarded by reason of the LTFV imports found by Commerce. In the present case we have determined that an industry in the United States is *threatened* with material injury by reason of LTFV imports.

The Tariff Act, while defining "material injury," does not expressly define the concept of "threat" of material injury. However, the legislative history provides considerable help. The report of the Committee on Ways and Means of the House of Representatives on the Trade Agreements Act of 1979 states that "Threat of Material injury" is to be found "before actual material injury occurs and should be interpreted in a manner to prevent actual material injury from occurring".⁷

The Ways and Means Committee Report further states that the Commission, in determining "threat of material injury," should consider the following:

In examining threat of material injury, the ITC will determine the likelihood of a particular situation developing into actual material injury. In this regard, demonstrable trends—for example, the rate of increase of the subsidized or dumped exports to the U.S. market, capacity in the exporting country to generate exports, the likelihood that such exports will be directed to the U.S. market taking into account the availability of other export markets, and the nature of the subsidy in question (i.e. is the subsidy the sort that is likely to generate exports to the U.S.) will be important. However, in considering threat, high present capacity utilization of the domestic industry and the absence of other indicia of present injury should not be considered as conclusive as to the absence of threat of injury.

An increase in market penetration may be an early warning signal of injury. Indicia of the threat of material injury will vary from industry to industry. The ITC should place emphasis on the rate of increase of market penetration, particularly if market penetration is achieved by prices which are below U.S. price levels, but which are not maintained in the home market.⁸

In making our determination that an industry is threatened with material injury we considered, among other factors, the following statutory criteria

⁷ House Report No. 96-317, at p. 47.

⁸ House Report 96-317, at p. 47-48.

contained in subsection 771(7)(B): (1) the volume of imports of the merchandise subject to the investigation, (2) the effect of imports of such products on prices of like products produced in the United States, and (3) the impact of the imports on the affected domestic industry.⁹ We have based our decision on the findings of fact and conclusions of law discussed below.

Import volume: Imports of ASM from France have increased steadily from 1976 to 1980. Imports jumped from 40,000 pounds in 1976 to 982,000 pounds in 1977, and then almost tripled to 2,664,000 pounds in 1978. In 1979, imports rose 107 percent, to 5,506,100 pounds. From January–September 1980, imports rose 1.9 percent over the corresponding period of 1979; however, ASM imports in 1980 may have been affected by the pending case and, more particularly by Commerce's preliminary determination of sales at LTFV (tentative 50 percent margin) and the subsequent bonds that were required to be posted on all French ASM imports entering the United States after September 5, 1980.

At the public hearing Rhone-Poulenc, Inc. (USA), stated that its parent company, Rhone-Poulenc, S.A., has set a firm ceiling of 3,000 metric tons (6.6 million pounds) of ASM it will export to the United States in any given year. However, even if Rhone-Poulenc S.A. adheres to the voluntary level, its ASM exports to the United States would still increase by an additional 20 percent over 1979 levels, probably causing a severe adverse effect on the domestic market.

Rhone-Poulenc has stated that its plant in France produced ASM at 87.7 percent of name plate capacity in 1979. They also state that the plant produced 75 percent of beaded capacity in that year.¹⁰ By its own account, Rhone-Poulenc's S.A. markets ASM in over 70 countries.¹¹ Aside from Rhone-Poulenc's self-imposed quota on shipments to the U.S., there is no legal barrier which would bar French exports of ASM from being diverted from other countries to the United States. Rhone-Poulenc, Inc., because it has established regional warehouses and an established U.S. sales network, has been able to obtain an increasing share of the domestic market. The French company also has a unique backhaul shipping arrangement which lowers its shipping costs in transporting the ASM from France. At the company's discretion, depending

upon price, profitability, and sales, Rhone-Poulenc, Inc. would seemingly have no problem marketing an increasing amount of ASM in the U.S. and only the self-imposed quota holds the company from continued expansion into the U.S. market.

The bulk of the imported ASM is entered through the Port of New York, and prior to 1979, the vast majority of Rhone-Poulenc's sales were in that area. However, in 1979, only 78 percent of ASM imports entered through New York. This switch was caused by Rhone-Poulenc's market expansion into other areas such as Miami, Los Angeles, and San Francisco. This trend indicates that Rhone-Poulenc is expanding its areas of import penetration with a deliberate marketing plan.

Market penetration.—ASM is sold in two distinct commercial markets, namely the large volume bulk market and the list-price package market. Total national market penetration of anhydrous sodium metasilicate rose from 0.8 percent in 1977 to 4.4 percent in 1979. The package market comprised a significant * * * percent of total commercial shipments from 1977 to 1979.¹²

The package-market takes on a special significance in this case because that is the only market in which the imported and domestic products compete. As stated at the public hearing, Rhone-Poulenc currently cannot compete in the bulk market because of shipping problems. Over the period of 1977 to 1979, ASM imports increased their share of the commercial U.S. package market from * * * percent to * * * percent.¹³

While the Northeast market does not meet the statutory criteria for a regional industry¹⁴, it has been shown that the importer has captured an increasingly larger share of that area's package market, rising from 5.5 percent in 1977 to 25.3 percent in 1979.¹⁵ The Commission has found that the majority of purchasers of domestic ASM who switched to the imported product did so because of price.¹⁶

⁹ Report at p. A-37.

¹⁰ Report at p. A-37.

¹¹ Under section 771(c)(ii) of the Tariff Act of 1930, for a regional industry to be established, "the demand in that market is not supplied, to any substantial degree, by producers of the product in question located elsewhere in the United States."

In this instance, the Northeast market is supplied by three plants, only one of which is located in the Northeast market. Both plants outside the area, one in Texas and the other in Illinois, ship significant quantities of ASM into the Northeast market, therefore disallowing the finding of a regional industry.

¹² Report at p. A-35.

¹³ Ibid. at A-45.

Although an extensive study has not been conducted on any other marketing areas, we feel that the trend of market penetration as shown in the Northeast will probably prevail in these other areas. As imports into other ports increase, Rhone-Poulenc will capture an increasing percentage of the package markets in those areas. The information gathered by the Commission on lost sales indicates that several purchasers in the San Francisco area have switched to the imported ASM.¹⁷ All signs indicate that Rhone-Poulenc will continue to capture increasingly large package market shares in all areas of importation if it is permitted to continue selling ASM at large LTFV margins.

Over the period studied, the price differential between the imported and domestic products varied from \$4.85 per 100-pound bag to \$1.40 per 100-pound bag, with the imported product underselling the domestic by 6 to 35 percent. The September 1980 differential, \$1.40 per bag, is the lowest during the period of 1977 to September 1980. The LTFV margins, based on the Commerce investigation, ranged from \$2 to \$9 per unit.¹⁸ Thus, the margins accounted for virtually all of the underselling by the imported French ASM. The weighted average LTFV margins was 60 percent of the exporters' sales price or 37.8 percent of the fair market value.

The Commission contacted 12 firms, and was able to confirm 10 sales totaling 3.5 million pounds with an approximate value of \$660,000 lost by domestic producers to ASM imported by Rhone Poulenc from France. Furthermore, through information obtained from other industry sources, the Commission was able to determine an additional lost sale of 228,000 pounds valued at \$43,320. In all eleven instances of lost sales, price was given by the purchasers as the principal reason for switching to the imported product.

Conclusion

On the basis of the foregoing considerations we conclude that an industry in the United States is threatened with material injury by reason of imports from France of anhydrous sodium metasilicate, which the Department of Commerce has determined are being sold in the United States at less than fair value.

Additional Views of Vice Chairman Calhoun

I wish to make more explicitly my finding concerning the like product and

¹⁷ Ibid.

¹⁸ Report p. A-3.

⁹ Tariff Act of 1930, as amended by the Trade Agreements Act of 1979, section 771 (19 U.S.C. 1677(7)).

¹⁰ Rhone-Poulenc prehearing statement, at p. 42.

¹¹ Rhone-Poulenc prehearing statement, at p. 40.

the domestic industry. In this investigation, the article being imported is anhydrous sodium metasilicate (ASM) from France. It enters in compositions which are divided into four grades based on particle size and which range from powder to granular. The grades have no bearing on chemical properties, but largely relate to such properties as water solubility and dustiness. Imported ASM, as is the case with domestically produced ASM, is primarily used as a source of alkali in the production of detergents.

There are four U.S. firms that produce ASM and they account for 100 percent of the domestic production. The ASM produced by these firms is virtually identical in characteristics and uses with the ASM imported from France. However, these firms also manufacture sodium metasilicate pentahydrate (SMP) which shares some physical qualities and some end uses with ASM. Nevertheless, it is my view that ASM and SMP are not like products. While ASM and SMP may share some characteristics and uses, domestically produced ASM is virtually identical to imported ASM and is, therefore, "like" the imported ASM. Such a finding makes it unnecessary to address products which might be "most similar." Thus, I find the like product to be domestically produced ASM and the appropriate domestic industry in this case to be the producers of ASM.

Views of Commissioner Paula Stern

On the basis of the record developed in Investigation No. 731-TA-25 (Final), I determine that an industry in the United States is threatened with material injury by reason of imports of anhydrous sodium metasilicate (ASM) from France, which the U.S. Department of Commerce (Commerce) has determined are being, or are likely to be, sold in the United States at less than fair value (LTFV).¹⁰

The Industry

The industry is comprised of the domestic producers of ASM. ASM, an alkali source for detergent formulations, is chemically distinct from the next most similar product, sodium metasilicate pentahydrate (SMP). By and large ASM and SMP are not interchangeable in most detergent formulations, and ASM is produced by a separate production

process. Moreover, data were available for an analysis of the impact of the LTFV imports on domestic ASM production.

The four U.S. producers of ASM—PQ Corporation (PQ), Stauffer Corporation (Stauffer), Diamond-Shamrock, Co., and Mayo Co.—are all vertically integrated. To a greater or lesser degree, they all produce ASM for their own "captive" consumption as well as for the "commercial" market. Commercial (non-captive) sales are comprised of shipments either in 100-pound bags in the so-called "package" market²⁰ or in "bulk". To date imports have been sold only in the "package" market.

Vulnerability of the domestic industry

During the past few years domestic producers of ASM have been adjusting to a variety of adverse market developments. Demand for ASM has fallen as key consumers have shifted to other products. Detergent builders have found caustic soda and soda ash, the principal substitutes for ASM, to be economically attractive, and traditional institutional users of ASM-based detergents have established on-premises laundries utilizing non-ASM based detergents. The 1978 regulation banning the use of ASM in dishwasher detergent represented another loss for the industry. More recently, the recession has led to decreased sales. It is these essentially non-import-related, demand developments that are reflected in the negative aggregate economic data for the industry.²¹ From 1977-1979 production fell roughly 15 percent from 195 million pounds to 165 million pounds, and shipments fell about 13 percent. During the same period, capacity followed a similar trend, declining to 237 million pounds in 1979, 21 percent below the 1977 level. Employment dropped 33 percent, from 152 workers in 1977 to 105 workers in 1979 and inventories rose 5 percent during this period. Capacity utilization was 65 percent in 1977 and 73 percent in 1979. The increase was due to the closing of Stauffer's Skaneateles, New York plant in recognition of the overcapacity in the industry.

Market developments have resulted in a nearly flat financial picture for the industry as a whole, with profits at a reasonable level. However, the performance of individual firms has differed greatly. Despite the demand adversities, several companies have managed to gain or to maintain high

profits. PQ, the petitioner, has faced additional internal problems—high costs and technical difficulties at one plant—and, as a result, has suffered increasing financial losses.

The negative economic indicators on industry performance over the last few years demonstrate that the ASM industry is in a weak position. Moreover, the industry is inherently vulnerable to injury by LTFV imports because: (1) ASM, a fungible product, is highly price sensitive, and (2) the production machinery must operate continuously, 24 hours a day, 7 days a week—profitability falls rapidly when capacity utilization declines.

Imports

The Past—From 1977-1979 imports of ASM from France increased significantly. Such imports rose from 40,000 pounds in 1976 to 982,000 pounds in 1977, and then almost tripled to 2,663,500 pounds in 1978. In 1979 ASM imports from France increased over 100 percent from 1978 levels to 5,506,100 pounds.²² These imports have accounted for an increasing share of the declining ASM market. In 1977 they represented 0.5 percent of total U.S. ASM consumption as compared to 3.2 percent in 1979.

On a national basis the three percent market share of LTFV ASM has not resulted in present material injury. However, as the House Committee on Ways and Means points out, "an increase in market penetration may be an early warning signal of injury."²³ In examining threat of material injury, the Committee has advised the ITC to "place emphasis on the rate of increase of market penetration, particularly if market penetration is achieved by prices which are below U.S. price levels, but which are not maintained in the home market."

The rate of increase of market penetration has been significant. A fuller examination of the nature of this penetration demonstrates the "threat" most vividly. LTFV penetration of the commercial market quadrupled from 0.8 percent in 1977 to 4.4 percent in 1979. In the package market, where imports actually compete, the French market share increased 8-fold during this period. In that market, penetration by French imports continued to rise in 1980. The importance of the package market was not clear in the preliminary

¹⁰Section 207.25(d)(3) of the Commission's Rules of Practice and Procedure requires a finding as to whether material injury by reason of the less-than-fair-value imports would have been found but for the suspension of liquidation of entries of the merchandise by the Department of Commerce.

There is insufficient information to support a determination that there would have been material injury but for the suspension of liquidation in the record of this investigation.

²⁰In this preliminary investigation the Commission referred to these shipments as "spot" market sales.

²¹See my views in the preliminary investigation. (USITC Pub. No. 1060, June 1980), at pp. 19-20.

²²From January-September 1980, imports rose 1.9 percent over the corresponding period in 1979. However, ASM imports in 1980 may have been affected by the initiation of this investigation on May 15, 1980.

²³H. Rep. No. 96-317, 96th Cong., 1st Session. (47) 1979.

investigation. Now we know that the package market comprises a significant part of the total market (* * * percent),²⁴ and that—because of the need to maintain high capacity utilization—the health of the domestic industry is affected by its performance in the “package” market.²⁵

As I noted in the preliminary investigation, analysis of the geographical pattern of the growth of import penetration also raises the specter of material injury by LTFV imports on a national basis.²⁶ Penetration of the Northeast package market by LTFV imports rose from 5.5 percent in 1977 to 25.3 percent in 1979. At the same time, sales to other areas of the United States increased. In 1977 all imports entered through the Port of New York. In 1978 imports to Miami commenced, and in 1979 shipments to Los Angeles and San Francisco began. By 1980, shipments to California had more than doubled from 1979 levels,²⁷ imports arrived in Chicago, and the volume of imports accounted for by shipments to the Northeast fell to 78 percent. Clearly, the potential for adverse impact on the U.S. industry by the LTFV imports is spreading nationwide.

These patterns of import penetration are particularly indicative of a threat of material injury because the penetration has been achieved with LTFV prices which have resulted in significant underselling.²⁸ Rhone Poulenc's prices have undersold U.S. products in all parts of the country. Underselling has ranged from \$1.40 per 100-pound bag to \$4.80 per 100-pound bag. This means that on a typical truckload shipment of roughly 44,000 pounds of ASM the savings to the customer on the imported product are substantial—\$616.00—\$2,112.00.

The result has been lost sales for the U.S. industry. The ITC staff has confirmed \$860,000 of lost sales by reason of price. Lost sales were reported not only in the Northeast, but in other parts of the country as well. In the Northeast, where imports have been concentrated, the major ASM

producers²⁹ have all reported sizeable declines in shipments to the package market from 1977–79. For the petitioner, this decline has further strained the financial position of its Rahway, New Jersey plant which has been beset by rapidly escalating costs for fuel and other raw materials since 1978.³⁰

The Future—In examining threat of material injury, the Senate Finance Committee states that “demonstrable trends—for example, the rate of increase of the * * * dumped exports to the U.S. market, capacity in the exporting country to generate exports, the likelihood that such exports will be directed to the U.S. market taking into account the availability of other import markets * * * will be important.” The rapid increase in the rate of penetration has been established, the capacity and intentions of Rhone Poulenc need to be addressed.

Information provided by Rhone Poulenc shows that in 1979 its capacity utilization rate for beaded ASM was roughly 76 percent; for other ASM the rate was somewhat higher. Since ASM production machinery operates continuously, it would be in Rhone Poulenc's interest to utilize any idle capacity.

In 1979 Rhone Poulenc's shipments to the U.S. accounted for roughly a fifth of its capacity for production of beaded ASM and a much smaller percentage of its ASM capacity. Rhone Poulenc has testified that it sells ASM to 70 countries.³¹ Data submitted in the preliminary investigation indicated that sales volumes to these countries have fluctuated radically from year to year.³² This permits Rhone Poulenc flexibility in adjusting the amount of goods shipped to the United States.

In this final investigation the counsel for Rhone Poulenc sought to assure the Commission that the level of future LTFV exports to the United States would not threaten the U.S. industry. This defense, however, was not convincing. Rhone Poulenc's arguments and their flaws included:

(1) The “marginal supplier philosophy”—the assertion was made that Rhone Poulenc envisions only a minor role in the U.S. market. However, lost sales information gathered in the investigation indicated that purchasers

had shifted to LTFV imports not just for “marginal” or “minor” supplies, but for all their ASM needs.³³ Moreover, the “marginal supplier philosophy” was offered as an explanation of “why Rhone Poulenc occupies so tiny a share of the domestic ASM market and will continue to do so in the future.” Where imports have been concentrated, their market share is now over 25 percent. This is not a “tiny” market share and such an incursion by imports nationwide would seriously affect the U.S. industry.

(2) “Structural barriers”—the contention is that Rhone Poulenc exports, and hence potential injury, are limited by the company's inability to supply bulk customers and by United States inland freight costs preventing Rhone Poulenc from supplying ASM in U.S. markets removed from ports of entry. The petitioner supplied information to the Commission indicating that it is indeed possible for Rhone Poulenc to make bulk shipments. However, even if Rhone Poulenc sells only to the package market such sales pose a “threat” to the U.S. industry. Furthermore, the inland freight argument does not hold up. Most ASM is consumed near ports of entry.³⁴ In fact, Rhone Poulenc's potential shipment points are more diverse than those of the U.S. industry and the company is benefitting from a backhaul freight arrangement that enables it to supply the West as economically as the East. Rhone Poulenc's proposal that it supply the Gulf Coast area for PQ further confirms its favorable supply position.³⁵

(3) The “marketing plan”—Rhone Poulenc provided the Commission with its worldwide marketing plan for all grades of ASM for the next five years. The plan shows decreasing shipments to the United States after 1982.³⁶ The forward to the plan indicates that the basis for the projections/strategy is the fact that the European dishwasher detergent market will be growing by 10 percent a year during the next five years, while the institutional detergent market (where all U.S. sales occur) will not expand in developed countries. Thus, sales are projected to increase more rapidly in Europe than in North America.

The forward also made reference to the fact that the French dishwasher detergent market had been growing even more rapidly in the past few years; growth ranged from 15 to 20 percent. U.S. demand for ASM, we know, was declining during that period. Still Rhone

²⁴ See Staff Report, p. A-37.

²⁵ See PQ submission, dated December 9, 1980, answering questions posed during the hearing, at pp. 20–21.

²⁶ See my views in the preliminary investigation (USITC Pub. No. 1080, June 1980), at pp. 24–29.

²⁷ This is based on January–September comparisons.

²⁸ The LTFV margins account for virtually all of the underselling of U.S. ASM by Rhone-Poulenc, Inc. (Rhone Poulenc), Rhone Poulenc S.A. (also Rhone Poulenc) is the sole French exporter of ASM to the United States; the company now markets all its ASM through Rhone Poulenc, Inc.

²⁹ PQ Corp., Diamond Shamrock Corp., and Stauffer Chemical Co.

³⁰ The petitioner is the only U.S. producer presently with a plant in the Northeast.

³¹ Testimony has varied. In the preliminary investigation 49 countries were cited.

³² Prehearing statement on behalf of Rhone-Poulenc Inc., and Rhone Poulenc S.A. in Investigation No. 731-TA-25 (Preliminary), Exhibit 5.

³³ Staff Report, at A-45.

³⁴ See Staff Report, at A-9.

³⁵ See Hearing Transcript, p. 205.

³⁶ This refers to shipments of AN grade ASM.

Poulenc made significant increases in market penetration in the U.S. at that time. Data supplied in the preliminary investigation indicated that from 1978-79 Rhone Poulenc sales declined substantially to many of its major and minor markets in Europe, while sales to the U.S. increased significantly. Thus, it is clear that contrary to general demand trends, as perceived by Rhone Poulenc planners, it has been in Rhone Poulenc's interest to increase exports to the United States.

As counsel for the petitioner points out, marketing plans are revised periodically in order to account for the "changing environment" which could include many economic and political circumstances in any of the 70 countries supplied by Rhone Poulenc. This is made abundantly clear by the fact that the Rhone Poulenc marketing plan submitted in the final investigation (dated January 1, 1980) varies from the shorter version submitted in the preliminary investigation.

(4) The "voluntary quantitative limit"—as a final assurance against an affirmative finding on "threat," counsel for Rhone Poulenc indicated that the company intends to limit its shipments of ASM to the United States to 3,000 metric tons (6.6 million pounds) per year. Such an assurance is not a "remedy" which can be accepted by the Commission in an antidumping investigation. In any case, if Rhone Poulenc exported the full amount of the self-imposed quota, ASM imports would increase by 20 percent over 1979 levels in a market which is not expected to expand significantly.

Conclusion

The Congress has directed that for an affirmative finding of "threat of material injury by LTFV imports" the threat must be "real" and the injury must be "imminent."²⁷ Such a finding must not be based on "speculation" or "conjecture." In this case the "threat" has been demonstrated by the performance of Rhone Poulenc in the U.S. market over the past few years. It would be conjectural to expect demonstrable market penetration trends to reverse rather than continue in their upward direction. Given the substantial underselling of the U.S. product by imports enjoying the advantage of Rhone Poulenc's sizeable LTFV pricing, this inherently vulnerable U.S. industry is imminently in jeopardy.

By Order of the Commission.

Issued: December 23, 1980.

Kenneth R. Mason,
Secretary.

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NATIONAL TRANSPORTATION SAFETY BOARD

[N-AR 81-1]

Reports, Recommendations and Responses; Availability

Aircraft Accident Report

Kennedy Flite Center, Gates Learjet Model 23, N886J, Byrd International Airport, Richmond, Virginia, May 6, 1980.—The National Transportation Safety Board's formal investigation report, released December 19, shows that this accident occurred as the Learjet was attempting a landing following an instrument approach to runway 33 at Byrd International Airport in which the crew had requested that the runway's sequenced flashing approach lights be dimmed. Witnesses stated that when the Learjet crossed the runway threshold, the aircraft began to rock and then rolled inverted, crashed, and burst into flames, killing the two crewmembers.

The Safety Board determined that the probable cause of the accident was the pilot's failure to maintain proper airspeed and aircraft attitude while transitioning from final approach through flare to touchdown. The low-speed/high angle-of-attack flight condition precipitated wing rolloff, wingtip strikes, and ultimate loss of aircraft control. The pilot's improper technique during roundout may have been due to fatigue, his limited knowledge, training, and experience regarding the flight characteristics of the Learjet aircraft, and distraction caused by concern over the intensity of the approach lighting.

The Board believes that while the training this flightcrew received may have met Federal Aviation Administration requirements, the copilot was minimally qualified to make a night landing, and neither crewmember had the experience necessary to prevent, or cope with the aircraft controllability problems preceding the accident. Moreover, the pilot had been active for about 20 hours prior to the accident, and the copilot had been awake for 18 hours.

As a result of this investigation, and five others involving Learjet aircraft, the Board last June 27 issued safety recommendations Nos. A-80-53 through -55 to FAA, including a request that the agency convene a Multiple Expert

Opinion Team to evaluate the flight characteristics and handling qualities to Series 20 Learjet aircraft. (See 45 FR 46584, July 10, 1980.)

In its response of September 25 to these recommendations, FAA reported the issuance of two extensive airworthiness directives pertaining to all Learjet model aircraft. The directives include aircraft procedures concerning in-flight deployment of spoilers, checking of trim systems, stall restrictions, yaw damper operation, runaway trim emergency procedures, increased takeoff and landing distance data, reduced maximum takeoff and landing weights, autopilot mechanical checks, and increased landing approach speeds. (See 45 FR 68815, October 16, 1980.)

Railroad Safety Recommendations

R-80-49, to the Association of American Railroads, November 5, 1980.—Last February 12 two freight trains operated by the Baltimore and Ohio Railroad Company collided head-on at Orleans Road, W. Va. Extra 6474 East was on Track No. 2 traveling at 38 miles per hour as it passed the stop-and-stay signal at Orleans Road and entered a curve where Extra 4367 West was approaching at a speed of 32 mph. The fireman of Extra 4367 West was killed and the engineer and head brakeman were injured; the engineer, brakeman, and conductor of Extra 6474 East were injured.

This accident occurred in a remote area of the railroad and required emergency rescue personnel about ¾ hour to arrive at the scene. During this time, the engineer of Extra 6474 East was bleeding extensively from injuries sustained in the collision. None of the crewmembers, however, had any first aid training and were unable to give necessary aid to the engineer before emergency personnel arrived. When emergency personnel did arrive, the engineer was in critical condition and several of the other crewmembers were found wandering in a state of shock.

Since 1969, the Safety Board has found, through its investigations, a number of accidents involving passenger trains, freight trains, and hazardous materials, where crewmembers and passenger service personnel lacked emergency training, including first aid. Accordingly, the Board recommends that the Association of American Railroads:

Recommend to its member companies that they provide first aid training for their train crewmembers and passenger service personnel. (Class II, Priority Action) (R-80-49)

²⁷ S. Rep. No. 96-249, 96th Cong., 1st Session, (89) 1979.

For more detailed information on this accident, see the Safety Board's report No. NTSB-RAR-80-9, 45 FR 68814, October 16, 1980.

R-80-50, to the Seaboard Coast Line Railroad Company, November 21, 1980.—About 7:33 a.m. last April 2, northbound Amtrak passenger train No. 82 collided head-on with Seaboard Coast Line Railroad freight train Extra 2771 South at Lakeview, N.C. Train No. 82 overran a stop signal at the north end of the double track and entered the single track which Extra 2771 South had been authorized to use. Injured were 29 crewmembers and 94 passengers; damage was estimated at \$1,145,492. (See also report No. NTSB-RAR-80-8, 45 FR 67175, October 9, 1980.)

Investigation showed that after receiving a clear signal at Southern Pines, N.C., train No. 82 departed on the west main track. Because of several rail-highway grade crossings in the area north of Southern Pines and because of the dense fog, the engineer blew the whistle frequently. As the engineer approached signal No. 222.4, he applied the air brakes to slow the train to comply with the 50-mph speed restriction through a curve just north of approach signal No. 222.4 and then released them. He said he did not see the signal aspect until he was within 100 feet of it because of the heavy fog. As he passed the signal he said he caught a glimpse of it and called it aloud to himself as "clear." As the train moved northward, it passed through the 50-mph restricted speed curve and then gained speed again as it moved down a 1.0 percent grade toward Fleet Interlocking, the north end of the double track.

The Safety Board notes that although the locomotive of train No. 82 was equipped with cab signals and train control equipment, they were not operable on the Seaboard Coast Line track because the wayside system was not compatible. However, if the system had been compatible, the engineer of train No. 82 would have received an audible indication when the locomotive passed signal No. 222.4, and if he had failed to acknowledge the signal and had failed to control the train's speed in accordance with the signal indicated, the train would have automatically stopped.

On February 7, 1972, the Safety Board recommended that the Federal Railroad Administration develop a comprehensive program for future requirements in signal systems that would require, as a minimum, that all mainline trains be equipped with continuous cab signals in conjunction with automatic-block signals and that all passenger trains be equipped with

continuous automatic speed control (train control). (Ref., Safety Board special study, "Signals and Operating Rules as Causal Factors in Train Accident, February 7, 1972" (NTSB-RSS-71-3).)

On July 3, 1972, FRA responded that, based on accident statistics involving signal failures or the failure of an engineer to comply with a signal indication, it could not justify a requirement for the railroads to install train control and cab signal systems. Economic reasons were also cited as a factor. Consequently, no action has been taken to implement the intent of the recommendation. In two subsequent accident reports, the Board reiterated to FRA the need for train control. (See "rear-end Collision of Two Texas and Pacific Railroad Company Freight Trains, Meeker, La., May 30, 1975" (NTSB-RAR-75-9) and "Rear-end Collision of Conrail Commuter Trains, Philadelphia, Pa., October 16, 1979" (NTSB-RAR-80-5).) Notwithstanding the position taken by FRA, the Safety Board believes that the safety merits of train control are well established and that installation of necessary wayside signal systems and train equipment is justified as a safety measure when conducted in connection with the upgrading of signal systems.

Therefore, as a result of its investigation of the Lakeview accident, the Safety Board recommends that the Seaboard Coast Line Railroad:

Develop a program for its signal system that will require, as a minimum, that all mainline trains be equipped with continuous cab signals in conjunction with automatic-block signals and that all passenger trains and passenger train routes be equipped with continuous automatic speed control (train control). (Class II, Priority Action) (R-80-50)

Responses to Safety Recommendations

Aviation

A-80-106 and -107, from the Federal Aviation Administration, December 15, 1980.—Response is to recommendations issued October 2 as a result of investigation of an incident involving flight control of an Aerospatiale 341G Gazelle helicopter on May 14, 1980. (See 45 FR 67175, October 9, 1980.)

Recommendation A-80-106 asked FAA to issue a Telert Maintenance Bulletin to require one-time inspection of the rudder pedal shafts on the Aerospatiale 341G helicopter for proper installation. In response, FAA notes that prior to receipt of this recommendation, FAA had brought the details of this incident to the attention of FAA field inspectors and the aviation community in the General Aviation Alerts (AC 43-16) issued August 1980 (copy provided).

Since this alert had been distributed by mail at least 1 month prior to receipt of the recommendation, FAA does not believe a telegraphic alert at this time is necessary. FAA believes that the August 1980 alert satisfies the intent of this recommendation.

In response to recommendation A-80-107, which asked FAA to review and evaluate the rudder pedal installation to determine if a stronger pedal retention design is necessary, FAA reports having a discussion of this matter with the French airworthiness authority and Aerospatiale Corporation in October 1980. It was agreed that issuance of a service letter would be sufficient to prevent recurrence of this incident. FAA expects publication in the near future, and a copy will be forwarded to the Board when available.

Railroad

R-80-49, from the Association of American Railroads, December 15, 1980.—Response is to the recommendation issued November 5 as a result of investigation of the freight train collision at Orleans Road, W. Va., February 12, 1980 (see above).

The AAR states in its response that providing necessary emergency medical assistance to employes operating in small units, at varying distance from their terminals, can be a trying matter. Most injuries to such employes would probably occur at locations where help could be summoned and reach the scene within a reasonable period. AAR notes that the accident at Orleans Road occurred at a remote point, and some time elapsed before required assistance could be provided. AAR doubts that there is any way to be fully assured that medical attention will be available under any and all times and circumstances.

Further, AAR notes that this matter has been discussed on many occasions by the AAR Medical Section's Committee of Direction. That Committee is scheduled to meet in Washington during the latter part of January. Recommendation R-80-49 is docketed for consideration at that meeting.

Note.—Single copies of Safety Board reports are available without charge, as long as limited supplies last. Copies of Board recommendation letters, responses and related correspondence are also provided free of charge. All requests for copies must be in writing, identified by recommendation or report number. Address requests to: Public Inquiries Section, National Transportation Safety Board, Washington, D.C. 20594.

Multiple copies of Safety Board reports may be purchased from the National Technical Information Service, U.S. Department of Commerce, Springfield, VA. 22161.

(49 U.S.C. 1903(a)(2), 1906)

Margaret L. Fisher,

Federal Register Liaison Officer.

December 29, 1980.

(FR Doc. 80-40807 Filed 12-31-80; 8:45 am)

BILLING CODE 4910-58-M

NUCLEAR REGULATORY COMMISSION

[Docket No. 50-322A]

Long Island Lighting Co.; Receipt of Updated Information for Antitrust Review of Operating License Application

Note.—This document originally appeared in the Federal Register for Friday, December 12, 1980. It is reprinted in this issue at the request of the agency.

The Long Island Lighting Company filed updated information for Antitrust Review of an Operating License Application, dated September 30, 1980. The original submission of information for the antitrust review of the operating license application was filed by letter, dated January 12, 1976. This information was filed pursuant to 2.101 of the Commission's Rules and Regulations and is in connection with the plans of Long Island Lighting Company to operate a boiling water reactor located on the north shore of Long Island, the State of New York, County of Suffolk, in the town of Brookhaven. The reactor has been designated as the Shoreham Nuclear Power Station, Unit 1.

The portion of the application filed contains updated antitrust information for review pursuant to NRC Regulatory Guide 9.3 to determine whether there have been any significant changes since the completion of the antitrust review at the construction permit stage.

On completion of staff antitrust review of the above-named application, the Director, Office of Nuclear Reactor Regulation will issue an initial finding as to whether there have been "significant changes" under section 105c(2) of the Act. A copy of this finding will be published in the Federal Register and will be sent to the Washington, D.C., and local public document room and to those persons providing comments or information in response to this notice. If the initial finding concludes that there have not been any significant changes, request for reevaluation may be submitted for a period of 60 days after the date of the Federal Register notice. The results of any reevaluation that are requested will also be published in the Federal Register and copies sent to the Washington, D.C., and local public document room.

A copy of the updated information for Antitrust Review for an Operating License Application is available for public examination and copying for a fee at the Commission's Public Document Room, 1717 H Street, N.W., Washington, D.C. and at the local public document room in the Shoreham—Wading River Public Library, Route 25A, Shoreham, New York 11786.

Any person who desires additional information regarding the matter covered by this notice or who wishes to have his views considered with respect to significant changes related to antitrust matters which have occurred in the licensee's activities since the construction permit antitrust review for the above-named plant should submit such requests for information or views to the U.S. Nuclear Regulatory Commission, Washington, D.C. 20555 Attention: Chief, Utility Finance Branch, Office of Nuclear Reactor Regulation, on or before February 10, 1981.

Dated at Bethesda, Maryland this 3rd day of December, 1980.

For the Nuclear Regulatory Commission.

B. J. Youngblood,

Chief, Licensing Branch No. 1, Division of Licensing.

(FR Doc. 80-38401 Filed 12-11-80; 8:45 am)

BILLING CODE 7590-01-M

OFFICE OF MANAGEMENT AND BUDGET

Cost Principles; Educational Institutions

AGENCY: Office of Management and Budget.

ACTION: Comment—proposed revision on OMB circular A-21, "Cost Principles; Educational Institutions."

SUMMARY: This notice offers interested parties an opportunity to comment on a proposed revision of Circular A-21, "Cost principles; educational institutions." The revision would modify the rules dealing with the allowability of interest and independent research and development costs.

At the present time, Circular A-21 does not recognize interest costs or independent research and development costs. It states that costs incurred for interest on borrowed capital or temporary use of endowment funds are unallowable. The Circular is silent about allowability of independent research and development costs.

Allowability of interest costs is being proposed to bring Circular A-21 into conformity with provisions incorporated recently into Circular 74-4; "Cost

Principles for Grants to State and Local Governments."

Allowability of independent research and development costs is being proposed to conform with other Federal cost principles. Accounting for such costs would be entirely voluntary on the part of educational institutions. No separate identification would be required if institutions do not seek to recover such costs.

These proposed changes are in furtherance of OMB's effort to bring about uniformity and consistency in Federal grant regulations. They are also in keeping with recommendations in the General Accounting Office report "Federally Sponsored Research at Educational Institutions—A Need for Improved Accountability."

Comments should be submitted in duplicate to the Financial Management Branch, Budget Review Division, Office of Management and Budget, 6002 New Executive Office Building, Washington, D.C. 20503. All comments should be received within 60 days following publication of this notice.

FOR FURTHER INFORMATION CONTACT: George Northway (202) 395-4773.

SUPPLEMENTARY INFORMATION: The proposed changes to OMB Circular A-21 are set forth in Attachment 1 below.

John J. Lordan,

Chief, Financial Management Branch.

The proposed changes to OMB Circular A-21 are as follows:

Paragraph J.17

Add at the end of Section a. "except as indicated in e. below."

Add a new Section e. as follows:

"e. The cost of interest directly associated with buildings used in carrying out sponsored agreements is allowable; provided that the building is acquired or completed on or after July 1, 1981, and that the total cost of the building (including depreciation, or use allowance, operation and maintenance costs, interest, etc.) does not exceed the rental cost of comparable facilities in the same locality."

Paragraph J.45

Add a new paragraph as follows:

"Independent Research and Development Costs.

"a. The cost of independent research and development are those incurred by the institution for the purpose of maintaining or improving research capability and effectiveness. They include salaries and other costs for projects that have been approved by the institution to meet the purposes of independent research and development as specified in an institutional plan. Costs of independent research and development are allowable, but are limited to 1% of the modified total direct costs of sponsored research in the current accounting period.

"b. The costs in this category shall be treated as indirect costs and allocated currently to all activities of the institution."

[FR Doc. 80-40757 Filed 12-31-80; 8:45 am]

BILLING CODE 3110-01-M

PRESIDENT'S COMMISSION ON PENSION POLICY

Final Meeting

The final meeting of the President's Commission on Pension Policy has been scheduled for January 23, 24, and 25, 1981, in the Williamsburg Lodge, Williamsburg, Virginia. The Commission was established by Executive Order 12071 on July 12, 1978, and was continued by Pub. L. 96-14 on May 24, 1979.

The agenda for this meeting is as follows:

January 23rd

- 9:00-11:00 Discussion of procedures for final report and overview of issues to be covered
- 11:00-1:00 Minimum, universal pension proposal
- 1:00-2:00 Lunch
- 2:00-3:00 Vesting and portability
- 3:00-5:00 Review of Commission decisions on retirement age policy, universal social security coverage and spouse benefits
- 5:00-6:00 Staff presentation on Urban Institute/SRI state and local study

January 24th

- 9:00-10:30 Review Commission decisions on retirement income goals
- 10:30-12:00 Review Commission decisions on tax policy
- 12:00-1:00 Lunch
- 2:00-5:00 Social Security financing and benefits structure, review decisions and staff presentation

January 25th

- 9:00-10:00 Coordination of Social Security and employee pensions
- 10:00-10:30 Employment of older workers
- 10:30-11:30 Federal administration of pension programs
- 11:30-1:00 Disability issues review
- 1:00-2:00 Lunch
- 2:00-3:00 Ownership and control of pension fund assets
- 3:00-4:00 Review of final decisions (if needed)

The meeting will be open for observation by the general public to the extent space is available. Requests for additional information should be directed to the Office of Public Affairs, President's Commission on Pension Policy, 736 Jackson Place, N.W., Washington, D.C. 20006. The

Commission's phone number is (202) 395-5132.

Signed at Washington, D.C., this 29th day of December 1980.

Philip L. Sparks,

Associate Director.

[FR Doc. 80-40699 Filed 12-31-80; 8:45 am]

BILLING CODE 4920-99-M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement; Anchorage, Alaska

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of intent

SUMMARY: The FHWA is issuing this notice to advise the public that an Environmental Impact Statement will be prepared for a proposed highway interchange project on the Glenn Highway in the Municipality of Anchorage, Alaska.

FOR FURTHER INFORMATION CONTACT:

Glenn E. Johns, Environmental Coordinator, Federal Highway Administration, P.O. Box 1648, Juneau, Alaska 99801, Telephone: (907) 586-7419.

Terry Fleming, Central Regional Environmental Coordinator, Alaska Department of Transportation & Public Facilities, Pouch 6900, Anchorage, Alaska 99502, Telephone: (907) 268-1508.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Alaska Department of Transportation and Public Facilities, will prepare an Environmental Impact Statement (EIS) on a proposal to improve U.S. Route F-42 at its intersection with Boniface Parkway in Anchorage, Alaska. The proposed improvement would involve the reconstruction to full control of access standards of 1.9 miles of the Glenn Highway between the intersection with Bragaw Street and the interchange with Muldoon Road.

The proposal includes passing Boniface Parkway over Glenn Highway which will be depressed below the existing level. The project also includes closure of the median opening at Turpin Street, complete closure of access to Glenn Highway from McCarrey Street, realignment of Old Davis Highway at Boniface Parkway, and incorporation of two-way traffic flow on Old Davis Highway.

The proposed improvement is considered necessary for the following reasons: (1) To implement full control of access on Glenn Highway. (2) To

improve traffic flow on the project roadways under the existing and projected traffic demand. (3) To reduce the number of traffic accidents on Glenn Highway and Boniface Parkway in the general project area.

Alternatives under consideration include (1) taking no action; and (2) reconstruction as proposed.

Letters describing the proposed action and soliciting comments will be distributed to appropriate Federal, State and local agencies, and to private organizations and citizens who have expressed interest in the proposal. A public informational meeting will be held early in 1981 to discuss the concerns of the immediate community and the general public. Public notice will be given of the time and place of the informational meeting. No formal scoping meeting is planned at this time. In addition, a public hearing will be held after the Environmental Impact Statement has been completed and made available for public and agency review and comment.

To ensure that the full range of issues related to this proposal are addressed and all significant issues are identified, comments and suggestions are invited from all interested parties. Comments or questions concerning the proposed action should be directed to the FHWA or the ADOT/PF at the addresses provided above.

(Catalog of Federal Domestic Assistance program Number 20.205, Highway Research Planning and Construction. The provisions of OMB Circular No. A-85 regarding State and Local Clearinghouse review of Federal and federally assisted programs and projects apply to this program.)

Issued: December 18, 1980.

Gene Haana,

Division Administrator, Federal Highway Administration, Juneau, Alaska.

[FR Doc. 80-40670 Filed 12-31-80; 8:45 am]

BILLING CODE 4910-22-M

Saint Lawrence Seaway Development Corporation

Advisory Board; Meeting

Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (P.L. 92-463; 5 U.S.C. App. I) notice is hereby given of a meeting of the Advisory Board of the Saint Lawrence Seaway Development Corporation, to be held at 1:30 p.m., January 9, 1981, at 800 Independence Avenue, S.W., Washington, D.C. 20591. The agenda for this meeting is as follows: Opening Remarks; Approval of Minutes; Administrator's Report; Review of

Programs; Old and New Business;
Closing Remarks.

Attendance is open to the interested public but limited to the space available. With the approval of the Administrator, members of the public may present oral statements at the hearing. Persons wishing to attend and persons wishing to present oral statements should notify, not later than January 7, 1981 and information may be obtained from Robert D. Kraft, Deputy General Counsel, Saint Lawrence Seaway Development Corporation, 800 Independence Avenue, S.W., Washington, D. C. 20591; 202/426-3574.

Any member of the public may present a written statement to the Advisory Board at any time.

Issued in Washington, D. C. on December 19, 1980.

D. W. Oberlin,

Administrator.

[FR Doc. 80-40509 Filed 12-31-80; 8:45 am]

BILLING CODE 4910-61-M

DEPARTMENT OF THE TREASURY

Office of the Secretary

Debt Management Advisory Committees; Meetings

Notice is hereby given, pursuant to Section 10 of Public Law 92-463, that meetings will be held in Washington on January 26, 27, and 28, 1981 of the following debt management advisory committees:

American Bankers Association, Government Borrowing Committee
Public Securities Association, U.S. Government and Federal Agencies Securities Committee

The agenda for the American Bankers Association Government Borrowing Committee meetings provides for working sessions on January 26 and January 27 and a report to the Secretary of the Treasury and Treasury staff on January 27.

The agenda for the Public Securities Association U.S. Government and Federal Agencies Securities Committee meetings provides for working sessions on January 27 and a report to the Secretary of the Treasury and the Treasury staff on January 28.

Pursuant to the authority placed in Heads of Departments by section 10(d) of Public Law 92-463, and vested in me by Treasury Department Order 101-5 (May 16, 1979), I hereby determine that these meetings are concerned with information exempt from disclosure under section 552b(c)(4) and (9)(A) of Title 5 of the United States Code, and

that the public interest requires that such meetings be closed to the public.

My reasons for this determination are as follows. The Treasury Department requires frank and full advice from representatives of the financial community prior to making its final decision on major financing operations. Historically, this advice has been offered by debt management advisory committees established by the several major segments of the financial community, which committees are utilized by this Department at meetings called by representatives of the Office of the Secretary. When so utilized they are recognized to be advisory committees under Public Law 92-463. The advice provided consists of commercial and financial information given and received in confidence. As such these debt management advisory committee activities concern matters which fall within the exemption covered by section 552b(c)(4) of Title 5 of the United States Code for matters which are "trade secrets and commercial or financial information obtained from a person and privileged or confidential."

Although the Treasury's final announcement of financing plans may or may not reflect the advice provided in reports of these committees, premature disclosure of these reports would lead to significant financial speculation in the securities market. Thus, these meetings also fall within the exemption covered by 552b(c)(9)(A) of Title 5 of the United States Code.

The Assistant Secretary (Domestic Finance) shall be responsible for maintaining records of the meetings of these committees and for providing annual reports setting forth a summary of their activities and such other matters as may be informative to the public consistent with the policy of 5 U.S.C. of 552b.

Dated: December 18, 1980.

Roger C. Altman,

Assistant Secretary (Domestic Finance).

[FR Doc. 80-38003 Filed 12-31-80; 8:45 am]

BILLING CODE 4810-25-M

VETERANS ADMINISTRATION

Station Committee on Educational Allowances; Meeting

Notice is hereby given pursuant to Section V, Review Procedure and Hearing Rules, Station Committee on Educational Allowances that on January 22, 1981, at 10 a.m., the Muskogee Station Committee on Educational Allowances shall at Room 2A20, 125 South Main Street, Muskogee, Oklahoma, conduct a hearing to

determine whether Veterans Administration benefits to all eligible persons enrolled in Oklahoma School of Business, 4770 South Harvard Avenue, Tulsa, Oklahoma, should be discontinued, as provided in 38 CFR 21.4134, because a requirement of law is not being met or a provision of the law has been violated. All interested persons shall be permitted to attend, appear before, or file statements with the committee at that time and place.

Dated: December 22, 1980.

Ray E. Smith,

Director, VA Regional Office, 125 South Main Street, Muskogee, OK 74401.

[FR Doc. 80-40760 Filed 12-31-80; 8:45 am]

BILLING CODE 8320-01-M

Sunshine Act Meetings

Federal Register

Vol. 46, No. 1

Friday, January 2, 1981

This section of the FEDERAL REGISTER contains notices of meetings published under the "Government in the Sunshine Act" (Pub. L. 94-409) 5 U.S.C. 552b(e)(3).

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1

COMMODITY FUTURES TRADING COMMISSION.

TIME AND DATE: 11 a.m., Friday, January 9, 1980.

PLACE: 2033 K Street NW., Washington, D.C., eighth floor conference room.

STATUS: Closed.

MATTERS TO BE CONSIDERED: Surveillance briefing.

CONTACT PERSON FOR MORE

INFORMATION: Jane Stuckey, 254-6314.

[S-2374-80 Filed 12-30-80; 1:53 pm]

BILLING CODE 6351-01-M

2

FEDERAL DEPOSIT INSURANCE CORPORATION.

Notice of Agency Meeting.

Pursuant to the provisions of the "Government in the Sunshine Act" (5 U.S.C. 552b), notice is hereby given that the Federal Deposit Insurance Corporation's Board of Directors will meet in open session at 2:00 p.m. on Monday, January 5, 1981, to consider the following matters:

Disposition of minutes of previous meetings.

Recommendation with respect to payment for legal services rendered and expenses incurred in connection with receivership and liquidation activities:

Bronson, Bronson & McKinnon, San Francisco, California, in connection with the receivership of United States National Bank, San Diego, California.

Reports of committees and officers:

Minutes of the actions approved by the Committee on Liquidations, Loans and Purchases of Assets pursuant to authority delegated by the Board of Directors.

Reports of the Director of the Division of Bank Supervision with respect to applications or requests approved by him and the various Regional Directors pursuant to authority delegated by the Board of Directors.

The meeting will be held in the Board Room on the sixth floor of the FDIC Building located at 550 17th Street, NW., Washington, D.C.

Requests for information concerning the meeting may be directed to Mr. Hoyle L. Robinson, Executive Secretary of the Corporation, at (202) 389-4425.

Dated: December 29, 1980.

Federal Deposit Insurance Corporation.

Hoyle L. Robinson,
Executive Secretary.

[S-2372-80 Filed 12-30-80; 12:11 pm]

BILLING CODE 6714-01-M

3

FEDERAL DEPOSIT INSURANCE CORPORATION.

Notice of Agency Meeting.

Pursuant to the provisions of the "Government in the Sunshine Act" (5 U.S.C. 552b), notice is hereby given that at 2:30 p.m. on Monday, January 5, 1981, the Federal Deposit Insurance Corporation's Board of Directors will meet in closed session, by vote of the Board of Directors pursuant to sections 552b(c)(2), (c)(4), (c)(6), (c)(8), (c)(9)(A)(ii), (c)(9)(B), and (c)(10) of Title 5, United States Code, to consider the following matters:

Recommendations regarding the liquidation of a bank's assets acquired by the Corporation in its capacity as receiver, liquidator, or liquidating agent of those assets:

Case No. 44,608-L—Banco Credito y Ahorro Ponceño, Ponce, Puerto Rico
Case No. 44,621-L—Reserves for Losses—88 Open Liquidation Cases

Recommendations with respect to the initiation, termination, or conduct of administrative enforcement proceedings (cease-and-desist proceedings, termination-of-insurance proceedings, suspension or removal proceedings, or assessment of civil money penalties) against certain insured banks or officers, directors, employees, agents, or other persons participating in the conduct of the affairs thereof:

Names of persons and names and locations of banks authorized to be exempt from disclosure pursuant to the provisions of subsections (c)(6), (c)(8), (c)(9)(A)(ii) of the "Government in the Sunshine Act" (5 U.S.C. 552b(c)(6), (c)(8), (c)(9)(A)(ii)).

Personnel actions regarding appointments, promotions, administrative pay increases, reassignments, retirements, separations, removals, etc.:

Names of employees authorized to be exempt from disclosure pursuant to the provisions of subsections (c)(2) and (c)(6) of the "Government in the Sunshine Act" (5 U.S.C. 552b(c)(2) and (c)(6)).

The meeting will be held in the Board Room on the sixth floor of the FDIC Building located at 550-17th Street, N.W., Washington, D.C.

Requests for information concerning the meeting may be directed to Mr. Hoyle L. Robinson, Executive Secretary of the Corporation, at (202) 389-4425.

Dated: December 29, 1980.

Federal Deposit Insurance Corporation.

Hoyle L. Robinson,
Executive Secretary.

[S-2373-80 Filed 12-30-80; 12:13 pm]

BILLING CODE 6714-01-M

4

FEDERAL ELECTION COMMISSION.

DATE AND TIME: Tuesday, January 6, 1981 at 10 a.m.

PLACE: 1325 K Street, NW., Washington, D.C.

STATUS: This meeting will be closed to the public.

MATTERS TO BE CONSIDERED: Personnel. Compliance. Litigation. Audits.

* * *

DATE AND TIME: Tuesday, January 8, 1981 at 10 a.m.

PLACE: 1325 K Street, NW., Washington, D.C. (fifth floor).

STATUS: This meeting will be open to the public.

MATTERS TO BE CONSIDERED:

Setting of dates for future meetings
Correction and approval of minutes
Certification

Anderson Unity Campaign—Payment Adjustment

Crane for President Committee—Special Submission Request

Advisory Opinions:

Draft AO 1980-136: William C. Oldaker, Counsel, Kennedy for President

Committee (continued from December 18 meeting)

Draft AO 1980-137: Don L. Richardson, Republican Candidate—U.S. Senate (Texas)

Draft AO 1980-139: Daniel J. Edinger, Attorney, AGWAY, Inc.

Draft AO 1980-140: The Honorable Bob Dole, United States Senate

Draft AO 1980-144: Leonard L. Silverstein, Counsel, Presidential Inaugural Committee—1981

1980 Election and related matters

Appropriations and budget

September Management Report—Year End Report Fiscal Year 1980 (continued from December 18 meeting)

Pending legislation

Classification actions

Routine administrative matters

PERSON TO CONTACT FOR INFORMATION:

Mr. Fred Eiland, Public Information Officer; telephone: 202-523-4065.

Lena L. Stafford,

Acting Secretary of the Commission.

[S-2377-80 Filed 12-30-80; 3:20 pm]

BILLING CODE 6715-01-M

5

FEDERAL RESERVE SYSTEM.

TIME AND DATE: Approximately 11 a.m., Wednesday, January 7, 1981 (following a recess at the conclusion of the open meeting).

PLACE: 20th Street and Constitution Avenue NW., Washington, D.C. 20551.

STATUS: Closed.

MATTERS TO BE CONSIDERED:

Matters to be Considered:

1. Federal Reserve Bank and Branch director appointments. (This matter was originally announced for a meeting on Monday, January 5, 1981.)

2. Any agenda items carried forward from a previously announced meeting.

CONTACT PERSON FOR MORE

INFORMATION: Mr. Joseph R. Coyne, Assistant to the Board, (202) 452-3204.

Dated: December 30, 1980.

Theodore E. Allison,

Secretary of the Board.

[S-2375-80 Filed 12-30-80; 3:17 pm]

BILLING CODE 6210-01-M

6

THE FEDERAL RESERVE SYSTEM.

(Board of Governors)

TIME AND DATE: 10 a.m., Wednesday, January 7, 1981.

PLACE: Board Building, C Street entrance between 20th and 21st Streets NW., Washington, D.C.

STATUS: Open.

MATTERS TO BE CONSIDERED: Summary Agenda: Because of its routine nature,

no substantive discussion of the following item is anticipated. This matter will be voted on without discussion unless a member of the Board requests that the item be moved to the discussion agenda.

1. Proposed amendment to Regulation E (Electronic Fund Transfers) to exempt overdraft checking plans from the compulsory use provision of the Electronic Funds Transfer Act. (Proposed earlier for public comment: Docket No. R-0326).

Discussion Agenda:

2. Proposed policy governing the frequency of examinations of State member banks, inspections of bank holding companies, and other bank related functions.

3. Any items carried forward from a previously announced meeting.

Note.—This meeting will be recorded for the benefit of those unable to attend. Cassettes will be available for listening in the Board's Freedom of Information Office, and copies may be ordered for \$5 per cassette by calling (202) 452-3084 or by writing to: Freedom of Information Office, Board of Governors of the Federal Reserve System, Washington, D.C. 20551.

CONTACT PERSON FOR MORE

INFORMATION: Mr. Joseph R. Coyne, Assistant to the Board (202) 452-3204.

Dated: December 30, 1980.

Theodore E. Allison,

Secretary of the Board.

[S-2376-80 Filed 12-30-80; 3:23 pm]

BILLING CODE 6210-01-M

7

[USITC ERB-80-14]

INTERNATIONAL TRADE COMMISSION.

Executive Resources Board (ERB)

TIME AND DATE: 10 a.m., Wednesday, January 7, 1981.

PLACE: Room 117, 701 E Street NW., Washington, D.C. 20436.

STATUS: Open to the public.

MATTERS TO BE CONSIDERED: Old business:

a. Executive Development.

1. Individual Development Plans.

b. SES Manpower Planning.

1. Status of Director of Economics position.

2. Status of Director of Administration position.

c. Evaluations.

1. OPM evaluation of SES Program.

2. Agency evaluation of SES Program Policy.

CONTACT PERSON FOR MORE

INFORMATION: Kenneth R. Mason, Secretary, (202) 523-0161.

[S-2368-80 Filed 12-29-80; 4:51 pm]

BILLING CODE 7020-02-M

8

[NM-81-1]

NATIONAL TRANSPORTATION SAFETY BOARD.

TIME AND DATE: 9 a.m., Tuesday, January 6, 1981.

PLACE: NTSB Board Room, National Transportation Safety Board, 800 Independence Avenue SW., Washington, D.C. 20594.

STATUS: The first three items will be open to the public; the remaining five items will be closed under Exemption 10 of the Government in the Sunshine Act.

MATTERS TO BE CONSIDERED: A majority of the Board has determined by recorded vote that the business of the Board requires that the following items be discussed on this date and that no earlier announcement was possible:

1. *Letters of Recommendation*—Schoolbus Overturn, Yorktown Heights, New York, November 8, 1979.

2. *Recommendation to the Federal Aviation Administration* pertaining to the throttle linkage separation in small engine aircraft.

3. *Special Investigation Report*—Phosphorus Trichloride Release in Boston and Maine Yard 8 During Switching Operation, Somerville, Massachusetts, April 3, 1980.

4. *Opinion and Order*—Administrator v. Smith, Docket SE-4426; disposition of respondent's appeal.

5. *Order*—Administrator v. Cuthel, Docket SE-4564; disposition of respondent's appeal.

6. *Opinion and Order*—Administrator v. Gossman, Modes, and Morgan, Dockets SE-4591, 4592, 4593; disposition of respondents' appeals.

7. *Opinion and Order*—Administrator v. Rogers, Docket ME-83; disposition of appellant's appeal.

8. *Opinion and Order*—Administrator v. Thomas, Docket SE-4605; disposition of respondent's appeal.

CONTACT PERSON FOR MORE

INFORMATION: Sharon Flemming, 202-472-6022.

December 30, 1980.

[S-2378-80 Filed 12-30-80; 4:50 pm]

BILLING CODE 4910-58-M

9

OCCUPATIONAL SAFETY AND HEALTH REVIEW COMMISSION.

TIME AND DATE: 10 a.m. on January 15, 1981.

PLACE: Room 1101, 1825 K Street NW., Washington, D.C.

STATUS: Because of the subject matter, it is likely that this meeting will be closed.

MATTERS TO BE CONSIDERED: Discussion of specific cases in the Commission adjudicative process.

CONTACT PERSON FOR MORE

INFORMATION: Ms. Patricia Bausell (202) 634-4015.

Dated: December 29, 1980.

[S-2309-80 Filed 12-30-80; 11:35 am]

BILLING CODE 7600-01-M

10**OCCUPATIONAL SAFETY AND HEALTH REVIEW COMMISSION.**

TIME AND DATE: 1 p.m. on January 21, 1981.

PLACE: Room 1101, 1825 K Street NW., Washington, D.C.

STATUS: Because of the subject matter, it is likely that this meeting will be closed.

MATTERS TO BE CONSIDERED: Discussion of specific cases in the Commission adjudicative process.

CONTACT PERSON FOR MORE

INFORMATION: Ms. Patricia Bausell (202) 634-4015

Dated: December 29, 1980.

[S-2370-80 Filed 12-30-80; 11:06 am]

BILLING CODE 7600-01-M

11**OCCUPATIONAL SAFETY AND HEALTH REVIEW COMMISSION.**

TIME AND DATE: 9:30 a.m. on January 27, 1981.

PLACE: Room 1101, 1825 K Street NW., Washington, D.C.

STATUS: Because of the subject matter, it is likely that this meeting will be closed.

MATTERS TO BE CONSIDERED: Discussion of specific cases in the Commission adjudicative process.

CONTACT PERSON FOR MORE

INFORMATION: Ms. Patricia Bausell (202) 634-4015.

Dated: December 29, 1980.

[S-2371-80 Filed 12-30-80; 11:37 am]

BILLING CODE 7600-01-M

12**SECURITIES EXCHANGE COMMISSION.**

Notice is hereby given, pursuant to the provisions of the Government in the Sunshine Act, Pub. L. 94-409, that the Securities and Exchange Commission will hold the following meetings during the week of January 5, 1981, in Room 825, 500 North Capitol Street, Washington, D.C.

A closed meeting will be held on Tuesday, January 6, 1981, at 10:00 a.m. An open meeting will be held on Wednesday, January 7, 1981, at 10:00 a.m.

The Commissioners, their legal assistants, the Secretary of the Commission, and recording secretaries

will attend the closed meeting. Certain staff members who are responsible for the calendared matters may be present.

The General Counsel of the Commission, or his designee, has certified that, in his opinion, the items to be considered at the closed meeting may be considered pursuant to one or more of the exemptions set forth in 5 U.S.C. 522b(c)(4)(8)(9)(A) and (10) and 17 CFR 200.402(a)(4)(8)(9)(i) and (10).

Commissioner Loomis, as Duty Officer, determined to hold the aforesaid meeting in closed session.

The subject matter of the closed meeting scheduled for Tuesday, January 6, 1980, at 10:00 a.m., will be:

Settlement of injunctive actions.
Settlement of administrative proceedings of an enforcement nature.
Subpoena enforcement action.
Litigation matters.
Freedom of Information Act appeal.
Access to investigative files by Federal, State, or Self-Regulatory authorities.
Institution and settlement of administrative proceedings of an enforcement nature.
Formal order of investigation.
Institution of injunctive action.
Institution of administrative proceedings of an enforcement nature.
Regulatory matter regarding financial institutions.
Opinions.

The subject matter of the open meeting scheduled for Wednesday, January 7, 1980, at 10:00 a.m., will be:

1. Consideration of whether to affirm action, taken by the Duty Officer, extending the time period for filing comments on Proposed Rule 180 under the Securities Act of 1933. For further information, please contact Laura A. Boughan at (202) 272-2060.

2. Consideration of whether to grant an application by an investment adviser for an exemption from the provisions of Section 17(e)(1) of the Investment Company Act of 1940 to permit the adviser to receive payments for the leasing of computer programs to brokers to which a substantial portion of the portfolio brokerage of the adviser's investment company client is directed. For further information, please contact W. Randolph Thompson at (202) 272-3029.

3. Consideration of whether to adopt the following rules: Rule 3a-1, relating to prima facie investment companies; Rule 3a-2, relating to transient investment companies; and Rule 3a-3, relating to certain investment companies owned by companies which are not investment companies. For further information, please contact Mark J. Mackey at (202) 272-3041.

4. Consideration of whether to grant the request of Professor Joel Seligman for access to certain Commission Minutes and staff materials for the 1969-1973 period. For further information, please contact Theodore Bloch at (202) 272-2454.

5. Consideration of whether to propose a Quorum Rule of Necessity which will require an otherwise disqualified commissioner to

hear a matter if disqualification would prevent any action by the Commission. For further information, please contact Andrew W. Sidman at (202) 272-2454.

6. Consideration of whether to grant the application of Donald R. Quest for relief pursuant to Rule 252(f) of Regulation A. For further information, please contact Thomas J. Baudhuin at (202) 272-2644.

7. Consideration of whether to issue an interpretive release reminding brokers and issuers of their obligations, pursuant to the proxy rules, to distribute proxy materials to beneficial shareholders. For further information, please contact Gregory H. Mathews at (202) 272-2589.

8. Consideration of whether to issue a release under the Securities Act of 1933 calling attention to the use of a new simplified form of trust indenture which incorporates by reference essential provisions of the Trust Indenture Act of 1939. For further information, please contact Norman Schou at (202) 272-2573.

9. Consideration of whether to approve proposed rule changes filed by the New York Stock Exchange, Inc. (the "NYSE") relating to NYSE regulation of corporate affiliates (including foreign affiliates) of NYSE members. For further information, please contact H. Steven Holtzman at (202) 272-2842.

10. Consideration of whether to grant the application of Richard A. Graham to become associated with Josephthal & Co., Inc., a registered broker-dealer, in a supervised, non-supervisory retail sales capacity. For further information, please contact Adele Geffen at (202) 272-2947.

11. Consideration of whether to adopt proposed Rules 14 and 15 under the Public Utility Holding Act of 1935 to provide exemptions relating to the acquisition and ownership of voting interests in power supply companies by electric utilities which are not otherwise subject to the 1935 Act. For further information, please contact Aaron Levy at (202) 523-5691.

At times, changes in Commission priorities require alterations in the scheduling of meeting items. For further information and to ascertain what, if any, matters have been added, deleted or postponed, please contact: Marica MacHarg at (202) 272-2468.

December 29, 1980.

[S-2367-80 Filed 12-29-80; 4:50 p.m.]

BILLING CODE 8010-01-M

Reader Aids

Federal Register

Vol. 46, No. 1

Friday, January 2, 1981

INFORMATION AND ASSISTANCE

PUBLICATIONS

Code of Federal Regulations

CFR Unit	202-523-3419
	523-3517
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Incorporation by reference	523-4534
Printing schedules and pricing information	523-3419

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Corrections	523-5237
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Presidential Documents

Executive orders and proclamations	523-5233
Public Papers of the President	523-5235
Weekly Compilation of Presidential Documents	523-5235

Privacy Act Compilation	523-3517
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United States Government Manual	523-5230
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SERVICES

Agency services	523-3408
Automation	523-3408
Dial-a-Reg	
Chicago, Ill.	312-663-0884
Los Angeles, Calif.	213-688-6694
Washington, D.C.	202-523-5022
Magnetic tapes of FR issues and CFR volumes (GPO)	275-2867
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Special Projects	523-4534
Subscription orders and problems (GPO)	783-3238
TTY for the deaf	523-5239

FEDERAL REGISTER PAGES AND DATES, JANUARY

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AGENCY PUBLICATION ON ASSIGNED DAYS OF THE WEEK

The following agencies have agreed to publish all documents on two assigned days of the week (Monday/Thursday or Tuesday/Friday).

This is a voluntary program. (See OFR NOTICE 41 FR 32914, August 6, 1976.)

Monday	Tuesday	Wednesday	Thursday	Friday
DOT/SECRETARY	USDA/ASCS		DOT/SECRETARY	USDA/ASCS
DOT/COAST GUARD	USDA/FNS		DOT/COAST GUARD	USDA/FNS
DOT/FAA	USDA/FSQS		DOT/FAA	USDA/FSQS
DOT/FHWA	USDA/REA		DOT/FHWA	USDA/REA
DOT/FRA	MSPB/OPM		DOT/FRA	MSPB/OPM
DOT/NHTSA	LABOR		DOT/NHTSA	LABOR
DOT/RSPA	HHS/FDA		DOT/RSPA	HHS/FDA
DOT/SLSDC			DOT/SLSDC	
DOT/UMTA			DOT/UMTA	
CSA			CSA	

Documents normally scheduled for publication on a day that will be a Federal holiday will be published the next work day following the holiday. Comments on this program are still invited.

Comments should be submitted to the Day-of-the-Week Program Coordinator, Office of the Federal Register, National Archives and Records Service, General Services Administration, Washington, D.C. 20408

NOTE: As of September 2, 1980, documents from the Animal and Plant Health Inspection Service, Department of Agriculture, will no longer be assigned to the Tuesday/Friday publication schedule.

TABLE OF EFFECTIVE DATES AND TIME PERIODS—JANUARY 1981

This table is for determining dates in documents which give advance notice of compliance, impose time limits on public response, or announce meetings.

Agencies using this table in planning publication of their documents must allow sufficient time for printing production.

In computing these dates, the day after publication is counted as the first day. When

a date falls on a weekend or a holiday, the next Federal business day is used (see 1 CFR 18.17).

A new table will be published in the first issue of each month.

Dates of FR publication	15 days after publication	30 days after publication	45 days after publication	60 days after publication	90 days after publication
January 2	January 19	February 2	February 17	March 3	April 2
January 5	January 21	February 4	February 19	March 6	April 6
January 6	January 21	February 5	February 20	March 9	April 6
January 7	January 22	February 6	February 23	March 9	April 7
January 8	January 23	February 9	February 23	March 9	April 8
January 9	January 26	February 9	February 23	March 10	April 9
January 12	January 27	February 11	February 26	March 13	April 13
January 13	January 28	February 12	February 27	March 16	April 13
January 14	January 29	February 13	March 2	March 16	April 14
January 15	January 30	February 17	March 2	March 16	April 15
January 16	February 2	February 17	March 2	March 17	April 16
January 19	February 3	February 18	March 5	March 20	April 20
January 21	February 5	February 20	March 9	March 23	April 21
January 22	February 6	February 23	March 9	March 23	April 22
January 23	February 9	February 23	March 9	March 24	April 23
January 26	February 10	February 25	March 12	March 27	April 27
January 27	February 11	February 26	March 13	March 30	April 27
January 28	February 12	February 27	March 16	March 30	April 28
January 29	February 13	March 2	March 16	March 30	April 29
January 30	February 17	March 2	March 16	March 31	April 30

CFR CHECKLIST; 1980 ISSUANCES

This checklist, prepared by the Office of the Federal Register, is published in the first issue of each month. It is arranged in the order of CFR titles, and shows the revision date and price of the volumes of the Code of Federal Regulations issued to date for 1980. New units issued during the month are announced on the back cover of the daily **Federal Register** as they become available.

For a checklist of current CFR volumes comprising a complete CFR set, see the latest issue of the LSA (List of CFR Sections Affected), which is revised monthly.

The annual rate for subscription service to all revised volumes is \$450 domestic, \$115 additional for foreign mailing.

Order from Superintendent of Documents, Government Printing Office, Washington, D.C. 20402.

CFR Unit (Rev. as of Jan. 1, 1980):

Title	Price
1.....	\$4.50
2 [Reserved]	
3.....	7.50
4.....	6.50
5.....	8.00
6.....	3.75
7 Parts:	
0-52.....	8.50
53-209.....	7.00
210-299.....	7.00
300-399.....	5.50
400-699.....	6.50
700-899.....	7.00
900-944.....	7.00
945-980.....	5.50
981-999.....	5.50
1000-1059.....	7.00
1060-1119.....	7.00
1120-1199.....	6.00
1200-1499.....	7.00
1500-1899.....	6.50
1900-2799.....	8.50
2852.....	8.50
2853-end.....	6.00
8.....	5.50
9 Parts:	
1-199.....	7.00
200-end.....	6.50
10 Parts:	
0-199.....	7.50
200-499.....	8.50
500-end.....	7.50
11 (Rev. 4/1/80).....	4.75
12 Parts:	
1-199.....	6.00
200-299.....	9.00
300-end.....	11.00
13.....	7.00
14 Parts:	
1-59.....	8.50
60-199.....	8.50
200-1199.....	8.00
1200-end.....	6.00
15.....	9.00
16 Parts:	
0-149.....	7.00
150-999.....	6.00
1000-end.....	6.50

CFR Unit (Rev. as of Apr. 1, 1980):

17 Parts:	
0-239.....	7.50
240-end.....	7.50
18 Parts:	
1-149.....	7.50
150-end.....	8.50
19.....	9.00
20 Parts:	
01-399.....	5.50
400-499.....	7.50
500-end.....	7.50
21 Parts:	
01-99.....	6.00
100-169.....	7.00
170-199.....	6.00
200-299.....	4.50
300-499.....	8.00
500-599.....	7.50
600-799.....	5.00
800-1299.....	5.50
1300-end.....	4.50
22.....	8.00
23.....	7.00
24 Parts:	
0-499.....	11.00
500-1699.....	9.00
1700-end.....	6.00
25.....	8.00
26 Parts:	
1 (§§ 1.0-1.169).....	8.50
1 (§§ 1.170-1.300).....	6.50
1 (§§ 1.301-1.400).....	6.00
1 (§§ 1.401-1.500).....	7.00
1 (§§ 1.501-1.640).....	6.50
1 (§§ 1.641-1.850).....	7.50
1 (§§ 1.851-1.1200).....	8.00
1 (§§ 1.1201-end).....	9.00
2-29.....	7.50
30-39.....	6.50
40-299.....	7.50
300-499.....	6.00
500-599.....	6.50
600-end.....	5.00
27 Parts:	
1-199.....	6.50
200-end.....	7.50
CFR Unit (Rev. as of July 1, 1980):	
29 Parts:	
0-499.....	9.00
1900-1910.....	9.00

1911-1919..... 5.50

30 Parts:
0-199..... 7.5031 Parts:
0-199..... 6.00
200-end..... 7.5032 Parts:
1-39 (Supplement)..... 6.00
700-799..... 8.00
800-999..... 8.0033 Parts:
1-199..... 9.50
200-end..... 8.50

34..... 6.00

37..... 6.00

38..... 11.00

39..... 6.00

40 Parts:
0-51..... 7.50
52..... 9.00
53-80..... 7.50
81-99..... 8.50
100-399..... 13.00
400-424..... 7.50
425-end..... 7.5041 Chapters:
8..... 4.50
9 (Supplement)..... 3.00
10-17..... 7.50
18 (Vol. I)..... 7.50
18 (Vol. II)..... 9.00
18 (Vol. III)..... 7.50
102-end..... 7.00
CFR Index..... 8.50

CFR Unit (Rev. as of Oct. 1, 1980):

49 Parts:
1-99..... 5.50
200-399..... 7.00

CFR ISSUANCES**Complete Listing of 1980 Editions and Projected January 1981 Editions**

This list restates the complete publication plans for the 1980 editions and projects the publication plans for the January, 1981 quarter. A projected schedule that will include the April, 1981 quarter will appear in the first **Federal Register** issue of April, 1981, immediately after the CFR checklist.

The 1980 edition of the CFR consists of 165 volumes. Titles in the January and April 1980 quarters are presently available at the Government Printing Office. All titles in the July and October 1980 quarters are not available at this time. In the July and October list appearing below, the asterisk (*) indicates the 1980 issuances that are not available.

For pricing information on available 1980 volumes consult the CFR checklist in this **Federal Register**.

Pricing information is not available on projected issuances. Individual announcements of the actual release of volumes will continue to be printed in the **Federal Register** and will provide the price and ordering information. The monthly CFR checklist and the Annual Cumulative LSA will continue to provide a cumulative list of CFR volumes actually printed.

Normally, CFR volumes are revised according to the following schedule:

- Titles 1-16—January 1
- Titles 17-27—April 1
- Titles 28-41—July 1
- Titles 42-50—October 1

All volumes listed below will adhere to these scheduled revision dates unless a notation in the listing indicates a different revision date for a particular volume.

Titles revised as of January 1, 1980, unless otherwise noted:

Title	Title
1-2	9 Parts:
3 Compilation	1-99
4	200-end
5	10 Parts:
6	0-199
7 Parts:	200-499
0-52	500-end
53-209	11 (Revised as of April 1, 1980)
210-299	12 Parts:
300-399	1-199
400-699	200-299
700-899	300-end
900-944	13
945-980	14 Parts:
981-999	1-59
1000-1059	60-199
1060-1119	200-1199
1120-1499	1200-end
1500-1899	15
1900-2799	16 Parts:
2900-2851 (Cover only)	0-149
2852	150-999
2853-end	1000-end
8	CFR Index

Titles revised as of April 1, 1980:

Title	Title
17 Parts:	23
0-239	24 Parts:
240-end	0-499
18 Parts:	500-1699
1-149	1700-end
150-end	25
19	26 Parts:
20 Parts:	1 (§§ 1.0-1-1.169)
1-399	1 (§§ 1.170-1.300)
400-499	1 (§§ 1.301-1.400)
500-end	1 (§§ 1.401-1.500)
21 Parts:	1 (§§ 1.501-1.640)
1-99	1 (§§ 1.841-1.850)
100-169	1 (§§ 1.851-1.1200)
170-199	2-29
200-299	30-39
300-499	40-299
500-599	300-499
600-799	500-599
800-1299	600-end
1300-end	27 Parts:
1308 Table (Cover only)	1-199
22	200-end

Titles revised or supplemented as of July 1, 1980, unless otherwise noted:

Title	Title
CFR Index	36*
28*	37
29 Parts:	38
0-499	39
500-1899*	40 Parts:
1900-1910	0-51
1911-1919	53-80
1920-end	81-99
30 Parts:	100-399
0-199	400-424
200-end	425-end
31 Parts:	41 Chapters:
0-199	1-2*
200-end	3-6*
32 Parts:	7*
1-39, Vol. I-III (Supplement)	8
40-399*	9 (Supplement)
400-699*	10-17*
700-799	18 Vol. I
800-999*	18 Vol. II
1000-end*	18 Vol. III
33 Parts:	19-100
1-199	101*
200-end	102-end
35 (Revised as of December 31, 1980)	

*Indicates volume is still in production and not ready for distribution.

Titles revised as of October 1, 1980, unless otherwise noted:

Title	Title
42 Parts:	166-199*
1-399*	200-399*
400-end*	400-end*
43 Parts:	47 Parts:
1-999*	0-19*
1000-end*	20-69*
44	70-79*
45 Parts:	80-end*
1-99*	48
100-149*	49 Parts:
150-199*	1-99
200-499*	100-177 (Revised as of
500-1199*	December 1, 1980)*
1200-end*	178-199 (Revised as of
46 Parts:	December 1, 1980)*
1-29*	200-399
30-40*	400-999*
41-69*	1000-1199*
70-89*	1200-1299*
90-109*	1300-end*
110-139 (Cover only)*	50 Parts:
140-155*	1-199*
156-165*	200-end*

Projected January 1, 1981 editions:

Title	Title
CFR Index	9 Parts:
1-2	1-199
3 (Compilation)	200-end
4	10 Parts:
5	0-199
6	200-499
7 Parts:	500-end
0-52	11
53-209	12 Parts:
210-299	1-199
300-399	200-299
400-699	300-499
700-899	500-end
900-944	13
945-980	14 Parts:
981-999	1-59
1000-1059	60-199
1060-1119	200-1199
1120-1199	1200-end
1200-1499	15 Parts:
1500-1899	0-299
1900-2799	300-end
2800-2851	16 Parts:
2852	0-149
2853-end	150-999
8	1000-end

*Indicates volume is still in production and not ready for distribution.

AGENCY ABBREVIATIONS

Used in Highlights and Reminders

(This List Will Be Published Monthly in First Issue of Month.)

USDA Agriculture Department

AMS Agricultural Marketing Service
 APHIS Animal and Plant Health Inspection Service
 ASCS Agricultural Stabilization and Conservation Service
 CCC Commodity Credit Corporation
 CEA Commodity Exchange Authority
 EMS Export Marketing Service
 EOA Energy Office, Agriculture Department
 EOOA Environmental Quality Office, Agriculture Department
 ESCS Economics, Statistics, and Cooperatives Service
 FmHA Farmers Home Administration
 FAS Foreign Agricultural Service
 FCIC Federal Crop Insurance Corporation
 FGIS Federal Grain Inspection Service
 FNS Food and Nutrition Service
 FS Forest Service
 FSQS Food Safety and Quality Service
 IGO Inspector General Office
 RDS Rural Development Service
 REA Rural Electrification Administration
 RTB Rural Telephone Bank
 SCS Soil Conservation Service
 SEA Science and Education Administration
 TOA Transportation Office, Agriculture Department

COMMERCE Commerce Department

BEA Bureau of Economic Analysis
 Census Census Bureau
 EDA Economic Development Administration
 FSPSO Federal Statistical Policy and Standards Office
 FTZB Foreign-Trade Zones Board
 ITA International Trade Administration
 MA Maritime Administration
 MBDA Minority Business Development Agency
 NBS National Bureau of Standards
 NOAA National Oceanic and Atmospheric Administration
 NSA National Shipping Authority
 NTIA National Telecommunications and Information Administration
 NTIS National Technical Information Service
 PTO Patent and Trademark Office
 USTS United States Travel Service

DOD Defense Department

AF Air Force Department
 Army Army Department
 DCAA Defense Contract Audit Agency
 DIA Defense Intelligence Agency
 DIS Defense Investigative Service
 DLA Defense Logistics Agency
 DMA Defense Mapping Agency
 DNA Defense Nuclear Agency
 EC Engineers Corps
 Navy Navy Department

ED Education Department

CROED Civil Rights Office, Education Department
 MSI Museum Services Institute
 NIE National Institute of Education

DOE Energy Department

APA Alaska Power Administration
 BPA Bonneville Power Administration
 EIA Energy Information Administration

ERA Economic Regulatory Administration
 ERO Energy Research Office
 ETO Energy Technology Office
 FERC Federal Energy Regulatory Commission
 OHA Hearings and Appeals Office, Energy Department
 SEPA Southeastern Power Administration
 SOLAR Conservation and Solar Energy Office
 SWPA Southwestern Power Administration
 WAPA Western Area Power Administration

HHS Health and Human Services Department

ADAMHA Alcohol, Drug Abuse, and Mental Health Administration
 CDC Centers for Disease Control
 ENSC Educational Statistics National Center
 FDA Food and Drug Administration
 HCFA Health Care Financing Administration
 HDSO Human Development Services Office
 HRA Health Resources Administration
 HSA Health Services Administration
 NIH National Institutes of Health
 NIOSH National Institute for Occupational Safety and Health
 PHS Public Health Service
 RRO Refugee Resettlement Office
 RSA Rehabilitation Services Administration
 SSA Social Security Administration

HUD Housing and Urban Development Department

CARF Consumer Affairs and Regulatory Functions, Office of Assistant Secretary
 CPD Community Planning and Development, Office of Assistant Secretary
 EQO Environmental Quality Office, Housing and Urban Development Department
 FHC Federal Housing Commissioner, Office of Assistant Secretary for Housing
 FHEO Fair Housing and Equal Opportunity, Office of Assistant Secretary
 GNMA Government National Mortgage Association
 ILSRO Interstate Land Sales Registration Office
 NCA New Communities Administration
 NCDC New Community Development Corporation
 NVACP Neighborhoods, Voluntary Associations and Consumer Protection, Office of Assistant Secretary

INTERIOR Interior Department

BIA Bureau of Indian Affairs
 BLM Bureau of Land Management
 FWS Fish and Wildlife Service
 GS Geological Survey
 HCRS Heritage Conservation and Recreation Service
 Mines Mines Bureau
 NPS National Park Service
 OHA Office of Hearings and Appeals, Interior Department
 SMREO Surface Mining Reclamation and Enforcement Office
 WPRS Water and Power Resource Service

JUSTICE Justice Department

DEA Drug Enforcement Administration
 BJS Bureau of Justice Statistics
 INS Immigration and Naturalization Service
 LEAA Law Enforcement Assistance Administration
 NIC National Institute of Corrections
 NIJ National Institute of Justice
 OJARS Justice Assistance, Research and Statistics Office
 PARCOM Parole Commission

LABOR Labor Department

BLS Bureau of Labor Statistics
 BRB Benefits Review Board
 ESA Employment Standards Administration

ETA Employment and Training Administration
 FCCPO Federal Contract Compliance Programs Office
 LMSEO Labor Management Standards Enforcement Office
 MSHA Mine Safety and Health Administration
 OSHA Occupational Safety and Health Administration
 P&WBP Pension and Welfare Benefit Programs
 W&H Wage and Hour Division

STATE State Department
 FSGB Foreign Service Grievance Board

DOT Transportation Department
 CG Coast Guard
 FAA Federal Aviation Administration
 FHWA Federal Highway Administration
 FRA Federal Railroad Administration
 MTB Materials Transportation Bureau
 NHTSA National Highway Traffic Safety Administration
 OHMR Office of Hazardous Materials Regulations
 OPR Office of Pipeline Safety Regulations
 RSPA Research and Special Programs Administration
 SLSDC Saint Lawrence Seaway Development Corporation
 UMTA Urban Mass Transportation Administration

TREASURY Treasury Department
 ATF Alcohol, Tobacco and Firearms Bureau
 Customs Customs Service
 Comptroller Comptroller of the Currency
 ESO Economic Stabilization Office (temporary)
 FS Fiscal Service
 IRS Internal Revenue Service
 Mint Mint Bureau
 PDB Public Debt Bureau
 RSO Revenue Sharing Office
 SS Secret Service

Independent Agencies
 AC Aging, Federal Council
 ANGTS Alaska Natural Gas Transportation System, Office of
 Federal Inspector
 ATBCB Architectural and Transportation Barriers Compliance
 Board
 CAB Civil Aeronautics Board
 CASB Cost Accounting Standards Board
 CEQ Council on Environmental Quality
 CFTC Commodity Futures Trading Commission
 CITA Textile Agreements Implementation Committee
 CPSC Consumer Product Safety Commission
 CRC Civil Rights Commission
 CSA Community Services Administration
 CWPS Wage and Price Stability Council
 EEOC Equal Employment Opportunity Commission
 EPA Environmental Protection Agency
 ESC Endangered Species Committee
 EXIMBANK Export-Import Bank of the U.S.
 FCA Farm Credit Administration
 FCC Federal Communications Commission
 FCSC Foreign Claims Settlement Commission
 FDIC Federal Deposit Insurance Corporation
 FEC Federal Election Commission
 FEMA Federal Emergency Management Agency
 FEMA/USFA United States Fire Administration
 FFIEC Federal Financial Institutions Examination Council
 FHLBB Federal Home Loan Bank Board
 FHLMC Federal Home Loan Mortgage Corporation
 FLRA Federal Labor Relations Authority
 FMC Federal Maritime Commission
 FRS Federal Reserve System
 FTC Federal Trade Commission
 GAO General Accounting Office
 GPO Government Printing Office

GSA General Services Administration
 GSA/ADTS Automated Data and Telecommunications Service
 GSA/FPRS Federal Property Resources Service
 GSA/FSS Federal Supply Service
 GSA/NARS National Archives and Records Services
 GSA/OFR Office of the Federal Register
 GSA/PBS Public Buildings Service
 GSA/TPUS Transportation and Public Utilities Service
 ICA International Communication Agency
 ICC Interstate Commerce Commission
 ICP Interim Compliance Panel (Coal Mine Health and Safety)
 IDCA International Development Cooperation Agency
 IDCA/AID Agency for International Development
 ITC International Trade Commission
 IRLG Interagency Regulatory Liaison Group
 LSC Legal Services Corporation
 MB Metric Board
 MSPB Merit Systems Protection Board
 MWSC Minimum Wage Study Commission
 NACEO National Advisory Council on Economic Opportunity
 NASA National Aeronautics and Space Administration
 NCCB National Consumer Cooperative Bank
 NCH National Council for the Handicapped
 NCUA National Credit Union Administration
 NFAH National Foundation for the Arts and the Humanities
 NLRB National Labor Relations Board
 NRC Nuclear Regulatory Commission
 NSF National Science Foundation
 NTSB National Transportation Safety Board
 OMB Office of Management and Budget
 OMB/FPPO Federal Procurement Policy Office
 OPIC Overseas Private Investment Corporation
 OPM Office of Personnel Management
 OPM/FPAC Federal Prevailing Rate Advisory Committee
 OSTP Office of Science and Technology Policy
 PADDC Pennsylvania Avenue Development Corporation
 PBGC Pension Benefit Guaranty Corporation
 PRC Postal Rate Commission
 PS Postal Service
 ROAP Reorganization Office of Assistant to President
 RRB Railroad Retirement Board
 SBA Small Business Administration
 SEC Securities and Exchange Commission
 SFC Synthetic Fuels Corporation
 SSS Selective Service System
 Trade Trade Representative, Office of United States
 TVA Tennessee Valley Authority
 VA Veterans Administration
 WRC Water Resources Council

REMINDERS

The "reminders" below identify documents that appeared in issues of the **Federal Register** 15 days or more ago. Inclusion or exclusion from this list has no legal significance.

Rules Going Into Effect Today

ENVIRONMENTAL PROTECTION AGENCY

80084 12-2-80 / Visibility protection for Federal Class I areas

FEDERAL COMMUNICATIONS COMMISSION

78134 11-25-80 / FM broadcast stations in Lakeport and Williams, Calif., changes in table of assignments

78136 11-25-80 / TV broadcast stations in Anaconda, Butte, and Bozeman, Mont.; changes in table of assignments

INTERIOR DEPARTMENT

Office of the Secretary—

80258 12-3-80 / Nondiscrimination against minority and women-owned business enterprises in Outer Continental Shelf leasing activities

INTERSTATE COMMERCE COMMISSION

79810 12-2-80 / Revision of National Environmental Policy Act guidelines

TREASURY DEPARTMENT

Customs Service—

80099 12-3-80 / Aircraft arriving from any foreign territory, persons and merchandise including baggage, subject to vessel laws and regulations

80100 12-3-80 / Tariff classification of imported merchandise, administrative ruling

Rules Going Into Effect Saturday, January 3, 1981

FEDERAL RESERVE SYSTEM

81537 12-11-80 / Nonbanking activities of foreign banking organizations

INTERIOR DEPARTMENT

Land Management Bureau—

80291 12-4-80 / Idaho; partial revocation of Veterans Administration withdrawal

80290 12-4-80 / Idaho; powersite restoration No. 761; partial revocation of powersite reserve No. 241

80291 12-4-80 / Oregon; partial revocation of PLO No. 2407

80290 12-4-80 / Oregon; revocation of timber preservation area withdrawal

List of Public Laws

Last Listing December 31, 1980

This is a continuing listing of public bills from the current session of Congress which have become Federal laws. The text of laws is not published in the **Federal Register** but may be ordered in individual pamphlet form (referred to as "slip laws") from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402 (telephone 202-275-3030).

S. 3212 / Pub. L. 96-588 To designate the "Thomas J. McIntyre Federal Building" (Dec. 24, 1980; 94 Stat. 3388) Price \$1.

H.R. 5043 / Pub. L. 96-589 Bankruptcy Tax Act of 1980 (Dec. 24, 1980; 94 Stat. 3389) Price \$1.75.

S. 3261 / Pub. L. 96-590 To amend section 222 of the Communications Act of 1934 in order to include Hawaii in the same category as other States for the purposes of such section (Dec. 24, 1980; 94 Stat. 3414) Price \$1.

H.R. 6671 / Pub. L. 96-591 Inland Navigational Rules Act of 1980 (Dec. 24, 1980; 94 Stat. 3415) Price \$1.50.

S. 1465 / Pub. L. 96-592 Farm Credit Act Amendments of 1980 (Dec. 24, 1980; 94 Stat. 3437) Price \$1.50.

H.R. 4774 / Pub. L. 96-593 To amend the National Labor Relations Act to provide that any employee who is a member of a religion or sect historically holding conscientious objection to joining or financially supporting a labor organization shall not be required to do so (Dec. 24, 1980; 94 Stat. 3452) Price \$1.

H.R. 1196 / Pub. L. 96-594 To revise and improve the laws relating to the documentation of vessels, and for other purposes (Dec. 24, 1980; 94 Stat. 3453) Price \$1.25.

H.R. 4968 / Pub. L. 96-595 To amend the Internal Revenue Code of 1954 with respect to net operating loss carryovers of taxpayers who cease to be real estate investment trusts, to increase interest rates on certain United States retirement bonds, and for other purposes (Dec. 24, 1980; 94 Stat. 3464) Price \$1.

H.R. 5391 / Pub. L. 96-596 To amend the Internal Revenue Code of 1954 with respect to the determination of second tier taxes, and for other purposes (Dec. 24, 1980; 94 Stat. 3469) Price \$1.

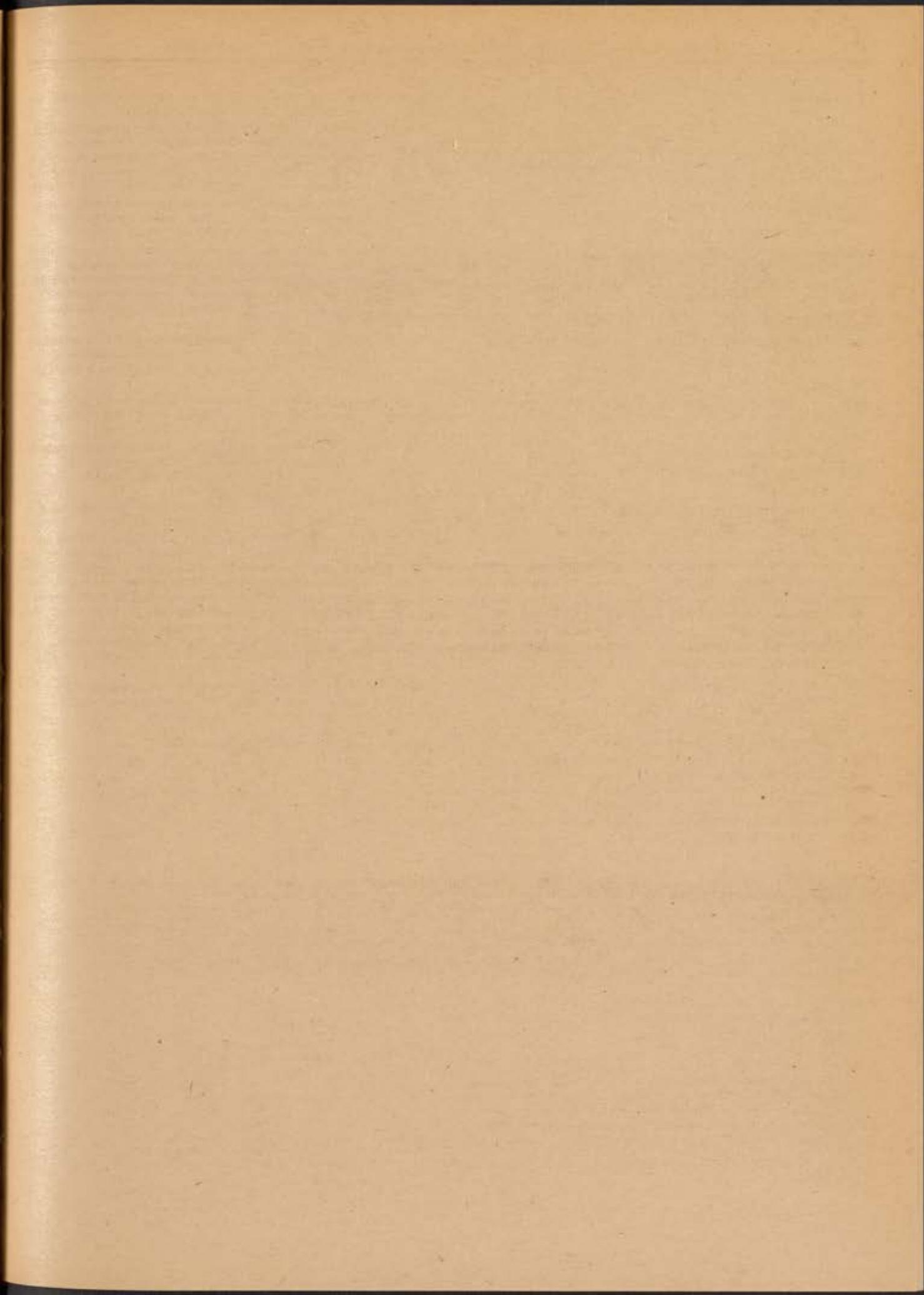
H.R. 8444 / Pub. L. 96-597 To authorize appropriations for certain insular areas of the United States, and for other purposes (Dec. 24, 1980; 94 Stat. 3477) Price \$1.

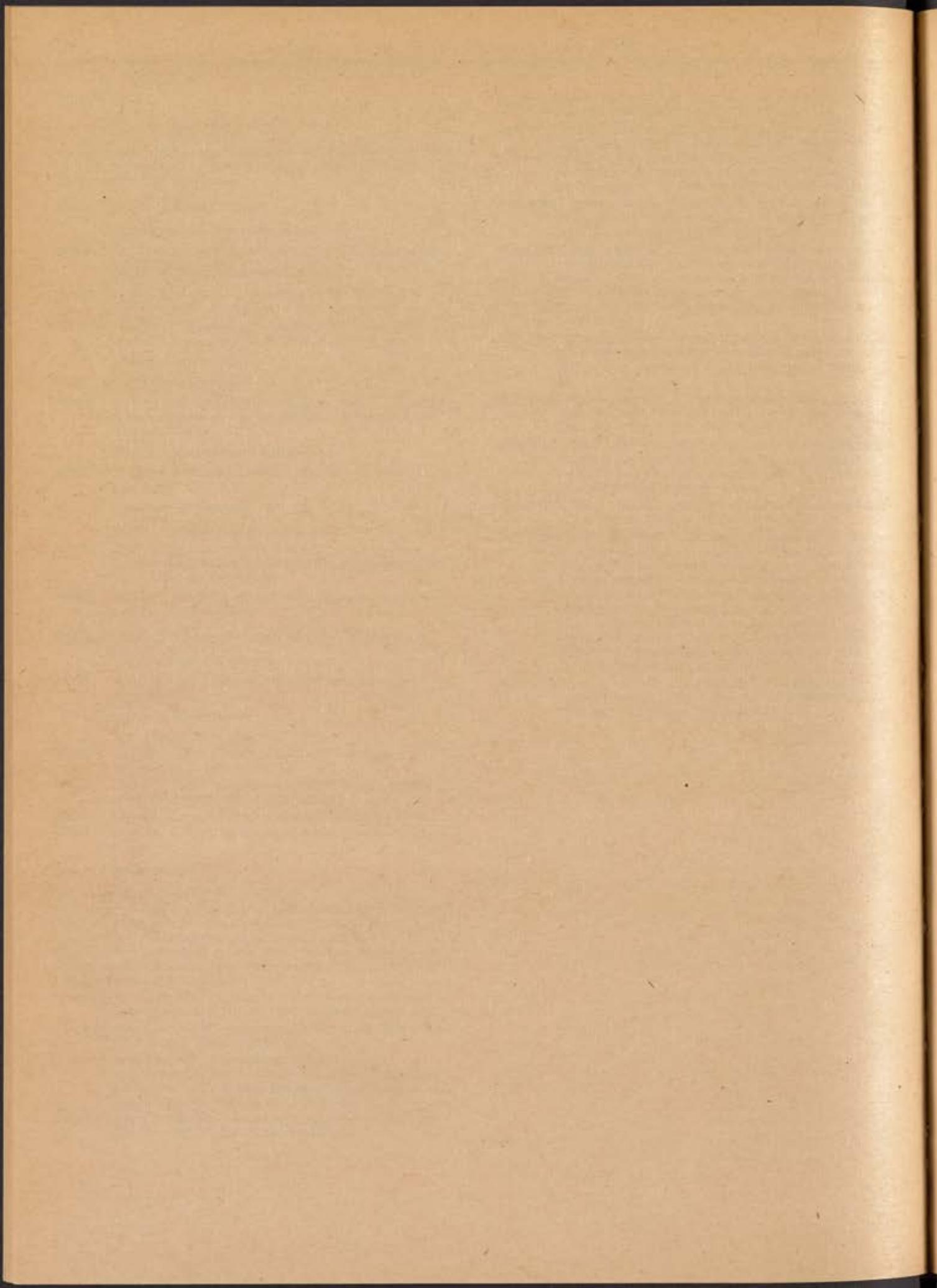
H.R. 3317 / Pub. L. 96-598 To amend the Internal Revenue code of 1954 with respect to excise tax refunds in the case of certain uses of tread rubber, and for other purposes (Dec. 24, 1980; 94 Stat. 3485) Price \$1.

H.R. 3637 / Pub. L. 96-599 International Coffee Agreement Act of 1980 (Dec. 24, 1980; 94 Stat. 3491) Price \$1.

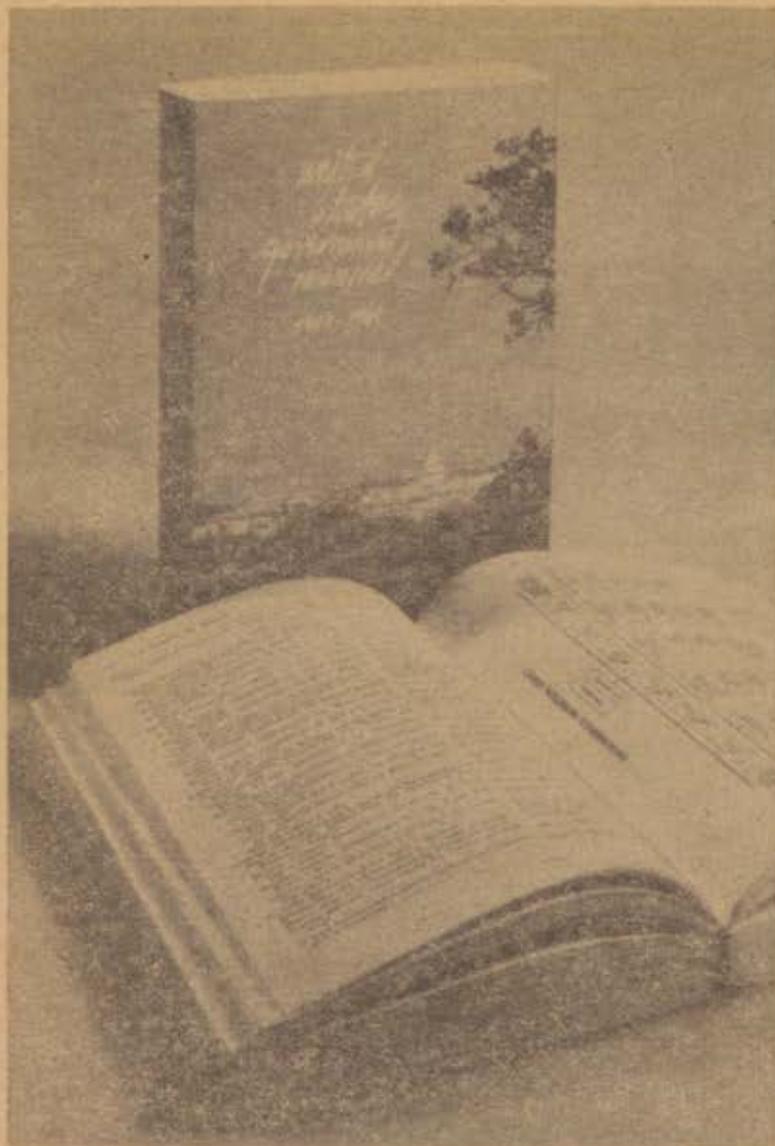
H.R. 7694 / Pub. L. 96-600 To authorize the Secretary of Defense to provide civilian career employees of the Department of Defense who are residents of Guam, the Virgin Islands, or the Commonwealth of Puerto Rico the same relative rotation rights as apply to other career employees, to authorize the Delegates in Congress from Guam and the Virgin Islands to have two appointments at a time, rather than one appointment, to each of the service academies, and to authorize the establishment of a National Guard of Guam (Dec. 24, 1980; 94 Stat. 3493) Price \$1.

H.R. 5505 / Pub. L. 96-601 To simplify certain provisions of the Internal Revenue Code of 1954, and for other purposes (Dec. 24, 1980; 94 Stat. 3495) Price \$1.





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Of significant historical interest is Appendix A, which describes the agencies and functions of the Federal Government abolished or transferred subsequent to March 4, 1933.

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Book 2 of 3 Books
Friday, January 2, 1981

Part II

Department of Transportation

Federal Aviation Administration

**Airspace Designations; Compilation of
Regulations**

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Parts 71, 73, and 75

[Airspace Docket No. 80-AWA-18]

Designation of Federal Airways, Area Low Routes, Controlled Airspace, and Reporting Points; Special Use Airspace; Establishment of Jet Routes and Area High Routes; Compilation of Regulations**AGENCY:** Federal Aviation Administration (FAA), DOT.**ACTION:** Republication of final rules.

SUMMARY: This is a compilation of the current airspace designations and pending amendments to those designations issued by the FAA and published in the *Federal Register*. This compilation is published annually for the benefit of the public since airspace designations are not carried in the Code of Federal Regulations or the Federal Aviation Regulations.

DATES: Republication of rules in effect on December 1, 1980, and pending amendments published before December 1, 1980.

EFFECTIVE DATE: January 2, 1981.

FOR FURTHER INFORMATION CONTACT: Mary Ann Webb, Airspace Regulations and Obstructions Branch (AAT-230), Airspace and Air Traffic Rules Division, Air Traffic Service, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, D.C. 20591; telephone: (202) 426-8626.

SUPPLEMENTARY INFORMATION: Airspace rulemaking actions are issued throughout the year establishing, amending, or revoking designation of airspace in the United States and over that portion of the high seas for which the United States has accepted responsibility for separating air traffic. All airspace rulemaking actions are published in the *Federal Register* and, generally, are effective on dates coinciding with the periodic issuance of navigational charts by the National Ocean Survey. However, because of the large number of designations and the frequency of changes, the descriptions are not carried in the Code of Federal Regulations. Therefore, this compilation of all airspace designations, in effect and pending (issued but not yet effective) as of a specific date, is published annually in the *Federal Register*. No substantive change to any airspace designation is made by this action. All substantive amendments to the affected parts of the Code of Federal Regulations have been adopted and

published previously in accordance with administrative procedures in 5 U.S.C. Sections 552 and 553.

Since this is a compilation of previous rulemaking actions and no substantive change is made by this action, notice and public procedure regarding these amendments are unnecessary, and good cause exists for making them effective in less than 30 days.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, effective January 2, 1981, Parts 71, 73, and 75 of the Federal Aviation Regulations, are republished as follows:

(Secs. 307(a) and 313(a), Federal Aviation Act of 1958 (49 U.S.C. 1348(a) and 1354(a)); Sec. 6(c), Department of Transportation Act (49 U.S.C. 1655(c)); and 14 CFR 11.69)

Note.—The FAA has determined that this document involves a regulation which is not significant under Executive Order 12044, as implemented by DOT Regulatory Policies and Procedures (44 FR 11034; February 28, 1979). Since this regulatory action involves an established body of technical requirements for which frequent and routine amendments are necessary to keep them operationally current and promote safe flight operations, the anticipated impact is so minimal that this action does not warrant preparation of a regulatory evaluation.

Issued in Washington, D.C., on December 8, 1980.

Shelomo Wugalter,

Acting Chief, Airspace and Air Traffic Rules Division.

BILLING CODE 4910-13-M

TITLE 14 - AERONAUTICS AND SPACE
CHAPTER I - FEDERAL AVIATION ADMINISTRATION
SUBCHAPTER E - AIRSPACE
PARTS 71, 73, 75
DESIGNATION OF FEDERAL AIRWAYS, AREA LOW ROUTES,
CONTROLLED AIRSPACE, AND REPORTING POINTS,
SPECIAL USE AIRSPACE, JET ROUTES, AREA HIGH ROUTES
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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.
- (c) The airspace assignments described in Subpart K of this part are designated as terminal control areas.
- (d) The airspace assignments described in Subpart J are designated as area low routes.

§ 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 1,200 feet above the surface of the earth to, but not including, 18,000 feet MSL, except that Federal airways for Hawaii have no upper limits. Variations of the lower limits of an airway are expressed in digits representing hundreds of feet above the surface (AGL) or mean sea level (MSL) and, unless otherwise specified, apply to the segment of an airway between adjoining navigational aids or intersections; and

(2) The airspace of a Federal airway within the lateral limits of a transition area has a floor coincident with the floor of the transition area.

(d) One or more alternate airways may be designated between specified navigational aids or intersections along each VOR Federal airway described in Subpart C. Unless otherwise specified, the centerline of an alternate VOR Federal airway and the centerline of the corresponding segment of the main VOR Federal airway are separated by 15° .

(e) A Federal airway does not include the airspace of a prohibited area.

§ 71.6 Extent of area low routes.

(a) Each area low route is based on a centerline that extends from one waypoint to another waypoint (or through several waypoints) specified for that area low route. An area low route does not include the airspace of a prohibited area. All mileages specified in connection with area low routes are nautical miles.

(b) Unless otherwise specified in Subpart J, the following apply:

(1) Except as provided in subparagraph (2) of this paragraph, each area low route includes, and is limited to, that airspace within parallel boundary lines 4 or more miles on each side of the route centerline as described in the middle column of the following table, plus that additional airspace outside of those parallel lines and within lines drawn outward from those parallel lines at angles of 3.25° , beginning at the distance from the tangent point specified in the right-hand column of the following table:

Miles from reference facility to tangent point	Miles from centerline to parallel lines	Miles from tangent point along parallel lines to vortices of 3.25° angles
Less than 17	4	51.
17 to, but not including 27	4	50.
27 to, but not including 33	4	49.
33 to, but not including 38	4	48.
38 to, but not including 43	4	47.
43 to, but not including 47	4	46.
47 to, but not including 51	4	45.
51 to, but not including 55	4	44.
55 to, but not including 58	4	43.
58 to, but not including 61	4	42.
61 to, but not including 63	4	41.
63 to, but not including 66	4	40.
66 to, but not including 68	4	39.
68 to, but not including 70	4	38.
70 to, but not including 72	4	37.
72 to, but not including 74	4	36.
74 to, but not including 76	4	35.
76 to, but not including 78	4	34.
78 to, but not including 79	4	33.
79 to, but not including 81	4	32.
81 to, but not including 83	4	31.
83 to, but not including 84	4	30.
84 to, but not including 86	4	29.
86 to, but not including 87	4	28.
87 to, but not including 88	4	27.
88 to, but not including 89	4	26.
89 to, but not including 91	4	25.
91 to, but not including 92	4	24.
92 to, but not including 93	4	23.
93 to, but not including 94	4	22.
94 to, but not including 95	4	21.
95 to, but not including 96	4	19.
96 to, but not including 97	4	18.
97 to, but not including 98	4	17.
98 to, but not including 99	4	15.
99 to, but not including 100	4	13.
100 to, but not including 101	4	11.
101 to, but not including 102	4	8.
102 to, but not including 105	4	0 (i.e., at tangent point).
105 to, but not including 115	4.25	0 (i.e., at tangent point).
115 to, but not including 125	4.50	0 (i.e., at tangent point).
125 to, but not including 135	4.75	0 (i.e., at tangent point).
135 to, but not including 145	5.00	0 (i.e., at tangent point).
145 to, but not including 150	5.25	0 (i.e., at tangent point).

(2) Each area low route, whose centerline is at least 2 miles, and not more than 3 miles from the reference facility, includes, in addition to the airspace specified in subparagraph (1) of this paragraph, that airspace on the reference facility side of the centerline that is within lines connecting the point that is 4.9 miles from the tangent point on a perpendicular line from the centerline through the reference facility, thence to the edges of the boundary lines described in subparagraph (1) of this paragraph, intersecting those boundary lines at angles of 5.15°.

(3) Where an area low route changes direction, it includes that airspace enclosed by extending the boundary lines of the route segments until they meet.

(4) Where the widths of adjoining route segments are unequal, the following apply:

(i) If the tangent point of the narrower segment is on the route centerline, the width of the narrower segment includes that additional airspace within lines from the lateral extremity of the wider segment where the route segments join, thence toward the tangent point of the narrower route segment, until intersecting the boundary of the narrower segment.

(ii) If the tangent point of the narrower segment is on the route centerline extended, the width of the narrower segment includes that additional airspace within lines from the lateral extremity of the wider segment where the route segments join, thence toward the tangent point until reaching the point where the narrower segment terminates or changes direction, or until intersecting the boundary of the narrower segment.

(5) Where an area low route terminates, it includes that airspace within a circle whose center is the terminating waypoint, and whose diameter is equal to the route segment width at that waypoint, except that an area low route does not extend beyond the domestic/oceanic control area boundary.

(6) Each area low route includes that airspace extending upward from 1,200 feet above the surface of the earth to, but not including, 18,000 feet MSL, except that area low routes for Hawaii have no upper limits. Variations of the lower limits of an area low route are expressed in digits representing hundreds of feet above the surface (AGL) or mean sea level (MSL) and, unless otherwise specified, apply to the route segment between adjoining waypoints used in the description of the route.

(7) The airspace of an area low route within the lateral limits of a transition area has a floor coincident with the floor of the transition area.

§ 71.7 Control areas.

Control areas consist of the airspace designated in Subparts B, C, E, and J, 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, excluding the Alaska peninsula west of longitude 160°00'00" W., at and above 14,500 feet M.S.L., 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 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.

§ 71.12 Terminal Control Areas

The terminal control areas listed in Subpart K of this part consist of controlled airspace extending upward from the surface or higher to specified altitudes, within which all aircraft are subject to operating rules and pilot and equipment requirements specified in Part 91 of this chapter. Each such location is designated as a Group I, Group II, or Group III terminal control area, and includes at least one primary airport around which the terminal control area is located.

§ 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 and terminal control areas 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.

GREEN FEDERAL AIRWAYS

§ 71.103 Green Federal Airways.

G-7 From Fort Davis, Alaska, RBN, Norton Bay, Alaska, RBN; 46 miles, 57 miles, 55 MSL, Bishop, Alaska, NDB; INT Bishop NDB 089° and Chena, Alaska, RBN 269° bearings; Chena RBN.

G-8 From Shemya, Alaska, NDB, 20 AGL Adak, Alaska, NDB; 20 AGL Dutch Harbor, Alaska, NDB; 20 AGL INT Dutch Harbor NDB 041° and Cold Bay, Alaska, NDB 253° bearings; 20 AGL Cold Bay NDB; King Salmon, Alaska, NDB; INT King Salmon NDB 054°T (033°M) and Kachemak, Alaska, NDB 269°T (245°M) bearings; Kachemak NDB; Wildwood, Alaska, NDB; INT Wildwood NDB 034° and Campbell Lake, Alaska, NDB 254° bearings; Campbell Lake NDB; INT Campbell Lake NDB 032° and Swentna, Alaska, NDB 111° bearings; Glenallen, Alaska, NDB; INT Glenallen NDB 052° and Nabesna, Alaska, NDB 252° bearings; Nabesna NDB.

G-9 From Oscarville, Alaska, RBN 35 miles, 125 miles, 55 MSL, Sparrevohn, Alaska, RBN; 24 miles, 29 miles, 53 MSL, 14 miles, 10,500 MSL, 42 miles, 12,500 MSL, to Campbell Lake, Alaska, RBN.

G-10 From Humboldt, Alaska, NDB, via INT Humboldt NDB 345° and Port Heiden, Alaska, NDB 248° bearings 20 AGL Port Heiden, NDB; 67 miles 12 AGL, 77 miles 85 MSL, 67 miles 12 AGL, to Woody Island, NDB.

AMENDMENTS 3/20/80 45 F. R. 6357 (Added)

G-12 From Kinz Salmon, Alaska, NDB, via Port Heiden, Alaska, NDB; Humboldt, Alaska, NDB; to Elfee, Alaska, NDB.

AMENDMENTS 3/20/80 45 F. R. 6357 (Added)

AMBER FEDERAL AIRWAYS

§ 71.105 Amber Federal Airways.

A-1 From Sandspit, British Columbia, Canada, RBN 96 miles 12 AGL, 102 miles 35 MSL, 57 miles 12 AGL, via Sitka, Alaska, RBN; 31 miles 12 AGL, 50 miles 47 MSL, 88 miles 20 MSL, 40 miles 12 AGL, Ocean Cape, Alaska, RBN; INT Ocean Cape RBN 283° and Hinchinbrook, Alaska, RBN 106° bearings; Hinchinbrook RBN; INT Hinchinbrook RBN 286° and Campbell Lake, Alaska, RBN 123° bearings; Campbell Lake RBN; Puntilla Lake, Alaska, RBN; Farewell, Alaska, RBN; Takotna River, Alaska, RBN; 24 miles 12 AGL, 53 miles 55 MSL; 51 miles 40 MSL, 25 miles 12 AGL, North River, Alaska, RBN; 17 miles 12 AGL, 89 miles 25 MSL, 17 miles 12 AGL, to Fort Davis, Alaska, RBN. That airspace within Canada is excluded.

AMENDMENTS 9/4/80 45 F. R. 41910 (Rewritten)

A-2 From Burwash, Yukon Territory, Canada, RBN, 88 miles; 40 miles, Nabesna, Alaska, RBN; Delta, Junction, Alaska, RBN; Chena, Alaska, RBN; Evansville, Alaska, NDB; 69 miles 12 AGL, 102 miles 95 MSL, 117 miles 12 AGL, to Browerville, Alaska, RBN. The airspace within Canada is excluded.

A-3 From Evansville, Alaska, NDB, to Put River, Alaska, NDB.

A-4 From Evansville, Alaska, NDB via Umiat, Alaska, NDB to Put River, Alaska, NDB.

A-6 From Chandalar Lake, Alaska, NDB via Umiat, Alaska, NDB to Browerville, Alaska, NDB.

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, NDB via Nichols, Alaska, NDB; 41 miles 12 AGL, 42 miles 52 MSL, 32 miles 12 AGL Petersburg, Alaska, NDB; Coghlan Island, Alaska, RBN; Haines, Alaska, RBN; Burwash, Yukon Territory, Canada, RBN; Nabesna, Alaska, RBN; Delta Junction, Alaska, RBN; Chena, Alaska, RBN; Chandalar Lake, Alaska, NDB; Put River, Alaska, NDB; Oliktok, Alaska, RBN. The airspace within Canada is excluded (Joins Canadian high level airway No. 502).

RED FEDERAL AIRWAYS

§71.107 Red Federal Airways.

R-27 From Summit, Alaska, RBN; Julius, Alaska, RBN; Chena, Alaska, RBN.

R-39 From Oscarville, Alaska, RBN; Aniak, Alaska, RBN; 25 miles, 89 miles, 55 MSL, Takotna River, Alaska, RBN; 28 miles, 64 miles, 45 MSL, Minchumina, Alaska, RBN; Julius, Alaska, RBN; Chena, Alaska, RBN.

R-40 From Woody Island, Alaska, RBN; 27 miles, 24 miles, 35 MSL, 29 miles, 55 MSL, Kachemak, Alaska, RBN; to Campbell Lake, Alaska, RBN.

R-50 From Bishop, Alaska, NDB via Bear Creek, Alaska, NDB; to Chena, Alaska, NDB.

R-75 From Vancouver, British Columbia, Canada, RBN via White Rock, British Columbia, Canada, RBN; Abbotsford, British Columbia, Canada, RBN; Cultus Lake, British Columbia, Canada, RBN; to Princeton, British Columbia, Canada, RBN, excluding the portion within Canada.

R-99 From King Salmon, Alaska, NDB via Iliamna, Alaska, NDB; INT Iliamna NDB 124°T (102°M) and Kachemak, Alaska, NDB 269°T (245°M) bearings; to Kachemak.

R-103 From Wildwood, Alaska, NDB, to Wessels, Alaska, NDB.

AMENDMENTS 9/4/80 45 F. R. 41910 (Rewritten)

BLUE FEDERAL AIRWAYS

§71.109 Blue Federal Airways.

B-12 From Takotna River, Alaska, NDB, 24 miles 12 AGL, 54 miles 55 MSL, 35 miles 12 AGL, via Bishop, Alaska, NDB; 68 miles 12 AGL, 71 miles 55 MSL, 54 miles 12 AGL, to Hotham, Alaska, NDB.

AMENDMENTS 9/4/80 45 F. R. 41910 (Changed)

B-25 From INT Hinchinbrook, Alaska, NDB 206° and Wessels, Alaska, NDB 296° bearing via Hinchinbrook NDB; Glenallen, Alaska, NDB; Delta Junction, Alaska, NDB.

AMENDMENTS 9/4/80 45 F. R. 41910 (Changed)

B-26 From Campbell Lake, Alaska, NDB, via Peters Creek, Alaska, NDB; Summit, Alaska, NDB; INT Summit NDB 007° and Chena, Alaska, NDB 218° bearings; Chena NDB; Yukon River, Alaska, NDB; 86 miles 12 AGL, 75 miles 115 MSL, 56 miles 12 AGL, to Barter Island, Alaska, NDB.

PENDING AMENDMENT

Under B-26, the following is added: The airspace within Restricted Area R-2213 is excluded from 0001 January 28 until 2359 local time February 3, 1981.

AMENDMENTS 12/25/80 45 F. R. 70236 (Changed)

B-27 From Woody Island, Alaska, NDB, 50 miles 12 AGL, 50 miles 95 MSL, 53 miles 12 AGL, King Salmon, Alaska, LOM; 51 miles 12 AGL, 84 miles 70 MSL, 63 miles 12 AGL, Oscarville, Alaska, NDB; St. Marys, Alaska, NDB; Fort Davis, Alaska, NDB; 35 miles 12 AGL, 71 miles 55 MSL, 54 miles 12 AGL, Hotham, Alaska, NDB.

AMENDMENTS 9/4/80 45 F. R. 41910 (Rewritten)

B-28 From Prince Rupert, B. C., Canada, NDB, via Nichols, Alaska, NDB; 42 miles 12 AGL, 99 miles 55 MSL, 29 miles 12 AGL to Sitka, Alaska, NDB. The airspace within Canada is excluded.

B-37 From Petersburg, Alaska, NDB, via Elephant, Alaska, NDB; Cape Spencer, Alaska, NDB, to INT Cape Spencer, NDB 273° and Ocean Cape, Alaska, NDB 139° bearings.

B-38 From Sitka, Alaska, NDB, via Elephant, Alaska, NDB; Haines, Alaska, NDB, to Whitehorse, Y. T., Canada RBN. The airspace within Canada is excluded.

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

B-79 From Sandspit, B. C., Canada, NDB, to Nichols, Alaska, NDB. The airspace within Canada is excluded.

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., via Charleston, S. C.; Grand Strand, S. C.; INT Grand Strand 031° and Kinston, N. C., 214° radials; Kinston, including an east alternate from Grand Strand to Kinston via Wilmington, N. C.; Cofield, N. C.; including an east alternate segment from Kinston to Cofield via the intersection of Kinston 050° and Cofield 186° radials; Norfolk, Va.; Cape Charles, Va.; INT Cape Charles 006° and Salisbury, Mi., 206° radials; Salisbury; Waterloo, Del.; INT Waterloo 024° and Coyle, N. J., 216° radials; to Coyle, excluding the airspace below 2,000 feet MSL outside the United States between STARY INT and Charleston, S. C. The portions within R-5002A, R-5002C and R-5002D are excluded during their times of use.

PENDING AMENDMENT

Under V-1, the following is added:

The airspace within R-4006 is excluded.

AMENDMENTS 12/25/80 45 F. R. 71773 (Changed)

V-2 From Seattle, Wash., Ellensburg, Wash., including a south alternate via INT Seattle 123° and Ellensburg 274° radials; Moses Lake, Wash., including a south alternate via INT Ellensburg 107° and Moses Lake 231° radials; 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 Livingston, Mont., 322° radials; Livingston, including a south alternate from Helena via the INT Helena 119° and Bozeman, Mont., 338° radials; Bozeman; INT Bozeman 128° and Livingston, 261° radials; 11 miles, 25 miles, 85 MSL, Billings, Mont., including a 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; Alexandria, Minn., including a N alternate, Minneapolis, Minn.; Nodine, Minn., including a N alternate; Lone Rock, Wis., including a south alternate via INT Nodine 150° and Lone Rock 286° radials; Madison, Wis.; Badger, Wis.; Muskegon, Mich., including a S alternate via INT Badger 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; Sales, Mich., including a N alternate via INT Lansing 091° and Sales 308° radials; INT Salem 083° and Aylmer, Ont., Canada 280° radials; Aylmer; INT Aylmer 087° and Buffalo, N. Y., 259° radials; Buffalo; Rochester, N. Y., including a north alternate via INT of Buffalo 045° and Rochester 273° radials; 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., 234° radials; Gardner; to Lawrence, Mass. The airspace within Canada is excluded.

AMENDMENTS 5/15/80 45 F. R. 17947 (Changed)

AMENDMENTS 5/15/80 45 F. R. 17949 (Changed)

V-3 From Key West, Fla., INT Key West 083° and Miami, Fla., 205° radials; INT Miami 205° and Biscayne Bay, Fla., 262° radials; Biscayne Bay; Ft. Lauderdale, Fla.; Palm Beach, Fla., including an E alternate via INT Biscayne Bay 021° and Palm Beach 168° radials; Vero Beach, Fla., including an E alternate via INT Palm Beach 358° and Vero Beach 143° Ormond Beach, Fla.; INT Ormond Beach 345° and Brunswick 175° radials; Brunswick, Ga.; Savannah, Ga.; Vance, S. C.; Florence, S. C.; Sandhills, N. C.; Raleigh-Durham, N. C.; INT Raleigh 016° and Flat Rock, Va., 214° radials; Flat Rock; Gordonsville, Va.; Linden, Va.; Front Royal, Va.; Martinsburg, W. Va.; Westminster, Md.; Modena, Pa.; Solberg, N. J.; Carmel, N. Y.; Hartford, Conn.; INT Hartford 044° and Boston, Mass., 251° radials; Boston; INT Boston 015° and Pease, N. H., 185° radials; Pease; INT Pease 004° and Augusta, Maine, 233° radials; Augusta; 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-2916, R-2921 and R-2922 is excluded.

PENDING AMENDMENT

Under V-3, after the words "Vero Beach 143°" add the following:

radials; Vero Beach 343° INT Melbourne, Fla., 161° radials Melbourne; Melbourne 341° radials INT Ormond Beach, Fla., 161° radials Ormond Beach; including a W alternate from Melbourne to Ormond Beach, via Melbourne 321° INT Ormond Beach 211° radials;

AMENDMENTS 12/25/80 45 F. R. 62795 (Changed)

Corr: 45 F. R. 67072

Corr: 45 F. R. 77417

PENDING AMENDMENT

In V-3 "Front Royal" is deleted and "Shawnee" is substituted therefor.

AMENDMENTS 12/25/80 45 F. R. 71774 (Changed)

V-4. From Tatoosh, Wash., via the INT of Tatoosh 102° and Seattle, Wash., 329° radials; Seattle; Yakima, Wash., including a south alternate from Seattle to Yakima via INT Seattle 163° and McChord, Wash., 096° radials and INT McChord 096° and Yakima 305° radials; excluding the airspace between the main and this alternate airway; Pendleton, Oreg.; including a north alternate from Seattle via Ellensburg, Wash.; INT Ellensburg 107° and Pasco, Wash., 321° radials; Pasco, to Pendleton; Baker, Oreg.; Boise, Idaho, including a south alternate; INT Boise 130° and Burley, Idaho, 292° 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 an 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.; Laramie, Wyo.; INT Laramie 133° and Denver, Colo., 347° radials; Denver; including a north alternate from Laramie to Denver via Gill, Colo.; Thurman, Colo.; 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 N alternate from the INT of Salina 080° and Manhattan, Kans., 213° radials to Topeka via Manhattan and the INT of Manhattan 078° and Topeka 293° radials; Kansas City, Mo., including a S alternate via INT Topeka 099° and Kansas City 231° radials; Hallsville, Mo.; St. Louis, Mo.; Troy, Ill.; Centralia, Ill.; Pocket City, Ind., including a S alternate; Louisville, Ky., including a N alternate via INT Pocket City 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.; to Arnel, Va. The airspace within R-6705 is excluded.

AMENDMENTS 9/4/80 45 F. R. 41912 (Changed)

Corr: 45 F. R. 50724

PENDING AMENDMENT

In V-4, "Front Royal" is deleted and "Shawnee" is substituted therefor. Also all after "Arnel, Va." is deleted.

AMENDMENTS 12/25/80 45 F. R. 71774 (Changed)

V-5 From Jacksonville, Fla.; INT Jacksonville 318° and Alma, Ga., 150° radials; Alma; INT Alma 342° and Dublin, Ga., 167° radials; Dublin; Athens, Ga., INT Athens 340° and Electric City, S. C., 274° radials; INT Electric City 274° and Chattanooga, Tenn., 127° radials; Chattanooga; Nashville, Tenn., including an east alternate via INT Chattanooga 332° and Nashville 116° radials; Bowling Green, Ky.; New Hope, Ky., including an east alternate from Nashville to New Hope via INT Nashville 034° and New Hope 202° radials; Louisville, Ky.; Cincinnati, Ohio; Appleton, Ohio; Mansfield, Ohio; Cleveland, Ohio; London, Ont., Canada. The airspace within Canada is excluded.

V-6 From Oakland, Calif.; INT Oakland 039° and Sacramento, Calif., 212° radials; Sacramento, including a south alternate via INT Oakland 077° and Sacramento 194° 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, 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; Davenport, Iowa; INT Davenport 067° and DuPage, Ill., 255° radials; to DuPage. From INT Chicago Heights, Ill., 358° and South Bend, Ind., 271° radials; South Bend, Ind.; INT South Bend 092° and Waterville, Ohio, 288° radials; Waterville; Cleveland, Ohio, including a S alternate via INT Waterville 108° and Cleveland 252° radials; Youngstown, Ohio, including a north alternate via INT Cleveland 081° and Youngstown 285° radials; Clarion, Pa.; Phillipsburg, Pa.; Selinsgrove, Pa.; Allentown, Pa.; to Broadway, N. J., excluding the portion within R-4803 and R-4813.

V-7 From Biscayne Bay, Fla., via Ft. Myers, Fla., including an east alternate from Biscayne Bay via Miami, Fla., INT of Miami 337° and Ft. Myers 101° radials, Ft. Myers; Lakeland, Fla., including an east alternate via INT Ft. Myers 022° and Lakeland 154° radials; Cross City, Fla.; Greenville, Fla.; Wiregrass, Ala., including a W alternate from Cross City to Wiregrass via INT Cross City 287° and Marianna, Fla., 141° radials and Marianna; INT Wiregrass 333° and Montgomery, Ala., 129° radials; Montgomery; Vulcan, Ala.; including an east alternate via INT of Montgomery 357° and Vulcan 139° radials; Muscle Shoals, Ala., including an E alternate via INT of Vulcan 358° and Muscle Shoals 122° radials and also a W alternate via Vulcan 300° and Muscle Shoals 178° radials; Graham, Tenn.; Central City, Ky.; Pocket City, Ind.; INT Pocket City 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 217° radials; Boiler, Ind.; Chicago Heights, Ill.; INT Chicago Heights 358° and Green Bay, Wis., 166° radials, including an east alternate via INT Chicago Heights 013° and Milwaukee, Wis., 137° radials to the INT Milwaukee 137° and Chicago-O'Hare 019° radials; Green Bay, Wis.; Menominee, Mich.; Marquette, Mich.; including an east alternate via 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 5/15/80 45 F. R. 13727 (Changed)

V-8 From INT Seal Beach, Calif., 266° and Los Angeles, Calif., 236° radials; Seal Beach; Paradise, 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 the INT of Seal Beach 073° and Pomona, Calif., 202° radials to Morman Mesa via Pomona, Daggett, Calif., and Las Vegas, Nev.; Bryce Canyon, Utah, 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 250° 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 075° 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.; Akron, Colo.; 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; Moline, Ill.; Joliet, Ill.; Chicago Heights, Ill.; Goshen, Ind.; Findlay, Ohio; Mansfield, Ohio; Briggs, Ohio; Bellaire, Ohio; INT Bellaire 107° and Grantsville, Md., 285° radials; Grantsville; Martinsburg, W. Va.; to Washington, D. C., including a north alternate from Grantsville to the INT of Hagerstown, Md., 157° and the Martinsburg 130° radials via Hagerstown. The portion outside the United States has no upper limit.

V-9 From Leeville, La., via INT Leeville, 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; Gilmore, Ark.; Malden, Mo.; Farmington, Mo.; St. Louis, Mo.; Capital, Ill.; Pontiac, Ill.; INT Pontiac 008° and Joliet, Ill., 316° radials; INT Rockford, Ill., 136° and Badger, Wis., 209° radials; Badger; 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.; Napoleon, Mo., including a N alternate via INT Emporia 050° and Topeka, Kans., 099° radials; Kirksville, Mo., including a N alternate via INT Napoleon 005° and Kansas City 060° radials; Burlington, Iowa; Bradford, Ill.; to Chicago, O'Hare, Ill. From INT Chicago Heights, Ill., 358° and South Bend, Ind., 271° radials; South Bend; 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.

V-11 From Brookley, Ala.; Greene County, Miss., including a west alternate from Brookley via Semmes, Ala., to Greene County; Laurel, Miss.; including an east alternate from the INT of Semmes 356° and Greene County 142° radials via the INT of Semmes 356° and Laurel 109° radials to Laurel; Jackson, Miss.; Greenwood, Miss.; Holly Springs, Miss., including a W alternate via the INT Greenwood 010° and Holly Springs 225° radials; Dyersburg, Tenn.; Cunningham, Ky.; including an E alternate and a W alternate via INT Dyersburg 006° and Cunningham 224° radials; Pocket City, Ind., including an east alternate; Indianapolis, Ind., including an E alternate from Pocket City to Indianapolis via INT Pocket City 046° and Bloomington, Ind., 205° radials, Bloomington, INT of Bloomington 025° and Indianapolis 185° radials; Marion, Ind.; Fort Wayne, Ind.; Salem, Mich.; 6 miles wide to INT Salem 052° and Windsor, Ont., Canada 335° radials.

V-12 From Gaviota, Calif., via Santa Barbara, Calif.; Palmdale, Calif., including a south alternate via Fillmore, 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 south alternate and also a north alternate via INT Tucumcari 071° and Amarillo 286° radials; Gage, Okla., including a north alternate from Amarillo to Gage via Borger, Tex., and INT Borger 061° and Gage 249° radials, and also a south alternate via INT Amarillo 072° and Gage 215° radials; Anthony, Kans.; Wichita, Kans.; Emporia, Kans.; Napoleon, Mo.; Columbia, Mo.; Foristell, Mo., including a S alternate from INT Jefferson City, Mo., 308° and Columbia 276° radials via Jefferson City to the INT of Jefferson City 042° and Columbia 104° radials; 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; Allegheny, Pa.; Johnstown, Pa.; Harrisburg, Pa., including a S alternate from Johnstown to Harrisburg via St. Thomas, Pa.

V-13 From McAllen, Tex., via Harlingen, Tex.; INT Harlingen 033° and Corpus Christi, Tex., 178° radials; 27 miles standard width, 37 miles 7 miles wide (3 miles E and 4 miles W of centerline), Corpus Christi; including a W alternate from Harlingen, 23 miles 7 miles wide (3 miles E. and 4 miles W. of centerline), 4 miles 8 miles wide, via INT Harlingen 006° and Corpus Christi 193° radial; 34 miles standard width, 37 miles 7 miles wide (4 miles E and 3 miles W of centerline), to Corpus Christi; INT Corpus Christi 039° and Palacios, Tex., 241° radials; Palacios; Humble, Tex., including a west alternate via INT Palacios 017° and Humble 242° Humble; Lufkin, Tex.; including an east alternate from Humble via Daisetta, Tex., to Lufkin; Shreveport, La., including an E alternate; Texarkana, Ark., including a W alternate via INT Shreveport 275° and Texarkana 184° radials; Rich Mountain, Okla.; Fort Smith, Ark.; INT Fort Smith 006° and Razorback, Ark., 190° radials; Razorback, including a W alternate from Rich Mountain to Razorback via INT Rich Mountain 006° and Razorback 205° radials; Neosho, Mo.; Butler, Mo.; Napoleon, Mo.; INT Napoleon 336° and St. Joseph, Mo., 132° radials; Lamon, Iowa, Des Moines, Iowa, including a W alternate; Mason City, Iowa, including a W alternate from Des Moines to Mason City via Fort Dodge, Iowa, excluding the airspace between the main and this W alternate; and excluding the airspace above 9,000 feet MSL between Des Moines and Fort Dodge; 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 Thunder Bay, Ontario, Canada. The airspace outside the United States is excluded.

AMENDMENTS 1/24/80 44 F. R. 68447 (Changed)

Corr: 45 F. R. 764

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 079° 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; Foristell, Mo.; St. Louis, Mo.; Vandalia, Ill.; Terre Haute, Ind.; Indianapolis, Ind., including a S alternate via INT of Terre Haute 079° and Indianapolis 230° radials; Muncie, Ind.; Findlay, Ohio; Cleveland, Ohio; Jefferson, Ohio, Erie, Pa., including a N alternate from Cleveland to Erie via INT Cleveland 049° and Jefferson 279° radials; Dunkirk, N. Y.; Buffalo; Geneseo, N. Y.; Georgetown, N. Y.; INT Georgetown 093° and Albany, N. Y. 270° radials; Albany; INT Albany 004° and Gardner, Mass., 284° radials; Gardner; INT Gardner 195° and Norwich, Conn., 351° radials; Norwich. The airspace within R-5207 and Canada is excluded.

V-15 From Scholes, Tex., via Hobby, Tex.; Humble, Tex.; Navasota, Tex.; College Station, Tex., including a west alternate from Hobby to College Station via INT Hobby 290° and College Station 151° radials; Waco, Tex., including a W alternate via INT College Station 307° and Waco 173° radials; Scurry, Tex.; Blue Ridge, Tex.; Ardmore, Okla.; Okmulgee, Okla., including an E alternate; INT Okmulgee 048° and Neosho, Mo., 223° radials; Neosho. From St. Joseph, Mo., via 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.

V-16 From Los Angeles, Calif., Paradise, Calif.; Palm Springs, Calif., including a S alternate from Los Angeles via Los Angeles 138° and Seal Beach, Calif., 287° radials; Seal Beach; March, Calif.; INT March 068° Palm Springs 273° radials; to Palm Springs; Blythe, Calif.; 21 miles, 60 miles, 55 MSL, Buckeye, Ariz.; Phoenix, Ariz.; INT Phoenix 161° and Casa Grande, Ariz., 105° radials; Tucson, Ariz.; Cochise, Ariz., including a S alternate via INT Tucson 122° and Cochise 257° radials; Salt Creek, 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.; Millsap, Tex.; Acton, Tex.; Scurry, Tex.; Quitman, Tex.; Texarkana, Ark.; Pine Bluff, Ark.; Holly Springs, Miss.; Jacks Creek, Tenn.; Graham, Tenn.; Nashville, Tenn., including a north alternate from Jacks Creek to Nashville via INT Jacks Creek 049° and Nashville 286° radials; INT Nashville 102° and Hinch Mountain, Tenn., 285° radials; Hinch Mountain; including a north alternate via INT Nashville 085° and Hinch Mountain 306° radials; Knoxville, Tenn., including a S alternate via INT Hinch Mountain 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 Glade Spring, Va., 246° radials and Glade Spring; Roanoke, Va.; Lynchburg, Va.; including a S alternate via INT Pulaski 094° and Lynchburg 253° radials; Flat Rock, Va.; Richmond, Va.; INT Richmond 039° and Patuxent, Md., 228° radials; Patuxent; Kenton, Del.; Cedar Lake, N. J.; Coyle, N. J.; Kennedy, N. Y.; Deer Park, N. Y.; Calverton, N. Y.; Norwich, Conn.; Boston, Mass. The airspace within Mexico and the airspace below 2,000 feet MSL outside the United States is excluded. The airspace within R-5002A, R-5002C and R-5002D is excluded during their times of use.

AMENDMENTS 10/30/80 45 F. R. 55711 (Changed)

PENDING AMENDMENT

Under V-16, the following is added:

The airspace within R-4005 and R-4006 is excluded.

V-17 From Brownsville, Tex., via Harlingen, Tex.; McAllen, Tex.; 29 miles 12 AGL, 34 miles 25 MSL, 37 miles 12 AGL; Laredo, Tex., including a W alternate; Cotulla, Tex.; INT Cotulla 046° and San Antonio, Tex., 198° San Antonio, including an east alternate via the INT Cotulla 046° and San Antonio 183° radials; INT San Antonio 042° and Austin, Tex., 229° radials; Austin, including a west alternate via the INT of San Antonio 027° and Austin 244° radials; Waco, Tex., including an east alternate via INT Austin 041° and Waco 173° radials; Acton, Tex.; 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 153° radials; Garden City, Kans., including a W alternate from Gage to Garden City via Liberal, Kans.; Goodland, Kans.

V-18 From Millsap, Tex., via Dallas-Fort Worth, Tex.; 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; Jackson, Miss., including a N alternate and also a S alternate; Meridian, Miss., including a S alternate; Tuscaloosa, Ala.; Vulcan, Ala.; Talladega, Ala.; Atlanta, Ga.; INT Atlanta 039° and Augusta, Ga., 278° radials; Augusta, including a north alternate from Vulcan to Augusta via Rome, Ga., INT Rome 060° and Anderson, S. C., 274° radials; INT Anderson 274° and Athens, Ga., 340° radials; Athens, and INT Athens 100° and Augusta 294° radials; INT Augusta 103° and Charleston, S. C., 296° radials; Charleston, including a S alternate from Augusta to Charleston via INT Augusta 148° and Allendale, S. C., 273° radials, and Allendale, excluding the airspace within R-6004.

V-19 From Newman, Tex., via INT Newman 286° 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; INT Albuquerque 036° and Santa Fe, NM., 245° radials; Santa Fe, including a west alternate via INT Albuquerque 019° and Santa Fe 268° radials; Las Vegas, N. Mex.; Cimarron, N. Mex.; Pueblo, Colo., including an E alternate via INT Cimarron 053° and Pueblo 176° radials; Kiowa, Colo.; 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 Reynosa, Mex., via McAllen, Tex.; INT McAllen 038° and Corpus Christi, Tex., 178° radials; 10 miles 8 miles wide, 37 miles 7 miles wide (3 miles E and 4 miles W of Centerline), Corpus Christi; INT Corpus Christi 054° and Palacios, Tex., 226° radials; Palacios; Hobby, Tex.; Beaumont, Tex.; Lake Charles, La.; including a north alternate via INT Beaumont 056° and Lake Charles 272° radials; 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; Semmes, Ala., including a N alternate from New Orleans to Semmes via Picayune, Miss., excluding the airspace between the main and this N alternate; INT Semmes 048° and Monroeville, Ala., 231° radials; Monroeville, including a S alternate via INT Semmes 063° and Monroeville 216° radials; Montgomery, Ala.; Tuskegee, Ala.; Columbus, Ga.; INT Columbus 068° and Athens, Ga., 195° radials; Athens; Electric City, S. C.; Spartanburg, S. C., including a north alternate from Montgomery to Spartanburg via INT Montgomery 029° and Chattanooga, Tenn., 189° radials; INT Chattanooga 189° and Rome, Ga., 252° radials; Rome; INT Rome 060° and Toccoa, Ga., 258° radials; Toccoa to Spartanburg; Greensboro, N. C.; South Boston, Va.; Richmond, Va.; INT Richmond 039° and Brooke, Va., 132° radials; INT Patuxent, Md., 228° and Nottingham, Md., 174° radials; to 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.

PENDING AMENDMENT

Under V-20, the following is added:

The airspace within R-4007A and R-4007B is excluded.

AMENDMENTS 12/25/80 45 F. R. 71773 (Changed)

Corr: 45 F. R. 77418

V-21 From Santa Catalina, Calif., via Seal Beach, Calif.; Paradise, 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; Mormon Mesa, Nev.; 30 miles, 52 miles, 95 MSL Milford, Utah, including an E alternate via INT of Mormon Mesa 050° and Cedar City, Utah, 197° radials to Cedar City, to Milford, excluding the airspace between the main and this E alternate airway; Delta, Utah; Fairfield, Utah; Salt Lake City, Utah; Ogden, Utah; Malad City, Idaho; Pocatello, Idaho; Idaho Falls, Idaho; INT of Idaho Falls, 030° and DuBois, Idaho, 157° radials; DuBois; Dillon, Mont.; Whitehall, Mont.; Helena, Mont.; Great Falls, Mont.; Cut Bank, Mont., including a W alternate Helena direct Cut Bank; INT Cut Bank 346° radial and the United States/Canadian border.

PENDING AMENDMENT

V-22 From Oceanside, Calif., via INT Oceanside 143° and Poggi, Calif., 350° radials to Poggi.

AMENDMENTS 12/25/80 45 F. R. 72634 (Added)

V-23 From Mission Bay, 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 Panoche, 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 041° and Medford 157° radials; Eugene, Oreg.; Portland, Oreg., including an east alternate and including a west alternate from Fort Jones to Portland via INT Fort Jones 340° and Roseburg, Oreg., 174° radials, Roseburg, INT Roseburg 355° and Corvallis, Oreg., 195° radials, Corvallis, and Newberg, Oreg.; 20 miles, 45 MSL INT Portland 350° and Seattle, Wash., 197° radials; 21 miles, 45 MSL, Seattle, including an east alternate from Portland to Seattle via direct radials; 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; Redwood Falls, Minn.; Rochester, Minn.; Lone Rock, Wis., including a S alternate from Rochester to Lone Rock via Waukon, Iowa.

V-25 From Mission Bay, Calif., via Los Angeles, Calif.; INT Los Angeles 261° and Ventura, Calif., 144° radials; 6 miles wide, Ventura; Santa Barbara, Calif.; 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; Ellensburg, Wash., including a west alternate via INT Yakima 305° and Ellensburg 191° radials; 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 Seal Beach and INT of Seal Beach 287° and Los Angeles 138° radials is excluded. The airspace within R-2511, R-2520, 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.

V-26 From Grand Junction, Colo.; via Meeker, Colo.; Cherokee, Wyo.; Casper, Wyo.; 14 miles 12 AGL, 37 miles 75 MSL, 84 miles 90 MSL, 17 miles 12 AGL, Rapid City, S. Dak.; 43 miles, 35 MSL Phillip, S. Dak.; 56 miles, 35 MSL, Pierre, S. Dak., including a north alternate; 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., including a north alternate via INT Lansing 103° and Salem 308° radials; INT Salem 139° and Cleveland, Ohio, 309° radials; Cleveland. The airspace within Canada is excluded.

V-27 From Mission Bay, Calif., INT Mission Bay 319° and Santa Catalina, Calif., 099° radials; Santa Catalina; 6 miles wide, Ventura, Calif.; INT Ventura 326° and Fillmore, Calif., 265° radials; INT Fillmore 265° 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, CA., 147° radials; Ukiah; Fortuna, CA., including a west alternate from Ukiah 17 miles, 77 miles, 53 MSL, Fortuna, excluding the airspace between the main and the west alternate; Crescent City, CA., including a west alternate from Fortuna to Crescent City, excluding the airspace between the main and the west alternate; 31 miles, 32 miles, 59 MSL, North Bend, Oreg.; Newport, Oreg.; 39 miles, 30 miles, 45 MSL, Astoria, Oreg.; 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.

AMENDMENTS 10/30/80 45 F. R. 58105 (Changed)

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.; Kenton, Del.; New Castle, Del.; Modena, Pa.; Pottstown, Pa.; East Texas, Pa.; Wilkes-Barre, Pa.; Binghamton, N. Y.; Syracuse, N. Y.; Watertown, N. Y.; INT Watertown 033° and Massena, N. Y., 241° radials; Massena.

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

V-31 From Patuxent River, Md.; INT Patuxent River 338° 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; INT Rochester 289° and Kleinburg, Ontario, 133° radials; Kleinburg. The airspace within Canada is excluded.

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 Harcum, Va., INT Harcum 003° and Nottingham, Md., 174° radials; Nottingham. From Baltimore, Md., Harrisburg, Pa.; Philipsburg, Pa.; Keating, Pa.; Bradford, Pa.; Buffalo, N. Y.

PENDING AMENDMENT

Under V-33, the following is added:

The airspace within R-4007A and R-4007B is excluded.

AMENDMENTS 12/25/80 45 F. R. 71773 (Changed)

Corr: 45 F. R. 77418

V-34 From Kleinburg, Ont., INT Kleinburg 113° and Rochester, N. Y., 309° radials; Rochester; Ithaca, N. Y.; Hancock, N. Y.; Carmel, N. Y.; INT Carmel 093° and Calverton, N. Y., 044° radials. The airspace within Canada and R-5207 is excluded.

V-35 From Key West, Fla., via INT Key West 083° and Biscayne Bay, Fla., 204° radials; Biscayne Bay; INT Biscayne Bay 288° and Fort Myers, Fla., 137° radials; Fort Myers, including a west alternate from Biscayne Bay via INT Biscayne Bay 262° and Fort Myers 137° radials to the INT of Biscayne Bay 288° and Fort Myers 137° radials; St. Petersburg, Fla., including a W alternate; via INT Ft. Myers 311° and Sarasota, Fla., 156° radials, Sarasota, St. Petersburg; INT St. Petersburg 350° and Cross City, Fla., 168° radials; Cross City, including an E alternate via Gainesville, Fla.; Greenville, Fla.; Albany, Ga.; Macon, Ga.; INT Macon 005° and Athens, Ga., 195° radials; Athens; Electric City, S. C.; Sugarloaf Mountain, N. C.; Holston Mountain, Tenn., including a west alternate via INT Sugarloaf Mountain 329° and Holston Mountain 203° radials; Glade Spring, 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., 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. The airspace within R-2916 is excluded.

V-36 From Sault Ste Marie, Mich., to the INT of the Sault Ste Marie 110° radial and the United States/Canadian border. From Toronto, Ont., via INT Toronto 141° and Buffalo, N. Y., 312° radials; Buffalo; Elmira, N. Y.; Lake Henry, Pa.; INT Lake Henry 136° and Sparta, N. J., 290° radials; Sparta; Kennedy, N. Y. The airspace within Canada is excluded.

V-37 From Jacksonville, Fla.; Brunswick, Ga.; Savannah, Ga.; Allendale, S.C.; Columbia, S.C.; Fort Mill, S. C.; Pulaski, Va., Elkins, W. Va.; Clarksburg, W. Va.; INT Clarksburg 359° and Ellwood City, Pa., 185° radials; Ellwood City; Erie, Pa.; to Ash, Ont., Canada. The airspace within Canada is excluded.

V-38 From Moline, Ill., via INT Moline 082° and Peotone, Ill., 281° radials; Peotone; Fort Wayne, Ind.; Findlay, Ohio; INT Findlay 131° and Appleton, Ohio, 312° radials; Appleton; Zanesville, Ohio; Parkersburg, W. Va.; Elkins, W. Va.; Gordonsville, Va.; Richmond, Va.; Harcum, Va.; Cape Charles, Va.

V-39 From Sandhills, N. C., South Boston, Va.; Gordonsville, Va.; Linden, Va.; including an E alternate via Casanova, Va.; Front Royal, Va.; Martinsburg, W. Va.; Lancaster, Pa.; to East Texas, Pa. From Chester, Mass.; Gardner, Mass.; Concord, N. H.; INT Concord 046° and Augusta, Maine, 233° radials; Augusta; Millinocket, Maine; Presque Isle, Maine; Mont Joli, Quebec, Canada, excluding the portion within Canada.

PENDING AMENDMENT

In V-39 "Front Royal" is deleted and "Shawnee" is substituted therefor.

AMENDMENTS 12/25/80 45 F. R. 71774 (Changed)

V-40 From Cleveland, Ohio, Briggs, Ohio; INT Briggs 077° and Youngstown, Ohio, 177° radials.

V-41 From INT Briggs, Ohio, 077° and Youngstown, Ohio, 177° radials; Youngstown.

V-42 From Flint, Mich.; via INT Flint 133° and Windsor, Ont., 320° radials; Windsor; Cleveland, Ohio; to Akron, Ohio. The airspace within Canada is excluded.

V-43 From Appletton, Ohio, via Tiverton, Ohio; Briggs, Ohio; Youngstown, Ohio; including a west alternate from Tiverton via INT Tiverton 040° and Akron, Ohio, 233° radials; Akron to Youngstown; including an E alternate from Briggs via INT Briggs 057° and Youngstown 177° radials to Youngstown; Erie, Pa.; INT Erie 043° and Buffalo, N. Y., 259° radials; to Buffalo.

V-44 From Jefferson City, Mo., via Foristell, Mo.; Centralia, Ill.; Sarsville, 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., 236° radials; Atlantic City; INT Atlantic City 048° and Deer Park, N. J., 209° radials, including an east alternate via INT Atlantic City 055° and Deer Park 209° radials; to Deer Park. The airspace within R-400LB, R-5002A, R-5002B and R-5002E is excluded during their times of use. The airspace within V-139, V-308 airways is excluded. The airspace below 2,000 feet MSL outside the United States is excluded.

V-45 From New Bern, N. C., Kinston, N. C.; Raleigh-Durham, N. C.; INT Raleigh-Durham 275° and Greensboro, N. C., 105° radials; Greensboro; INT Greensboro 334° and Hickory, N. C., 049° radials; Pulaski, Va.; Bluefield, W. Va.; Charleston, W. Va. From INT Waterville, Ohio, 055° and Cleveland, Ohio, 335° radials; Waterville; Jackson, Mich.; Lansing, Mich.; Saginaw, Mich.; Alpena, Mich., including a west alternate via INT Saginaw 353° and Alpena 232° radials; Sault Ste. Marie, Mich. The airspace within R-5502A and R-5502B is excluded. The airspace from Alpena to 30 miles north of Alpena at and above 10,000 feet MSL is excluded during the time that the Collins Military Operations Area is activated by NOTAM.

V-46 From Deer Park, N. Y., Calverton, N. Y.; Hampton, N. Y.; 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 Pine Bluff, Ark.; Gilmore, Ark.; Dyersburg, Tenn.; Cunningham, Ky.; Pocket City, Ind.; Nabb, Ind.; Cincinnati, Ohio; Rosewood, Ohio; Findlay, Ohio, including a W alternate via INT Rosewood 309° and Findlay, Ohio, 218° radials; to Waterville, Ohio.

AMENDMENTS 3/20/80 45 F. R. 6357 (Changed)

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

V-49 From Vulcan, Ala.; Decatur, Ala.; including an east alternate via INT Vulcan 013° and Decatur 130° radials and a west alternate via INT Vulcan 335° and Decatur 205° radials; Nashville, Tenn.; Bowling Green, Ky., including a W alternate from Decatur to Bowling Green via Graham, Tenn., and INT Graham 006° and Bowling Green 230° radials; Mystic, Ky.; Nabb, Ind.

V-50 From Hastings, Nebr., via Pawnee City, Nebr.; St. Joseph, Mo.; including a S alternate from Pawnee City to St. Joseph via INT Pawnee City 122° and Kansas City, Mo., 310° radials, and INT Kansas City 310° and St. Joseph 178° radials; 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. The airspace at and above 10,000 feet MSL from Quincy to Capital is excluded during the time that the Howard MDA is activated by NOTAM. The airspace within the Lincoln MDA is excluded during the time that the MDA is activated by NOTAM.

V-51 From Biscayne Bay, Fla.; Miami, Fla.; INT Miami 337° and Pahokee, Fla., 174° radials; Pahokee, including an east alternate from Biscayne Bay, Ft. Lauderdale, Fla., INT Ft. Lauderdale 339° and Pahokee 124° radials; INT Pahokee 009° and Vero Beach, Fla., 193° radials, Vero Beach; Ormond Beach, Fla.; INT Ormond Beach 345° and Jacksonville, Fla., 155° radials; Jacksonville; INT Jacksonville 318° and Alma, Ga., 150° radials, Alma; INT Alma 342° and Dublin, Ga., 167° radials, Dublin, Ga.; Athens, Ga.; INT Athens, Ga., 340° and Harris, Ga., 148° radials; Harris; Hinch Mountain, Tenn., including a west alternate from the INT Anderson, S. C., 274° and Athens 340° radials to Hinch Mountain via INT Anderson 274° and Hinch Mountain 160° radials; 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 Boiler, Ind., 136° radials; Boiler; Chicago Heights, Ill. The airspace within R-2921 and R-2922 is excluded.

PENDING AMENDMENT

Under V-51, after "Livingston, Tenn.; Louisville, Ky., including" delete "an E alternate and also"

AMENDMENTS 12/25/80 45 F. R. 67071 (Changed)

PENDING AMENDMENT

Under V-51, after "Vero Beach;" add "Vero Beach 343° INT Melbourne, Fla., 161° radials, Melbourne; Melbourne 341° INT Ormond Beach, Fla., 161° radials Ormond Beach;"

AMENDMENTS 12/25/80 45 F. R. 67072 (Changed)

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

V-53 From Charleston, S. C., INT Charleston 290° and Columbia, S. C., 153° radials; Columbia; Spartanburg, S. C.; Sugarloaf Mountain, N. C.; Holston Mountain, Tenn.; Whitesburg, Ky.; Lexington, Ky.; Louisville, Ky.; INT Louisville 333° and Indianapolis, Ind., 170° radials; Indianapolis; INT Indianapolis 312° and Boiler 159° radials; Boiler; INT Boiler 313° and Peotone, Ill., 152° radials; to Peotone. The airspace within R-3401B is excluded.

V-54 From Waco, Tex., Scurry, Tex.; Quitman, Tex.; 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., 225° radials and Hot Springs; Holly Springs, Miss.; Muscle Shoals, Ala.; Rocket, Ala., including a N alternate via INT Muscle Shoals 067° and Rocket 282° radials; Chattanooga, Tenn., including a N alternate; Harris, Ga.; Spartanburg, S. C., Fort Mill, S. C.

V-55 From Dayton, Ohio; Fort Wayne, Ind.; 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; Grantsburg, Wis.; Brainerd, Minn.; Park Rapids, Minn.; Grand Forks, N. Dak.; INT Grand Forks 239° and Bismarck, N. Dak., 067° radials; Bismarck. The airspace from 3,500 feet MSL to 10,000 feet MSL between 42 miles and 76 miles southwest of Grand Forks is excluded during the time that the Devils Lake East Military Operations Area is activated by NOTAM.

V-56 From Meridian, Miss., Kewanee, Miss.; Montgomery, Ala.; Tuskegee, Ala.; Columbus, Ga.; INT Columbus 087° and Macon, Ga., 266° radials; Macon; Augusta, Ga.; Columbia, S. C., including a south alternate via INT of Augusta 103° and Columbia 236° radials; Florence S. C.; Fayetteville, N. C., 41 miles 15 MSL, INT Fayetteville 098° and New Bern, N. C., 256° radials; New Bern.

V-57 From Lexington, Ky., to Palmouth, Ky.

V-58 From Philipsburg, Pa.; Williamsport, Pa.; INT Williamsport 079° and Lake Henry, Pa., 265° radials; Lake Henry; INT Lake Henry 078° and Kingston, N. Y., 274° radials; Kingston; INT Kingston 100° and Hartford, Conn., 268° radials; Hartford; INT Hartford 130° and Providence, R. I., 212° radials.

PENDING AMENDMENT

Under V-58, "From Philipsburg, Pa.;" is deleted and "From INT Franklin, Pa., 175° and Clarion, Pa., 222° radials, via INT Clarion 222° and Philipsburg, Pa., 272° radials; Philipsburg;" is substituted therefor.

AMENDMENTS 12/25/80 45 F. R. 71774 (Changed)

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

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 Grand Island, Nebr., to Pawnee City, Nebr., excluding the airspace within the Lincoln MDA during the time that the MDA is activated by NOTAM.

V-62 From Gallup, N. Mex.; INT Gallup 089° and Santa Fe, N. Mex., 268° radials; Santa Fe; Anton Chico, N. Mex.; Texico, N. Mex.; Lubbock, Tex.; Abilene, Tex.; INT Abilene 096° and Acton, Tex., 264° radials; Acton.

V-63 From Blue Ridge, Tex., via McAlester, Okla.; Razorback, Ark.; Springfield, Mo.; Hallsville, Mo.; Quincy, Ill.; Burlington, Iowa; Moline, Ill.; Davenport, Iowa; Rockford, Ill.; Janesville, Wis.; Badger, Wis.; Oshkosh, Wis.; Stevens Point, Wis.; Wausau, Wis.; Rhinelander, Wis., to Houghton, Mich. The airspace at and above 10,000 feet MSL from Quincy to 32 miles north, is excluded during the time that the Allen MDA is activated by NOTAM.

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 the INT Kansas City, Mo., 310° and St. Joseph, Mo., 178° radials; St. Joseph; Lamoni, Iowa.

V-66 From Mission Bay, Calif., Imperial, Calif.; 13 miles, 24 miles, 25 MSL, Bard, Ariz.; 12 miles 35 MSL INT Bard 089° and Gila Bend, Ariz., 261° radials; 46 miles, 35 MSL, Gila Bend; Tucson, Ariz.; Douglas, Ariz.; INT Douglas 064° 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 109° and Hudspeth 287° 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; Blue Ridge, Tex.; Sulphur Springs, Tex.; Texarkana, Ark., including a north alternate via INT Sulphur Springs 060° and Texarkana 272° radials, and also a south alternate via INT Sulphur Springs 090° and Texarkana 240° radials. From Tuscaloosa, Ala., Brookwood, Ala.; LaGrange, Ga.; INT LaGrange 120° and Columbus, Ga., 068° radials; INT Columbus 068° and Athens, Ga., 195° radials; Athens; Fort Mill, S. C.; Raleigh-Durham, N. C., including a south alternate from Athens, Ga., to Raleigh-Durham via INT Athens 092° and Greenwood, S.C., 240° radials, Greenwood and Sandhills, N. C.; Franklin, Va., excluding the airspace above 13,000 feet MSL from the INT of Tucson, Ariz., 122° and Cochise, Ariz., 257° radials to the INT of Douglas, Ariz., 064° and Columbus, NM., 277° radials.

V-67 From Chattanooga, Tenn.; Shelbyville, Tenn.; Graham, Tenn.; Cunningham, Ky.; Marion, Ill.; Centralia, Ill.; INT Centralia 010° and Vandalia, Ill., 162° radials; Vandalia; Capital, Ill.; Burlington, Iowa; Iowa City, Iowa; Cedar Rapids, Iowa; Waterloo, Iowa; Rochester, Minn., including an east alternate. The airspace at and above 10,000 feet MSL from Capital to 28 miles south of Burlington is excluded during the time that the Allen MOA is activated by NOTAM.

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 278° 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 129° and San Angelo 278° radials; Junction, Tex., including a S alternate via INT San Angelo 181° and Junction 310° radials; San Antonio, Tex., including a south alternate via Center Point, Tex.; INT San Antonio 064° and Industry, Tex., 267° radials; Industry; INT Industry 101° and Hobby, Tex., 290° radials to Hobby.

V-69 From Shreveport, La., via INT Shreveport 084° and El Dorado, Ark., 218° radials; El Dorado, including a W alternate via INT Shreveport 084° and El Dorado 233° radials; Pine Bluff, Ark.; INT Pine Bluff 038° and Walnut Ridge, Ark., 187° radials; Walnut Ridge; Farmington, Mo.; Troy, Ill.; Capital, Ill.; Pontiac, Ill.; Joliet, Ill.; Kedsie, Ill., RBN.

V-70 From Brownsville, Tex., via INT Brownsville 338° and Corpus Christi, Tex., 193° radials; 34 miles standard width, 37 miles 7 miles wide (4 miles E and 3 miles W of centerline), Corpus Christi, INT Corpus Christi 054° and Palacios, Tex., 226° radials, Palacios; Scholes, Tex.; Sabine Pass, Tex.; Lake Charles, La.; Lafayette, La.; Baton Rouge, La., including a N alternate via INT Lafayette 012° and Baton Rouge 264° radials; Picayune, Miss.; Greene County, Miss.; Monroeville, Ala.; INT Monroeville 073° and Eufaula, Ala., 258° radials; Eufaula; Vienna, Ga.; to Allendale, S. C. The portion of this airway above 9,000 feet MSL between the INT of Vienna 066° and Dublin, Ga., 122° radials and the INT of Allendale 247° and Augusta, Ga., 148° radials is excluded.

V-71 From Baton Rouge, La., via Natchez, Miss., including an E alternate via INT Baton Rouge 026° and Natchez 156° radials; Monroe, La., including a W alternate and also an E alternate via INT Natchez 341° and Monroe 105° radials; 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 Razorback, Ark., excluding the airspace between the main and this W alternate; Butler, Mo.; Topeka, Kans.; Pawnee City, Nebr.; INT Pawnee City 334° and Lincoln, Nebr., 146° radials; Lincoln; Columbus, Nebr.; O'Neill, Nebr.; Winner, S. Dak.; Pierre, S. Dak.; Bismarck, N. Dak.; Williston, N. Dak. The airspace within the O'Neill MOA is excluded during the time that the MOA is activated by NOTAM.

V-72 From Razorback, Ark., Dogwood, Mo.; Maples, Mo.; Farmington, Mo.; Centralia, Ill.; Bible Grove, Ill.; Mattoon, Ill.; to Bloomington, Ill. From Rosewood, Ohio, Mansfield, Ohio; INT Mansfield 093° and Akron, Ohio, 233° radials; Akron; Youngstown, Ohio; Tidoute, 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. The airspace at and above 8,000 feet MSL between Maples and Farmington is excluded during the time that the Meramec Military Operations Area is activated by NOTAM. The airspace within a 15 NM radius of Tidoute, Pa., at and above 10,000 feet MSL to and including 17,000 feet MSL is excluded during the times that the Tidoute Military Operations Area (MOA) is activated by NOTAM. The airspace below 8,000 feet MSL between long. 90°34'00"W., and long. 91°30'00"W., is excluded during the time that the Ozark MOA is activated by NOTAM.

V-73 From Tulsa, Okla., via 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.

V-74 From Garden City, Kans.; Dodge City, Kans.; Anthony, Kans.; Pioneer, Okla.; Tulsa, Okla., including a N alternate via INT Pioneer 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 Pioneer to Fort Smith via Okmulgee, Okla.; 6 miles, 7 miles wide (4 miles north and 3 miles south of centerline) 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; Greenville, Miss., including a N alternate; INT Greenville 147° and Jackson, Miss., 325° radials; Jackson, including a N alternate.

V-75 From Morgantown, W. Va.; Bellaire, Ohio; Briggs, Ohio; Cleveland, Ohio.

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 south alternate via INT Llano 135° and Austin 279° radials; and also a north alternate via INT Llano 096° and Austin 314° radials; Industry, Tex., including a north alternate via INT Austin 090° and Industry 310° radials; INT Industry 101° and Hobby, Tex., 290° radials; Hobby, including a S alternate from Industry to Hobby via Eagle Lake, Tex.

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; Pioneer, OK., including an E alternate via INT Oklahoma City 037° and Pioneer 186° radials; Wichita, Kans.; INT Wichita 037° and Topeka, Kans., 236° radials; Topeka; St. Joseph, Mo.; Lamoni, Iowa; Des Moines, Iowa; Newton, Iowa; Waterloo, Iowa; to Waukon, Iowa.

V-78 From Huron, S. Dak., Watertown, S. Dak., including a S alternate; Darwin, Minn.; Minneapolis, Minn.; Eau Claire, Wis.; Rhinelander, Wis.; Iron Mountain, Mich.; Escanaba, Mich.; Schoolcraft County, Mich.; Pellston, Mich.; to Alpena, Mich. The airspace northeast of the Alpena 316° radial from Alpena to 25 miles north of Alpena at and above 10,000 feet MSL is excluded during the time that the Collins Military Operations Area is activated by NOTAM.

V-79 From Hastings, Nebr., to Lincoln, Nebr.

V-80 From Akron, Colo., to North Platte, Nebr.

V-81 From the Chihuahua, Mexico, via Marfa, Tex.; Fort Stockton, Tex.; Midland, Tex.; Lubbock, Tex.; Plainview, Tex.; Amarillo, Tex., including an east alternate via INT Plainview 025° and Amarillo 163° radials; Dalhart, Tex., including a west alternate via INT Amarillo 301° and Dalhart 157° radials; Tobe, Colo.; Pueblo, Colo.; Colorado Springs, Colo.; Denver, Colo. The airspace outside the United States is excluded.

V-82 From Baudette, Minn.; Bemidji, Minn.; Brainerd, Minn.; 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, NM., Santa Fe, NM., including an east alternate via INT Otto 019° and Santa Fe 117° radials; Taos, NM.; Alamosa, Colo.; INT Alamosa 074° and Pueblo, Colo., 191° radials; Pueblo; INT Pueblo 004° and Colorado Springs, Colo., 153° radials; Colorado Springs, Colo.; Kiowa, Colo. That portion of the airway 12,000 feet MSL and above from 7 miles (lat. 32°22'06"N., long. 104°15'57"W.) northwest of Carlsbad VORTAC to 19 miles (lat. 33°02'04"N., long. 104°30'32"W.) southeast of Roswell VORTAC is suspended during the time that the Talon MOA is activated by NOTAM.

AMENDMENTS 5/15/80 45 F. R. 25055 (Changed)

V-84 From 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.

V-85 From Denver, Colo., via INT Denver 325° and Medicine Bow, Wyo., 165° radials; Medicine Bow; 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., including a south alternate from Sheridan, Wyo., via Gillette, Wyo., Newcastle, Wyo., to Rapid City, S. Dak.

V-87 From San Francisco, Calif., INT San Francisco 359° and Scaggs Island, Calif., 182° radials; Scaggs Island; 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., including a south alternate from INT Springfield 058° and Forney (AAF), Mo., 266° radials; Forney (AAF), INT Forney (AAF) 046° and Vichy 216° radials; INT Vichy 091° and St. Louis, Mo., 171° radials, excluding that portion within R-4501A, R-4501B, R-4501C and R-4501D during their time of activation. The airspace at and above 8,000 feet MSL between Vichy and the INT Vichy 091° and St. Louis, Mo., 171° radials is excluded during the time that the Meramec Military Operations Area is activated by NOTAM.

V-89 From the INT of Denver, Colo., 197° 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. The airspace within Canada is excluded.

V-91 From Calverton, N. Y., via INT Calverton 332° and Pawling, N. Y., 139° radials; Pawling; 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. Bustache, Quebec, Canada. The airspace within Canada is excluded.

V-92 From Joliet, Ill., Chicago Heights, Ill.; Coshen, Ind.; Waterville, Ohio; Mansfield, Ohio; Tiverton, Ohio; Newcomerstown, Ohio; Bellaire, Ohio; INT Bellaire 107° and Grantsville 285° radials; Grantsville; Front Royal, Va.

PENDING AMENDMENT

In V-92 "Front Royal" is deleted and "Shawnee" is substituted therefor.

AMENDMENTS 12/25/80 45 F. R. 71774 (Changed)

V-93 From Patuxent River, Md., INT Patuxent 013° and Baltimore, Md., 122° radials; Baltimore; Lancaster, Pa.; including an E alternate via the INT of Baltimore 034° and Lancaster 181° radials; Wilkes-Barre, Pa.; Lake Henry, Pa.; Pawling, N. Y.; Chester, Mass., 12 miles 7 miles wide (4 miles E and 3 miles W of centerline); Keene, N. H.; Concord, N. H.; Kennebunk, Maine; Navy Brunswick, Maine; Bangor, Maine; Princeton, Maine; INT Princeton 057° radial and the United States/Canadian border.

AMENDMENTS 5/15/80 45 F. R. 32661 (Changed)

Corr: 45 F. R. 39835

V-94 From Blythe, Calif., INT Blythe 094° and Gila Bend, Ariz., 299° radials; Gila Bend; Casa Grande, Ariz.; 55 miles, 74 miles, 95 MSL, San Simon, Ariz.; Deming, N. Mex.; Newman, Tex., including a S alternate via INT Deming 119° 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.; Acton, Tex.; Scurry, Tex.; Gregg County, Tex.; Elm Grove, La.; Monroe, La.; Greenville, Miss., including a S alternate; Holly Springs, Miss., including a N alternate via INT Greenville 021° and Holly Springs 268° radials; Jacks Creek, Tenn.; Bowling Green, Ky. The airspace within R-5103A is excluded.

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 west alternate from Phoenix, INT Phoenix 006° and Winslow 224° radials; 52 miles, 95 MSL, Winslow; 66 miles, 39 miles, 125 MSL, Farmington, N. Mex.; Durango, Colo.; Gunnison, Colo., 15 miles, 125 MSL, 12 miles, 145 MSL, 22 miles, 157 MSL, 23 miles, 135 MSL, 9 miles, 128 MSL, Kiowa, Colo. The airspace 14,000 feet MSL and above is excluded from 23 NM northeast of Phoenix to 22 NM southwest of Winslow on V-95 and from 23 NM north of Phoenix to 26 NM southwest of Winslow on V-95W, from 1300 GMT, to 0200 GMT Monday through Friday, and other times as advised by a Notice to Airmen.

V-96 From Indianapolis, Ind., Kokomo, Ind.; Fort Wayne, Ind.; INT Fort Wayne 071° and Waterville, Ohio, 246° radials; Waterville; Windsor, Ontario, Canada, excluding the portion within Canada.

V-97 From Miami, Fla.; LaBelle, Fla., including an E alternate via INT Miami 337° and LaBelle 124° radials; St. Petersburg, Fla.; Tallahassee, Fla., Albany, Ga.; Atlanta, Ga.; INT Atlanta 001° and Knoxville, Tenn., 197° radials; Knoxville; 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 Boiler, Ind., 136° radials; Boiler, including a W alternate via Indianapolis; INT Indianapolis 344° and Shelbyville 313° radials and INT Shelbyville 313° and Boiler 136° radials; to Chicago Heights, Ill. From Chicago-O'Hare, Ill.; INT Chicago-O'Hare 316° and Janesville, Wis., 112° radials; Janesville; Lone Rock, Wis., including a W alternate via INT Janesville 281° and Lone Rock 147° radials; Nodine, Minn.; Minneapolis, Minn. The airspace below 2,000 feet MSL outside the United States is excluded.

V-98 From Carleton, Mich., Windsor, Ont., Canada; London, Ontario, Canada; Toronto, Ontario, Canada; Stirling, Ontario, Canada; Massena, N. Y.; St. Jean, Quebec, Canada. The airspace within Canada is excluded.

V-99 From Bridgeport, Conn., via Hartford, Conn., INT Hartford 044° and Putnam, Conn., 011° radials; INT Putnam 011° and Gardner, Mass., 097° radials; INT Gardner 097° and Boston, Mass., 015° radials; to Boston.

AMENDMENTS 5/15/80 45 F. R. 17949 (Rewritten)

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.; INT Rockford 080° and Northbrook, Ill., 290° radials; Northbrook; INT Northbrook 095° and Keeler, Mich., 271° radials; Keeler; Litchfield, Mich.; INT Litchfield 104° and Carleton, Mich., 258° radials; Carleton.

AMENDMENTS 1/24/80 44 F. R. 73015 (Changed)

V-101 From Gill, Colo., via Hayden, Colo.; Vernal, Utah; 25 miles, 25 miles 120 MSL, 22 miles 145 MSL, 20 miles 125 MSL, Salt Lake City, Utah; Ogden, Utah; 61 miles, 26 miles, 109 MSL, Burley, Idaho; INT Burley 344° and Pocatello, Idaho, 286° radials.

V-102 From Salt Flat, TX., via Carlsbad, NM., including a south alternate via INT Salt Flat 085° and Carlsbad 220° radials; Hobbs, NM.; Lubbock, TX.; Guthrie, TX.; 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.

V-104 From Ottawa, Ontario, Canada, INT Ottawa 095° and Massena, N. Y., 330° radials; Massena; Plattsburgh, N. Y.; Burlington, Vt.; Montpelier, Vt.; Berlin, N. H.; to Bangor, Maine. That airspace between Montpelier and Berlin at 9,000 feet MSL and above is excluded during the time that Yankee 1 Military Operations Area (MOA) is activated by NOTAM. The airspace between Berlin and Bangor at 7,000 feet MSL and above is excluded during the time that Condor 1 and 2 are activated by NOTAM. The airspace within Canada is excluded.

AMENDMENTS 7/10/80 45 F. R. 29564 (Changed)

V-105 From Tucson, AZ., INT Tucson 298° and Casa Grande, AZ., 145° radials; Casa Grande; Phoenix, AZ.; 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.; Barnes, Mass.; Gardner, Mass.; INT Gardner 041° and Manchester, N. H., 249° radials; Manchester; to Kennebunk, Maine.

AMENDMENTS 5/15/80 45 F. R. 17949 (Changed)

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; Avenal, Calif.; Panoche, Calif.; Oakland, Calif., including an E alternate via INT Panoche 317° and Oakland 110° radials; Point Reyes, Calif.; INT Point Reyes 306° and Ukiah, Calif., 172° radials. The portion outside the United States has no upper limit.

- V-108 From Santa Rosa, Calif., via Scaggs Island, Calif.; INT Scaggs Island 131° and Concord, Calif., 276° radials; 7 miles wide (4 miles N and 3 miles S of centerline), Concord; Linden, Calif. From Colorado Springs, Colo.; Huro, Colo.; 74 miles, 65 MSL, Goodland, Kans.; Hill City, Kans.
- V-109 From Panoche, Calif., via Stockton, Calif.; INT Stockton 267° and Oakland, Calif., 077° radials; Oakland.
- V-110 From Deming, N. Mex., Truth or Consequences, N. Mex.
- V-111 From Big Sur, Calif., via Salinas, Calif.; INT Salinas 028° and Stockton, Calif., 164° radials; to Modesto, Calif.
- V-112 From Astoria, Oreg., 44 miles; 15 miles, 6-mile wide, Portland, Oreg.; The Dalles, Oreg.; including a S alternate from Portland via the Portland 110° and The Dalles 255° radials to The Dalles; 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; 47 miles, 105 MSL Cranbrook, British Columbia, Canada, excluding the portion within Canada.
- V-113 From San Luis Obispo, Calif., Paso Robles, Calif.; Priest, Calif.; Panoche, 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, Boise, Idaho; Salmon, Idaho; Butte, Mont.; Helena, Mont.; to Lewistown, Mont.
- 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 117° and Blue Ridge, Tex., 285° radials; Blue Ridge; Quitman, Tex.; Gregg County, Tex.; Alexandria, La., including a north alternate from Gregg County to Alexandria via Shreveport, La., and INT Shreveport 176° and Alexandria 302° radials; INT Baton Rouge, La., 307° and Lafayette, La., 042° radials; 7 miles wide (3 miles north and 4 miles south of centerline) Baton Rouge; New Orleans, La., including a north alternate from Alexandria to New Orleans via INT Alexandria 109° and New Orleans 312° radials, excluding the portion within R-3801B, R-3801C and R-3801D.
- V-115 From Crestview, Fla., INT Crestview 001° and Montgomery, Ala., 204° radials; Montgomery; INT Montgomery 323° and Vulcan, Ala., 177° radials; Vulcan; Chattanooga, Tenn., including an E alternate via INT Vulcan 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.
The airspace within a 15 NM radius of Tidioute, Pa., at and above 10,000 feet MSL to and including 17,000 feet MSL is excluded during the times that the Tidioute Military Operations Area (MOA) is activated by NOTAM.
- V-116 From INT Kansas City, Mo., 076° and Napoleon, Mo. 005° radials via Macon, Mo.; Quincy, Ill.; Peoria, Ill.; to Joliet, Ill. From INT Keller, Mich., 256° and Knox, Ind., 335° radials; Keeler; Jackson, Mich.; INT Jackson 084° and Salem, Mich., 284° radials; Salem; Windsor, Ontario, Canada; INT Windsor 100° and Erie, Pa., 275° radials; Erie; Bradford, Pa.; Stonyfork, Pa.; Lake Henry, Pa.; INT Lake Henry 110° and Deer Park, N. Y., 296° radials; Deer Park. The airspace within Canada is excluded.
The airspace within a 15 NM radius of Tidioute, Pa., at and above 10,000 feet MSL to and including 17,000 feet MSL is excluded during the times that the Tidioute Military Operations Area (MOA) is activated by NOTAM. The airspace at and above 10,000 feet MSL from Quincy to 26 miles southwest of Peoria is excluded during the time that the Allen MOA is activated by NOTAM.
- V-117 From Parkersburg, W. Va.; Bellaire, Ohio; INT Bellaire 044° and Newcomerstown, Ohio, 099° radials.
- 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.
- 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; to Waterloo, Iowa, including a north alternate via INT Mason City 106° and Waterloo 323° radials.

V-121 From Medford, Oreg., INT Medford 352° and Roseburg, Oreg., 127° radials; Roseburg; North Bend, Oreg.; Eugene, Oreg.; Redmond, Oreg.; including a N alternate via Eugene 069° and Redmond 281° radials; Kimberly, Oreg.; Baker, Oreg.; McCall, Idaho; Salmon, Idaho; to Dillon, Mont.

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.; to Rome, Oreg.

V-123 From INT Washington, D. C., 065° and Baltimore, Md., 187° radials; via INT Washington, D. C., 065° and Woodstown, N. J., 230° radials; Woodstown; INT Woodstown 043° and Robbinsville, N. J., 239° radials; Robbinsville; INT Robbinsville 044° and LaGuardia, N. Y., 209° radials; LaGuardia; INT LaGuardia 034° and Carmel, N. Y., 188° radials; Carmel.

V-124 From Blue Ridge, Tex., via Paris, Tex.; Hot Springs, Ark.; Little Rock, Ark.; Gilmore, Ark.; Jacks Creek, Tenn.; Shelbyville, Tenn.; to Hinch Mountain, Tenn.

V-125 From Cape Girardeau, Mo., INT Cape Girardeau 347° and St. Louis, Mo., 148° radials; St. Louis.

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.
The airspace within a 15 NM radius of Tidououte, Pa., at and above 10,000 feet MSL to and including 17,000 feet MSL is excluded during the times that the Tidououte Military Operations Area (MDA) is activated by NOTAM.

V-127 From Bradford, Ill., Polo, Ill.; Rockford, Ill.; including an E alternate from Bradford to Rockford via INT Bradford 033° and Rockford 136° radials.

V-128 From Peotone, Ill., via INT Peotone 152° and Indianapolis, Ind., 312° radials; Indianapolis; INT Indianapolis 137° and Cincinnati, Ohio, 290° radials; Cincinnati; York, Ky.; Charleston, W. Va.; Casanova, Va.

V-129 From Capital, Ill., Peoria, Ill.; Davenport, Iowa; Dubuque, Iowa; INT Dubuque 348° and Nodine, Minn., 150° radials, Nodine, including a W alternate from Dubuque to Nodine via Waukon, Iowa; Eau Claire, Wis.; Duluth, Minn.; Hibbing, Minn., including an E alternate; International Falls, Minn., including a W alternate from Hibbing, INT Hibbing 319° and International Falls 182° radials to International Falls; INT International Falls 335° radial and the United States/Canadian border.
The airspace at and above 10,000 feet MSL from Capital to 25 miles north, is excluded during the time that the Allen MDA is activated by NOTAM.

V-130 From Albany, N. Y., via Hartford, Conn.; Norwich, Conn.; INT Norwich 120° and Martha's Vineyard, Mass., 272° radials; Martha's Vineyard; to Hyannis, Mass.

V-131 From McAlester, Okla., via Okmulgee, Okla.; Tulsa, Okla.; Chanute, Kans.; Topeka, Kans.

V-132 From Cheyenne, Wyo.; Akron, Colo.; 17 miles, 40 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 038° and Forney, Mo., 266°; Forney; INT Forney 036° and Maples, Mo., 052° radials, excluding that portion within R-4501A, R-4501B, R-4501C and R-4501D during their time of activation.
The airspace at and above 6,000 feet MSL from 9 nautical miles to 34 nautical miles northwest of Chanute VOR is excluded during the time that the Bureka High MDA is activated.

AMENDMENTS 3/20/80 45 F. R. 10756 (Changed)

V-133 From Fort Mill, S. C., Barretts Mountain, N. C.; Charleston, W. Va.; Zanesville, Ohio; Tiverton, Ohio; Mansfield, Ohio; INT Mansfield 346° and Salem, Mich., 130° radials; Salem; Flint, Mich.; Saginaw, Mich.; Traverse City, Mich.; Escanaba, Mich.; Marquette, Mich.; Houghton, Mich.; 10 miles, 26 MSL Thunder Bay, Ontario, Canada; International Falls, Minn. The airspace within Canada is excluded.

AMENDMENTS 10/30/80 45 F. R. 60897 (Changed)

V-134 From Fairfield, Utah, via Carbon, Utah; Grand Junction, Colo.; 33 miles 12 AGL, 21 miles 127 MSL, 16 miles 120 MSL, 34 miles 12 AGL, to INT Grand Junction 075° and Kremmling 203° radials.

V-135 From Bard, 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, excluding the airspace above 9,000 feet MSL between Bard and Parker, and the airspace above 10,000 feet MSL between Parker and Needles. 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.; Fayetteville, N. C.; to Grand Strand, S. C. The airspace at and above 7,000 feet MSL from 17 miles south to 38 miles south of Fayetteville is excluded during the time that the Gamecock A Military Operations Area is activated by NOTAM.
- V-137 From Imperial, Calif., INT Imperial 350° and Thermal, Calif., 122° radials; Thermal; Palm Springs, CA.; Palmdale, CA.; Gorman, CA.; Avenal, CA.; Priest, CA.; Salinas, CA., excluding the airspace above 7,000 feet MSL, between Imperial and the intersection of the Thermal 122° and the Julian, CA., 055° radials. 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; Fort Dodge, Iowa; Mason City, Iowa; to Waukon, Iowa.
- V-139 From Florence, S. C., via Wilmington, N. C.; New Bern, N. C.; INT of New Bern 006° 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.; INT Whitman 041° and Manchester, N. H., 130° radials; Kennebunk, Maine. The airspace below 2,000 feet MSL outside the United States, the airspace below 3,000 feet MSL between the Kennedy, N. Y., 087° and 141° radials, and the airspace within R-6604 are excluded.
- V-140 From Amarillo, Tex., 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; Razorback, Ark., including a N alternate via INT Tulsa 059° and Razorback 284° radials; Harrison, Ark., Walnut Ridge, Ark.; Dyersburg, Tenn.; Nashville, Tenn., Livingston, Tenn., including a south alternate via INT Nashville 085° and Livingston 226° radials; London, Ky., including a north alternate from Nashville to London via INT Nashville 049° and London 258° radials; Whitesburg, Ky., Bluefield W. Va.; INT of Bluefield 071° and Montebello, Va., 250° radials; Montebello; to Casanova, Va.
PENDING AMENDMENT
Under V-140, after "London, Ky." delete ", including a north alternate from Nashville to London via INT Nashville 049° and London 258° radials"
- AMENDMENTS 12/25/80 45 F. R. 67071 (Changed)
- V-141 From Nantucket, Mass., Hyannis, Mass.; to Boston, Mass. From Manchester, N. H., Concord, N. H.; Lebanon, N. H.; Burlington, Vt.; to Massena, N. Y.
- V-143 From Fort Mill, S. C., Greensboro, N. C.; Lynchburg, Va.; Montebello, Va.; Front Royal, Va.; Martinsburg, W. Va.; Lancaster, Pa.; including an S alternate via Westminster, Md.; Pottstown, Pa.; Yardley, Pa.
PENDING AMENDMENT
In V-143 "Front Royal" is deleted and "Shawnee" is substituted therefor.
- AMENDMENTS 12/25/80 45 F. R. 71774 (Changed)
- V-144 From Peotone, Ill., via Fort Wayne, Ind.; Findlay, Ohio; INT Findlay 131° and Appleton, Ohio, 312° radials; Appleton; Zanesville, Ohio; Morgantown, W. Va.; Kessel, W. Va.; Linden, Va.; to INT Linden 104° and Casanova, Va., 348° 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 Putnam, Conn.; Providence, R. I.; Martha's Vineyard, Mass.; Nantucket, Mass.
- V-147 From Pottstown, Pa., via East Texas, Pa.; Wilkes-Barre, Pa.; Elmira, N. Y.; Genesee, N. Y.; Rochester, N. Y.
- V-148 From Kiowa, Colo.; Thurman, Colo.; 65 MSL INT Thurman 067° and Hayes Center, Nebr., 245° radials; Hayes Center, Nebr.; North Platte, Nebr.; O'Neill, Nebr.; Sioux Falls, S. Dak.; Redwood Falls, Minn., including a S alternate, Minneapolis, Minn.; Hayward, Wis.; to Ironwood, Mich.
- V-149 From INT Allentown, Pa. 147° and Solberg, N. J., 227° radials; Allentown, Pa.; Lake Henry, Pa.

V-150 From San Francisco, Calif., INT San Francisco 304° and Sausalito, Calif., 232° radials; Sausalito; Sacramento, Calif.

V-151 From Hyannis, Mass., via INT Hyannis 318° and Providence, R. I., 079° radials; Providence; Gardner, Mass.; Keene, N. H.; Lebanon, N. H., including a W alternate via INT Keene 336° and Lebanon 214° radials; Montpelier, Vt., including an E alternate via Lebanon 005° and Montpelier 112° radials; Burlington, Vt.

V-152 From St. Petersburg, Fla., Orlando, Fla., including a S alternate via Lakeland, Fla.; Ormond Beach, Fla., including a S alternate via INT Orlando 049° and Ormond Beach 161° radials.

PENDING AMENDMENT

Under V-152, all after "St. Petersburg, Fla." is deleted and the following is substituted therefor: via INT St. Petersburg 062° and Ormond Beach, Fla., 211° radials; Ormond Beach, including a S alternate via Lakeland, Fla., Orlando, Fla.; INT Orlando 049° and Ormond Beach 161° radials.

AMENDMENTS 12/25/80 45 F. R. 62795 (Changed) Corr: 45 F. R. 67072 Corr: 45 F. R. 77417

V-153 From INT Sparta, N. J., 104° and Stillwater, N. J., 110° radials; Stillwater; Lake Henry, Pa.; Hancock, N. Y.; Georgetown, N. Y.; Syracuse, N. Y.

V-154 From Rome, Ga., via INT Rome 166° and Macon, Ga., 301° radials; Macon; via Dublin, Ga.; INT of Dublin 122° and Savannah, Ga., 279° radials; to Savannah.

V-155 From Columbus, Ga., via Augusta, Ga.; Chesterfield, S. C.; Sandhills, N. C.; Raleigh-Durham, N. C.; Lawrenceville, Va.; INT Lawrenceville 034° and Flat Rock, Va.; 171° radials; Flat Rock; to Brooke, Va. The airspace within R-6602 is excluded.

V-156 From Cedar Rapids, Iowa, via Moline, Ill.; Bradford, Ill.; Peotone, Ill.; INT Peotone 098° and Knox, Ind.; 238° radials; Knox; South Bend, Ind.; to Kalamazoo, Mich.

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., including an E alternate via INT La Belle 004° and Lakeland 132° radials; Ocala, Fla.; Gainesville, Fla.; Taylor, Fla.; Waycross, Ga.; Alma, Ga.; Allendale, S. C.; Vance, S. C.; Florence, S. C. From Kinston, N. C., Tar River, N. C.; Lawrenceville, Va.; Richmond, Va.; INT Richmond 039° and Patuxent, Md., 228° radials; Patuxent; Kenton, Del.; New Castle, Del.; Robbinsville, N. J.; Colts Neck, N. J.; to Kingston, N. Y. The airspace within R-2904A and R-6602 is excluded. The airspace at and above 7,000 feet MSL which lies within the Lake Placid Military Operations Area is excluded during the time the Lake Placid Military Operations Area is activated.

PENDING AMENDMENT

Under V-157, the following is added:
The airspace within R-4005 and R-4006 is excluded.

AMENDMENTS 12/25/80 45 F. R. 71773 (Changed) Corr: 45 F. R. 77418

V-158 From Mason City, Iowa, INT Mason City 106° and Dubuque, Iowa, 293° radials; Dubuque; Polo, Ill. The airspace within R-3302 is excluded.

V-159 From Fort Lauderdale, Fla., via Fort Lauderdale 339° and Vero Beach, Fla., 178° radials; Vero Beach; Orlando, Fla., Ocala, Fla., Cross City, Fla.; Greenville, Fla.; including an east alternate from Ocala to Greenville via Gainesville, Fla., excluding that airspace above 7,000 feet MSL between Gainesville and Greenville; Albany, Ga.; Eufaula, Ala.; Tuskegee, Ala.; Vulcan, Ala.; Hamilton, Ala.; Holly Springs, Miss.; Gilmore, Ark.; Walnut Ridge, Ark.; Dogwood, Mo.; Springfield, Mo.; Napoleon, Mo.; INT Napoleon 336° and St. Joseph, Mo., 132° radials; St. Joseph; INT St. Joseph 328° and Omaha, Nebr., 155° radials; Omaha; Sioux City, Iowa, including a west alternate via INT Omaha 320° and Sioux City 174° radials; Yankton, S. Dak.; Mitchell, S. Dak.

PENDING AMENDMENT

Under V-159, after "Ocala, Fla.," add the following:
including a S alternate from INT Vero Beach 319° and Melbourne, Fla., 298° radials, to Ocala via INT Melbourne 298° and Ocala 145° radials;

AMENDMENTS 12/25/80 45 F. R. 62795 (Changed) Corr: 45 F. R. 67072 Corr: 45 F. R. 77417

V-160 From Denver, Colo., INT Denver 058° and Sidney, Nebr., 214° radials; to Sidney.

V-161 From Three Rivers, Tex., via Center Point, Tex.; Llano, Tex.; INT Llano 026° and Millsap, Tex., 193° radials; Millsap; Bridgeport, Tex.; Ardmore, Okla.; Okmulgee, Okla.; Tulsa, Okla.; Oswego, Kans.; Butler, Mo.; Napoleon, Mo.; Lamoni, Iowa; Des Moines, Iowa; Mason City, Iowa; Rochester, Minn., including a W alternate via INT Mason City 023° and Rochester 243° radials; INT Rochester 356° and Minneapolis, Minn., 116° radials; Minneapolis; Brainerd, Minn.; Grand Rapids, Minn.; International Falls, Minn.; to Winnipeg, Manitoba, Canada, excluding the portion within Canada.

V-162 From INT Clarksburg, W. Va., 135° and Elkins, W. Va., 098° radials; Clarksburg. From INT Martinsburg, W. Va., 130° and Harrisburg, Pa., 204° radials; via Harrisburg; East Texas, Pa., including a S alternate via INT Harrisburg 087° and East Texas 225° radials; Allentown, PA.; Huguenot, NY.; INT Huguenot 032° and Pawling, NY., 259° radials to Pawling. The airspace within R-5802 is excluded.

V-163 From Matamoros, Mexico, Brownsville, Tex., 27 miles standard width, 37 miles 7 miles wide (3 miles E and 4 miles W of centerline), Corpus Christi, Tex.; 27 miles standard width, 37 miles 7 miles wide (3 miles E and 4 miles W of centerline), Corpus Christi; 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 via INT Three Rivers 327° and San Antonio 183° radials; Lampasas, Tex.; Acton, Tex., including a west alternate from San Antonio to Acton via Stonewall, Tex., Llano, Tex., and INT Llano 026° and Acton 215° radials; Bridgeport, Tex.; Ardmore, Okla.; INT Ardmore 342° and Oklahoma City, Okla., 154° radials; to Oklahoma City, including a W alternate via INT Ardmore 327° and Oklahoma City 180° radials. The airspace within Mexico is excluded.

V-164 From Toronto, Ont., via Toronto 172° and Buffalo, N. Y., 294° radials; Buffalo; Wellsville, N. Y.; Stonyfork, Pa.; Williamsport, Pa.; INT Williamsport 129° and East Texas, Pa., 315° radials; East Texas. The airspace within Canada is excluded.

V-165 From Mission Bay, Calif., INT Mission Bay 270° and Oceanside, Calif., 177° radials; Oceanside; 24 miles, 6 miles wide, Seal Beach, Calif.; 8 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 12 AGL, 7 miles, 115 MSL, 54 miles, 135 MSL, 81 miles, 12 AGL, 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 Hancock, N. Y.; INT Hancock 120° and Kingston, N. Y., 274° radials; Kingston; INT Kingston 100° and Hartford, Conn., 268° radials; Hartford; INT Hartford 081° and Providence, R. I., 270° radials; Providence; INT Providence 101° and Hyannis, Mass., 224° radials; Hyannis; INT 360° and Kennebunk, Maine, 161° radials; to Kennebunk. The airspace outside the United States below 2,000 feet MSL, including the portion within Warning Area W-103, is excluded.

AMENDMENTS 7/10/80 45 F. R. 31973 (Changed)

PENDING AMENDMENT

Under V-167, "Hartford; INT Hartford 081° and Providence, R. I., 270° radials; Providence;" is deleted and "Hartford, Conn.; Providence, R. I.;" is substituted therefor.

AMENDMENTS 12/25/80 45 F. R. 70856 (Changed)

V-168 From Vulcan, Ala., to INT Vulcan 113° and Talladega, Ala., 179° radials; LaGrange, Ga.

V-169 From Tobe, Colo., 69 MSL Higo, 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.; to Devils Lake, N. Dak. The airspace from 4,000 feet MSL to 10,000 feet MSL between points 46 miles NE of Bismarck and 18 miles SW of Devils Lake is excluded during the time that the Devils Lake West Military Operations Area is activated by NOTAM. The airspace from 3,500 feet MSL to 10,000 feet MSL between points 18 miles SW and 29 miles SW of Devils Lake is excluded during the time that the Devils Lake East Military Operations Area is activated by NOTAM.

V-170 From Devils Lake, N. Dak., via Jamestown, N. Dak.; Aberdeen, S. Dak.; Sioux Falls, S. Dak.; Worthington, Minn.; Fairmont, Minn.; including a N alternate via INT Worthington 061° and Fairmont 285° radials; Rochester, Minn.; Nodine, Minn.; Dells, Wis.; INT Dells 097° and Badger, Wis., 307° radials; Badger; INT Badger 102° and Pullman, Mich., 303° radials; Pullman; Salem, Mich. From Erie, Pa., Bradford, Pa.; State Rm, Pa.; Selinsgrove, Pa.; Ravine, Pa.; INT Ravine 125° and Modena, Pa., 318° radials; Modena; New Castle, Del.; INT New Castle 222° and Andrews, Md., 060° radials; to INT Andrews 060° and Baltimore, Md., 165° radials. The airspace within R-5802 is excluded.

The airspace within a 15 NM radius of Tidouche, Pa., at and above 10,000 feet MSL to and including 17,000 feet MSL is excluded during the times that the Tidouche Military Operations Area (MOA) is activated by NOTAM. That airspace 11,000 feet MSL and below is excluded between Jamestown VORTAC and the Devils Lake VORTAC during the time that the Devils Lake East Military Operations Area is activated by NOTAM.

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.; INT Peotone 281° and Joliet, Ill., 173° radials; Joliet; Rockford, Ill.; Lone Rock, Wis.; Nodine, Minn.; INT Nodine 298° and Farmington, Minn., 124° radials; Farmington; Darwin, Minn.; Alexandria, Minn.; INT Alexandria 321° and Grand Forks, N. Dak., 152° radials; Grand Forks; Roseau, Minn.

V-172 From North Platte, Nebr., via INT North Platte 073° and Wolbach, Nebr., 266° radials; Wolbach; Columbus, Nebr.; Neola, Iowa; Newton, Iowa; Cedar Rapids, Iowa; Polo, Ill.; INT Polo 088° and DuPage, Ill., 283° radials; DuPage; Chicago-O'Hare, Ill.; INT Chicago-O'Hare 091° and South Bend, Ind., 290° radials; South Bend.

V-173 From Capital, Ill., via INT Capital 058° and Peotone, Ill., 218° radials; INT Peotone 218° and Roberts, Ill., 008° radials; INT Roberts 008° and Joliet, Ill., 067° radials; Kedzie, Ill., RBN.

V-174 From York, Ky., Henderson, W. Va.; Elkins, W. Va.; to Front Royal, Va.

PENDING AMENDMENT

In V-174 "Front Royal" is deleted and "Shawnee" is substituted therefor.

AMENDMENTS 12/25/80 45 F. R. 71774 (Change)

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; Worthington, Minn.; Redwood Falls, Minn.; Alexandria, Minn.; Park Rapids, Minn.; Bemidji, Minn.; Roseau, Minn. The airspace at and above 8,000 feet MSL from 43 miles northwest of Malden to Vichy is excluded during the time that the Meramec Military Operations Area is activated by NOTAM. The airspace below 8,000 feet MSL between lat. 37°10'00"N., lat. 37°55'00"N., is excluded during the time that the Ozark MOA is activated by NOTAM.

V-176 From Pontiac, Mich., to INT Pontiac 100° and Windsor, Ontario, Canada, 057° radials, excluding the portion within Canada.

V-177 From DuPage, Ill., via Janesville, Wis.; Madison, Wis.; Stevens Point, Wis., including a west alternate via Dells, Wis.; Wausau, Wis.; Hayward, Wis.; Duluth, Minn.; to Ely, Minn., excluding the airspace 10,000 feet MSL and above Duluth to Ely.

V-178 From Vichy, Mo.; Farmington, Mo.; Cape Girardeau, Mo.; Cunningham, Ky.; including a north alternate from Farmington to Cunningham via INT Farmington 115° and Cunningham 306° radials; and also a south alternate from Farmington to Cunningham via INT Farmington 145° and Cunningham 276° radials; Central City, Ky.; New Hope, Ky.; Lexington, Ky.; Bluefield, W. Va. The airspace at and above 8,000 feet MSL between Vichy and Farmington is excluded during the time that the Meramec Military Operations Area is activated by NOTAM.

V-179 From Dublin, Ga., to INT Dublin 309° and Augusta, Ga., 263° radials.

V-180 From International Falls, Minn., to Dryden, Ontario, Canada, NDB, excluding that airspace within Canada.

V-181 From Kirksville, Mo.; Lasoni, 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., including an east alternate; Grand Forks, N. Dak., including an east alternate via INT Fargo 004° and Grand Forks 152° radials; Pembina, N. Dak.; INT Pembina 354° 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., Tidouite, Pa.; INT Tidouite 154° and Philipsburg, Pa., 206° radials; Philipsburg, Harrisburg, Pa.; INT Harrisburg 132° and Modena, Pa., 274° radials; Modena; INT Modena 130° radial and Philadelphia, Pa., International Airport ILS localizer 256° course; Woodstown, N. J.; Cedar Lake, N. J.; Atlantic City, N. J.

The airspace within a 15 NM radius of Tidouite, Pa., at and above 10,000 feet MSL to and including 17,000 feet MSL is excluded during the times that the Tidouite Military Operations Area (MOA) is activated by NOTAM.

AMENDMENTS 10/30/80 45 F. R. 55711 (Changed)

V-185 From Savannah, Ga.; Augusta, Ga.; Greenwood, S. C.; Sugarloaf Mountain, N. C.; Snowbird, Tenn.; INT Snowbird 301° and Knoxville, Tenn., 060° radials; Knoxville, including an E alternate from Sugarloaf Mountain to Knoxville via INT Sugarloaf Mountain 320° and Knoxville 060° radials. The airspace within R-6004 is excluded.

V-186 From Santa Barbara, Calif., via INT Santa Barbara 123° and Fillmore, Calif., 265° radials; Fillmore; Van Nuys, Calif.; to Paradise, Calif.

V-187 From Albuquerque, N. Mex., via Farmington, N. Mex.; including an E alternate via INT Albuquerque 345° and Farmington 128° radials; 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, 20 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, 81 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.; Lewiston, Idaho, Pasco, Wash.

V-188 From Carleton, Mich., Jefferson, Ohio; Tidouite, Pa.; Slate Run, Pa.; Williamsport, Pa.; Wilkes-Barre, Pa.; INT Wilkes-Barre 094° and Sparta, N. J., 290° radials; Sparta. The airspace within Canada is excluded. The airspace within a 15 NM radius of Tidouite, Pa., at and above 10,000 feet MSL to and including 17,000 feet MSL is excluded during the times that the Tidouite Military Operations Area (MOA) is activated by NOTAM.

V-189 From Tar River, N. C., Franklin, Va.; Hopewell, Va.

V-190 From Phoenix, Ariz., 54 miles, 19 miles, 95 MSL, 50 miles, 115 MSL St. Johns, Ariz., including a north alternate via INT Phoenix 081° and St. Johns 263° radials; Albuquerque,

N. Mex., including a south alternate via INT St. Johns 085° and Albuquerque 220° radials; Las Vegas, N. Mex.; 19 miles, 72 miles 90 MSL, Dalhart, Tex.; 14 miles, 36 miles 60 MSL, Gage, Okla.; INT Gage 059° and Pioneer, Okla., 280° radials; Pioneer; INT Pioneer 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.; Pocket City, Ind. The airspace at and above 8,000 feet MSL between Maples and Farmington is excluded during the time that the Meramec Military Operations Area is activated by NOTAM. The airspace below 8,000 feet MSL between long. 90°34'00"W., and long. 91°30'00"W., is excluded during the time that the Ozark MOA is activated by NOTAM.

V-191 From Troy, Ill.; Decatur, Ill.; Roberts, Ill.; INT Roberts 008° and Joliet, Ill., 067° radials; Northbrook, Ill.; INT Northbrook 332° and Badger, Wis., 182° radials; Badger; Oshkosh, Wis.; Rhinelander, Wis.; Ironwood, Mich.; including an east alternate; to Duluth, Minn.

V-192 From Champaign, Ill.; Terre Haute, Ind.

V-193 From INT Pullman, Mich., 243° and South Bend, Ind., 310° radials; Pullman; INT Pullman 020° and White Cloud, Mich., 168° radials; White Cloud; Traverse City, Mich., including a W alternate via Manistee, Mich.; Pellston, Mich.; Sault Ste. Marie, Mich.

V-194 From Hobby, Tex., via INT Hobby 091° and Sabine Pass, Tex., 265° radials; Sabine Pass; INT Sabine Pass 077° and Lafayette, La., 254° radials; Lafayette; Baton Rouge, La.; McComb, Miss.; INT McComb 055° and Meridian, Miss.; 221° radials; Meridian. From Liberty, N. C., via Raleigh-Durham, N. C.; Tar River, N. C.; Cofield, N. C., to INT Cofield 077° and Norfolk, Va., 209° radials.

AMENDMENTS 9/4/80 45 F. R. 43159 (Rewritten)

V-195 From Oakland, Calif., INT Oakland 004° and Williams, Calif., 101° 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 Paradise, 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.

V-198 From San Simon, Ariz., Columbus, N. Mex.; El Paso, Tex., 6 mi. wide, INT El Paso 109° and Hudspeth, Tex., 287° 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., including a north alternate from Junction to Eagle Lake via Stonewall, Tex., and INT Stonewall 113° and Eagle Lake 270° radials; Hobby, Tex.; INT Hobby 091° and Sabine Pass, Tex., 265° radials; Sabine Pass including a south alternate from Eagle Lake via INT Eagle Lake 116° and Scholes 273°, Scholes; Sabine Pass; White Lake, La.; Tibby, La.; Harvey, La., 69 miles, 33 miles, 25 MSL, Brookley; INT Brookley 056° and Crestview 266° radials; Marianna, Fla.; Tallahassee, Fla.; Greenville, Fla.; Taylor, Fla.; to Jacksonville, Fla.

AMENDMENTS 1/24/80 44 F. R. 6847 (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 Fairfield, 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, to Kremling, Colo., including a N alternate via Hayden, Colo.

V-201 From Los Angeles, Calif., to 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 Nantucket, Mass., via INT Nantucket 255° and Norwich, Conn., 120° radials; Norwich, 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-205 From Sparta, N. J.; INT Sparta 023° and Pawling, N. Y., 238° radials; Pawling; INT Pawling 076° and Boston, Mass., 251° radials; Boston; INT Boston 066° and Pease, N. H., 137° radials; to Pease. The airspace outside the United States below 2,000 feet MSL, including the portion within Warning Area W-103, is excluded.

AMENDMENTS 7/10/80 45 F. R. 31973 (Changed)

V-206 From Napoleon, Mo., via Kirksville, Mo., to Ottumwa, Iowa.

V-207 From Denver, Colo., Gill, Colo.; including a W alternate via INT Denver 004° and Gill 234° radials; to Scottsbluff, Nebr.

V-208 From Santa Catalina, Calif., via Oceanside, Calif.; Julian, Calif.; Thermal, Calif. Twentynine Palms, Calif.; 20 miles, 24 miles 73 MSL, Needles, Calif.; Peach Springs, Ariz. From Page, Ariz., via Hanksville, Utah; Carbon, Utah; Myton, Utah; 79 MSL, Vernal, Utah, 25 miles, 105 MSL, Cherokee, Wyo., excluding the airspace above 10,000 feet MSL between Twentynine Palms and Needles. 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 Semmes, Ala., via INT Semmes 356° and Eaton, Miss., 080° radials; Kewanee, Miss.; Brookwood, Ala.; to Vulcan, Ala.

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 074° and Lamar, Colo., 250° radials; 40 miles, 51 miles, 65 MSL, Lamar; 13 miles, 79 miles, 55 MSL, Liberal, Kans.; INT Liberal 137° and Oklahoma City, Okla., 282° radials; Oklahoma City; INT Oklahoma City 109° and Okmulgee, Okla., 241° radials; Okmulgee. 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 Lancaster, Pa., 286° radials; Lancaster, Pa.; INT Lancaster 095° and Yardley, Pa., 255° radials; to Yardley.

V-211 From INT Alamosa, Colo., 232° and Durango, Colo., 110° radials via Durango; INT of Durango 286° and Cortez, Colo., 115° radials; to Cortez, including a W alternate via INT Durango 249° and Cortez 150° radials.

V-212 From San Antonio, Tex., via INT San Antonio 089° and Industry, Tex., 233° radials; Industry; Navasota, Tex.; Lufkin, Tex.; Alexandria, La.; to McComb, Miss., including a north alternate via Natches, Miss.

AMENDMENTS 3/20/80 45 F. R. 5674 (Changed)
 AMENDMENTS 7/10/80 45 F. R. 31974 (Changed)

V-213 From Grand Strand, S. C., via Wilmington, N. C.; INT Wilmington 352° and Tar River, N. C., 191° radials; Tar River; Hopewell, Va.; INT Hopewell 010° and Brooke, Va., 132° radials; Patuxent River, Md.; Kenton, Del.; Woodstown, N. J.; INT Woodstown 043° and Robbinsville, N. J. 239° radials; Robbinsville.

PENDING AMENDMENT

Under V-213, the following is added:
 The airspace within R-4005 and R-4006 is excluded.

AMENDMENTS 12/25/80 45 F. R. 71773 (Changed)

V-214 From Kokomo, Ind., via Marion, Ind.; Muncie, Ind.; Richmond, Ind.; INT Richmond 097° and Appleton, Ohio, 236° radials; INT Appleton 236° and Zanesville, Ohio, 274° radials; Zanesville; Bellaire, Ohio; INT Bellaire, 108° and Indian Head, Pa., 254° radials; Indian Head; Martinsburg, W. Va.; INT Martinsburg 094° and Baltimore, Md., 300° radials; to Baltimore.

V-215 From INT Muskegon, Mich., 208° and Pullman, Mich., 261° radials; Muskegon; White Cloud, Mich.; to Gaylord, Mich.

V-216 From Lamar, Colo., Hill City, Kans.; Mankato, Kans.; Pawnee City, Nebr.; Lamoni, Iowa; Ottumwa, Iowa; Iowa City, Iowa; INT Iowa City 062° and Janesville, Wis., 240° radials; Janesville; INT Janesville 076° and Muskegon, Mich., 252° radials; Muskegon; Saginaw, Mich.; Peck, Mich., including a southern alternate via INT Saginaw 131° and Peck 270° radials; Kleinburg, Ont., Canada. The airspace within Canada is excluded.

V-217 From Chicago-O'Hare, Ill.; INT Chicago-O'Hare 019° and Badger, Wis., 137° radials; INT Chicago Heights, Ill., 358° and Milwaukee 121° radials; Badger; Green Bay, Wis.; Rhinelander, Wis.; Duluth, Minn.; Hibbing, Minn.; Baudette, Minn.; INT Baudette 313° and Winnipeg, Manitoba, 117° radials; to Winnipeg. The airspace within Canada is excluded. In addition, the portion of this airway which lies within the Beaver MOA is excluded during the times the Beaver MOA is activated.

V-218 From Grand Rapids, Minn., via Minneapolis, Minn.; Waukon, Iowa; to Rockford, Ill. From Keeler, Mich., via Lansing, Mich.; Pontiac, Mich.; INT Pontiac 112° and Windsor, Ont., 320° radials; Windsor; INT Windsor 134° and Akron, Ohio, 312° radials; to Akron. The airspace within Canada is excluded.

V-219 From Hayes Center, Nebr., INT Hayes Center 050° 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., 325° radials; Denver; INT Denver 058° and Akron, Colo., 273° radials; Akron; 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 Bible Grove, Ill., via INT Bible Grove 087° and Bloomington, Ind., 253° radials; Bloomington; Shelbyville, Ind.; Muncie, Ind.; Fort Wayne, Ind.; Litchfield, Mich.; Jackson, Mich.; INT Jackson 034° 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.; Stonewall, Tex.; INT Stonewall 113° and Industry, Tex., 267° radials; Industry; INT Industry 101° and Humble 259° radials; Humble; Beaumont, Tex.; Lake Charles, La.; McComb, Miss.; Eaton, Miss.; Monroeville, Ala.; Montgomery, Ala.; LaGrange, Ga.; to INT LaGrange 043° and Columbus, Ga., 010° radials. From INT Toccoa, Ga., 222° and Harris, Ga., 187° radials via Toccoa;
 Sugarloaf Mountain, N. C.; Barretts Mountain, N. C.; Lynchburg, Va.; INT Lynchburg 058° and Brooke, Va., 236° radials; Brooke; to INT Brooke 045° and Richmond, Va., 009° radials; including an N alternate from Lynchburg via Gordonsville, Va.

V-223 From Flat Rock, Va.; to INT Flat Rock 005° and Brooke, Va., 300° radials.

V-224 From Marquette, Mich.; to Schoolcraft County, Mich.

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., 223° radials; Clarion, Pa.; Keating, Pa.; Williamsport, Pa.; Wilkes-Barre, Pa.; Stillwater, N. J.; INT Stillwater 110° and Sparta, N. J., 194° radials.

V-227 From Boiler, Ind., via Roberts, Ill.; Pontiac, Ill.; INT Pontiac 332° and Rockford, Ill., 180° radials; to Rockford.

AMENDMENTS 1/24/80 44 F. R. 73015 (Changed)

V-228 From Northbrook, Ill., INT Northbrook 111° and South Bend, Ind., 290° radials; South Bend, including a S alternate via INT Northbrook 095° and South Bend 310° radials.

V-229 From Atlantic City, N. J., via INT of Atlantic City 055° and Kennedy, N. Y., 194° radials; Kennedy; Madison, Conn.; Hartford, Conn.; INT Hartford 044° and Gardner, Mass., 195° radials; Gardner; Keene, N. H.; INT Keene 336° and Burlington, Vt., 160° radials; Burlington. The airspace within R-5002A, R-5002B and R-5002E is excluded during their times of use. The airspace within V-139, V-308 airways; the airspace below 2,000 feet MSL outside the United States and the airspace above 7,000 feet MSL between the INT of Atlantic City 055° and Kennedy 194° radials and Kennedy is excluded.

V-230 From INT Big Sur, Calif., 325° and Salinas, Calif., 281° radials; Salinas; Panoche, Calif., including a S alternate via INT Salinas 100° and Panoche 245° radials; Fresno, Calif.; Friant, Calif.; to Mina, Nev. The portion outside the United States has no upper limit.

V-231 From Burley, Idaho, via Salmon, Idaho; Missoula, Mont.; to Kalispell, Mont.

V-232 From INT of the Cleveland, Ohio, 024° and the Chardon, Ohio, 281° radials, via Chardon; Franklin, Pa.; Keating, Pa.; Milton, Pa.; Broadway, N. J.; INT of Broadway 112° and LaGuardia, N. Y., 209° radials; to LaGuardia.

V-233 From Capital, Ill., via Roberts, Ill.; Knox, IN.; Goshon, IN.; Litchfield, MI.; Lansing, MI.; Mount Pleasant, Mich.; INT Mount Pleasant 351° and Gaylord, Mich., 207° radials; Gaylord; to Pellston, Mich.; including a west alternate from Mount Pleasant to Pellston via Traverse City, Mich.

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. The airspace at and above 8,000 feet MSL between Vichy and the INT of Vichy 091° and St. Louis, Mo., 171° radials is excluded during the time that the Meramec Military Operations Area is activated by NOTAM.

V-235 From Fairfield, 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, Casper, Wyo., to Newcastle, 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.

The airspace at and above 8,000 feet MSL between Maples and the INT of Maples 052° and Farmington, Mo., 327° radials is excluded during the time that the Meramec Military Operations Area is activated by NOTAM.

V-239 From Forney, Mo., INT Forney 358° and Hallsville, Mo., 183° radials; Hallsville. The airspace within R-4501A, R-4501B, R-4501C and R-4501D is excluded during their time of activation.

V-240 From New Orleans, La., via INT New Orleans 085° and Harvey, La., 065° radials; INT Brookley, Ala., 246° and Sommes, Ala., 224° radials; to Sommes.

V-241 From Sommes, Ala., via Crestview, Fla.; INT Crestview 076° and Wiregrass, Ala., 232° radials; Wiregrass; Bufada, Ala.; Columbus, Ga.; to the INT Columbus 010° and LaGrange, Ga., 048° radials; including a west alternate from Wiregrass via INT Wiregrass 002° and LaGrange 191° radials, and LaGrange.

- V-242 From International Falls, Minn., to Atikokan, Ontario, Canada, MDB, excluding that airspace within Canada.
- V-243 From Jacksonville, Fla., INT Jacksonville 318° and Waycross, Ga., 126° radials, Waycross; Vienna, Ga.; LaGrange; INT LaGrange 342° and Chattanooga, Tenn., 189° radials; Chattanooga; Bowling Green, Ky.; Lewis, Ind.
- V-244 From Oakland, Calif., INT Oakland 077° and Stockton, Calif., 267° radials; Stockton, including a S alternate INT Oakland 110° and Stockton 246° radials; 76 miles 12 AGL, 27 miles 145 MSL, 59 miles 12 AGL, 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-2531A and R-2531B is excluded.
- V-245 From Alexandria, La., via Natchez, Miss.; Jackson, Miss.; Bigbee, Miss., excluding the airspace at and above 8,000 feet MSL from Jackson to Bigbee.
- V-246 From Nodine, Minn., INT Nodine 055° and Stevens Point, Wis., 255° radials; to Stevens Point.
- V-247 From Scottsbluff, Nebr., 75 MSL, INT Scottsbluff 307° and Douglas, Wyo., 109° radials, 75 MSL, Douglas; 90 miles 75 MSL, to Crazy Woman, Wyo.
- V-248 From Paso Robles, Calif., Avenal, Calif.; Bakersfield, Calif.
- V-249 From Sparta, N. J., INT Sparta, N. J., 023° and DeLancey, N. Y., 131° radials; DeLancey; Utica, N. Y.
- V-250 From O'Neill, Nebr.; Yankton, S. Dak.; Worthington, Minn.; Mankato, Minn.
- V-251 From Decatur, Ill., via Champaign, Ill.; Danville, Ill.; to Boiler, Ind.
- V-252 From Buffalo, N. Y., Geneseo, N. Y.; Binghamton, N. Y.; Huguenot, N. Y.
- V-253 From Fairfield, Utah, INT Fairfield 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 Douglas, Wyo., via Gillette, Wyo., to Miles City, Mont.
- V-255 From Garden City, Kans., to Hays, Kansas.
- V-256 From Pioneer, Okla., to Hutchinson, Kans.
- V-257 From Phoenix, Ariz., Prescott, Ariz.; INT Prescott 003° and Grand Canyon, Ariz., 211° radials; Grand Canyon; 38 miles 12 AGL, 24 miles 125 MSL, 16 miles 95 MSL, 26 miles 12 AGL, 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 Grand Strand, S. C., via Florence, S. C.; Chesterfield, S. C.; Fort Mill, S. C.; to Holston Mountain, Tenn.
- V-260 From Charleston, W. Va., Rainelle, W. Va.; Roanoke, Va., Lynchburg, Va.; Flat Rock, Va.; Richmond, Va.; Hopewell, Va.; Franklin, Va.; to Cofield, N.C.
- V-261 From Wichita, Kans., via INT Wichita 022° and Manhattan, Kans., 213° radials; to Manhattan.

V-262 From 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 337° and Denver, Colo., 094° radials to Denver. 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 Paradise, Calif., and Palm Springs, Calif.; 17 miles, 28 miles 58 MSL, Parker, Calif. From Prescott, Ariz.; Winslow, Ariz.; St. Johns, Ariz.; 55 miles, 25 miles, 115 MSL, Socorro, N. Mex.; Corona, N. Mex.; 15 miles, 35 miles 105 MSL, Tucumcari, N. Mex.

V-265 From INT Washington, D. C., 043° and Westminster, Md., 179° radials; via Westminster; Harrisburg, Pa.; Philipsburg, Pa.; Keating, N. Y.; Bradford, Pa.; Jamestown, N. Y.; Dunkirk, N. Y.

V-266 From Barretts Mountain, N. C., South Boston, Va.; Lawrenceville, Va.; Franklin, Va.

V-267 From Biscayne Bay, Fla., INT Biscayne Bay 340° and Pahokee, Fla., 150° radials; Pahokee; Orlando, Fla., including an east alternate from Biscayne Bay, INT Biscayne Bay 340° and Palm Beach, Fla., 201° radials; Palm Beach; INT Palm Beach 326° and Orlando 162° radials; Jacksonville, Fla., including an E alternate from Orlando to INT Ormond Beach, Fla., 308° and Jacksonville 174° radials via Ormond Beach; INT Jacksonville 333° and Dublin, Ga., 152° radials; Dublin; Athens, Ga.; INT Athens 340° and Harris, Ga., 148° radials; Harris; Knoxville, Tenn.

PENDING AMENDMENT

Under V-267, after "Jacksonville, Fla.," delete "including an E alternate from Orlando to INT Ormond Beach Fla., 308° and Jacksonville 174° radials via Ormond Beach;"

AMENDMENTS 12/25/80 45 F. R. 62795 (Changed)

Corr: 45 F. R. 67072

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 INT Ely 007° and Bonneville, Utah, 272° radials; Wells, Nev.; Twin Falls, Idaho; Burley, Idaho; Pocatello, Idaho; Salmon, Idaho; McCall, Idaho; Wildhorse, Oreg.; to Redmond, Oreg. That portion of the airway 11,000 feet MSL and above from 42 miles northwest of Wildhorse VOR to 41 miles southeast of Redmond VORTAC is suspended during the time that the Juniper MOA is activated by NOTAM.

AMENDMENTS 5/15/80 45 F. R. 17949 (Changed)

V-270 From Erie, Pa., Jamestown, N. Y.; Wellsville, N. Y.; Elmira, N. Y.; Binghamton, N. Y.; DeLancey, N. Y.; Chester, Mass.

V-271 From Muskegon, Mich., Manistee, Mich.; to Escanaba, Mich.

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; to McAlester, Okla.

V-273 From INT Sparta, N. J., 133° and Solberg, N. J., 051° radials; Sparta; INT Sparta 331° and Hancock, N. Y., 148° radials; Hancock; 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 007° and Salem, Mich., 202° radials; Salem.

V-276 From Erie, Pa., via Franklin, Pa.; Clarion, Pa.; Tyrone, Pa.; INT Tyrone 096° and Ravine, Pa., 279° radials; Ravine; Yardley, Pa.; Robbinsville, N. J.; INT Robbinsville 112° and Sea Isle, N. J., 050° radials. The airspace below 2,000 feet MSL outside the United States is excluded.

V-277 From Rosewood, Ohio, Fort Wayne, Ind.; Keeler, Mich.

V-278 From Texico, N. Mex., via Plainview, Tex.; Guthrie, Tex.; Bridgeport, Tex.; Blue Ridge, Tex.; Paris, Tex.; Texarkana, Ark.; Monticello, Ark.; Greenville, Miss.; Greenwood, Miss.; Bigbee, Miss.; Vulcan, Ala., including a S alternate from Bigbee to Vulcan via INT Bigbee 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, INT Findlay, Ohio, 146° and Rosewood, Ohio, 045° radials; 7 miles wide (4 miles northeast and 3 miles southwest of the centerline) to Findlay.

V-280 From Ciudad Juarez, Mex., via El Paso, Tex.; INT El Paso 070° 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, including a south alternate from Texico to Amarillo via INT Texico 044° and Amarillo 252° radials; Gage, Okla.; INT Gage 025° and Hutchinson, Kans., 234° radials; Hutchinson; INT Hutchinson 062° and Topeka, Kans., 236° radials; to Topeka. The airspace within Mexico is excluded.

V-281 From Moses Lake, Wash., to Pasco, Wash.

V-282 From Saranac Lake, N. Y., St. Eustache, Quebec, Canada. The airspace within Canada is excluded.

V-283 From Seal Beach, Calif.; March, Calif.; INT March 007° and Hector, Calif., 226° radials; Hector.

V-284 From Sea Isle, N. J.; INT Sea Isle 008° and Cedar Lake, N. J., 150° radials; Cedar Lake.

AMENDMENTS 10/30/80 45 F. R. 55711 (Changed)

V-285 From Indianapolis, Ind., via Kokomo, Ind.; including an E alternate via INT Indianapolis 038° and Kokomo 182° radials; Goshen, Ind.; INT of the Goshen 038° and the Kalamazoo, Mich., 191° radials; Kalamazoo; INT Kalamazoo 014° and Grand Rapids, Mich., 167° radials; Grand Rapids; to White Cloud, Mich.

V-286 From Elkins, W. Va., via Casanova, Va.; INT Casanova 142° and Brooke, Va., 300° radials; Brooke; to 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., and including an east alternate from Medford to the INT Corvallis, Oreg., 352° and Newberg 204° radials via Roseburg, Oreg., INT Roseburg 003° and Eugene, Oreg., 187° radials, Eugene, and Corvallis; 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 Paine, Wash., 257° radials; to Paine.

AMENDMENTS 9/4/80 45 F. R. 41912 (Changed)

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; Gregg County, Tex.; Texarkana, Ark.; Port Smith, Ark.; Harrison, Ark.; Dogwood, Mo.; Forney, Mo.; INT 046° and Vichy, Mo., 216° radials; to Vichy. The airspace within R-4501A, R-4501B, R-4501C and R-4501D is excluded during their time of activation.

V-290 From Rainelle, W. Va., via Montebello, Va.; to Flat Rock, Va. From Franklin, Va., via Elizabeth City, N. C., to Wright Brothers, N. C. From Manteo NDB via INT Manteo 139° bearing and Hatteras Inlet, N. C., NDB 029° bearing; to Hatteras NDB. That airspace 8,000 feet MSL and above is excluded between Manteo and Hatteras Inlet during time of activation of the Pamlico A or B MOAs by NOTAM.

AMENDMENTS 5/15/80 45 F. R. 17950 (Rewritten)

Corr: 45 F. R. 23406

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.

V-292 From Sparta, N. J.; INT Sparta 082° and Carmel, N. Y., 232° radials; Carmel; Hartford, Conn.; Putnam, Conn.; INT Putnam 011° and Gardner, Mass., 097° radials; INT Gardner, Mass., 097° and Boston, Mass., 015° radials; Boston.

AMENDMENTS 5/15/80 45 F. R. 17949 (Changed)

V-293 From Grand Canyon, Ariz., via Page, Ariz.; INT Page 340° and Bryce Canyon, Utah; 120° radials; Bryce Canyon; Cedar City, Utah; 37 miles, 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; to Davenport, Iowa.

V-295 From Biscayne Bay, Fla., INT Biscayne Bay 015° and Vero Beach, Fla., 143° radials; Vero Beach, INT Vero Beach, 296° and Orlando, Fla., 162° radials; Orlando; INT Orlando 283° and Ocala, Fla., 156° radials; Ocala; Cross City, Fla.; to Tallahassee, Fla. The portion outside the United States has no upper limit.

V-296 From Fort Mill, S. C.; 27 MSL INT Fort Mill 093° and Fayetteville, N. C., 287° radials; 27 MSL Fayetteville; Wilmington, N. C.

V-297 From Johnstown, Pa.; INT Johnstown 320° and Clarion, Pa., 176° radials; INT Johnstown 315° and Clarion, Pa., 222° radials; INT Clarion 269° and Youngstown, Ohio, 116° radials; Akron, Ohio; INT Akron 298° and Carleton, Mich., 120° radials; to Carleton. From Saginaw; INT Saginaw 353° and Pellston, Mich., 164° radials; Pellston. The airspace within Canada is excluded.

AMENDMENTS 3/20/80 45 F. R. 6357 (Changed)

V-298 From Seattle, Wash., INT Seattle 107° and Yakima, Wash., 331° radials to Yakima, INT Yakima 129° and Pasco, Wash., 276° radials; Pasco; including a north alternate from Yakima to 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, Casper; to Gillette, Wyo.; excluding the airspace between the main and the south alternate.

V-299 From Los Angeles, Calif., INT Los Angeles 291° and Fillmore, Calif., 163° radials; Ventura, Calif.; Fillmore; to Gorman, Calif. The airspace within R-2519 more than 3 statute miles W of Ventura 155° and 331° radials, the airspace within R-2519 below 5,000 feet MSL, and the airspace within R-2520 is excluded. The portion outside the United States has no upper limit.

V-300 From Victoria, British Columbia, Canada, RR to Vancouver, British Columbia, Canada. From Thunder Bay, Ontario, Canada, Sault Ste. Marie, Mich.; to Wlarton, Ont., Canada. From Sherbrooke, Quebec, Canada; Millinocket, Maine; Fredericton, New Brunswick, Canada. The airspace within Canada is excluded.

AMENDMENTS 10/30/80 45 F. R. 60896 (Changed)

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.; Walnut Ridge, Ark.; Malden, Mo.; Cunningham, Ky.

V-306 From Junction, Tex., via INT Junction 099° and Austin, Tex., 279° radials; Austin; Navasota, Tex.; including a south alternate from Austin via INT Austin 109° and College Station, Tex., 240° radials; INT College, Tex., 240° and Industry, Tex., 310° radials; INT Navasota 084° and Daisetta, Tex., 283° radials; Daisetta; including a south alternate from Navasota via Humble, Tex.; to Daisetta; Lake Charles, La., including a south alternate from Daisetta to Lake Charles via Beaumont.

V-307 From Harrison, Ark., via Neosho, Mo.; Oswego, Kans.; Chanute, Kans.; Emporia, Kans.; INT of Emporia 336° and Pawnee City, Nebr., 193° radials; Pawnee City; Omaha, Nebr.

V-308 From INT Kenton, Del., 217° and Sea Isle, N. J., 256° radials, via Sea Isle; 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., 251° 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.

V-310 From Louisville, Ky., London, Ky.; Holston Mountain, Tenn.; INT Holston Mountain 104° and Greensboro, N. C., 280° radials; Greensboro; INT Greensboro 105° and Raleigh-Durham, N. C., 275° radials; Raleigh-Durham; Tar River, N. C.; Elizabeth City, N. C.

V-311 From the INT of Harris, Ga., 187° and Toccoa, Ga., 222° radials via INT Toccoa 222° and Electric City, S. C., 274° radials; Electric City; Greenwood; S. C.; Columbia, S. C.

V-312 From INT Andrews, Md., 060° and Baltimore, Md., 165° radials, via INT Andrews 060° and Woodstown, N. J., 230° radials; Woodstown; INT Woodstown 065° and Coyle, N. J., 264° radials; Coyle; INT Coyle 090° and Sea Isle, N. J., 050° radials. The airspace within R-5002D, the airspace below 2,000 feet MSL outside the United States, and the airspace above 8,000 feet MSL between Woodstown and Coyle 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., Rich Mountain, Okla.

V-316 From Ironwood, Mich.; Marquette, Mich.; 15 miles, 100 miles 40 MSL, Sault Ste. Marie; INT Sault Ste. Marie 076° and Sudbury, Ont., Canada, 274° radial, to Sudbury. The airspace within Canada is excluded.

AMENDMENTS 7/10/80 45 F. R. 41911 (Changed)

PENDING AMENDMENT

V-317 From Mission Bay, Calif., via Poggi, Calif., to Imperial, Calif.

AMENDMENTS 12/25/80 45 F. R. 72634 (Added)

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 Albany, Ga., via Columbus, Ga.; LaGrange, Ga.; INT LaGrange 342° and Gadsden, Ala., 124° radials; Gadsden; INT Gadsden 333° and Rocket, Ala., 149° radials; Rocket, Shelbyville, Tenn.; Livingston, Tenn.

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-323 From Montgomery, Ala., via Bufaula, Ala.; Macon, Ga.; INT Macon 341° and Dublin, Ga., 309° radials; to INT Dublin 309° and Augusta, Ga., 263° radials.

V-324 From Crazy Woman, Wyo., to Gillette, Wyo.

V-325 From Columbia, S. C.; Athens, Ga.; INT Athens 288° and Toccoa, Ga., 222° radials to INT Toccoa 222° and Harris, Ga., 187° radials. From INT Gadsden, Ala., 091° and Rome, Ga., 133° radials via Gadsden; 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.; Flagstaff, Ariz. The airspace 14,000 feet MSL and above is excluded from 23 NM north of Phoenix to 29 NM south of Flagstaff, from 1300 GMT to 0200 GMT, Monday through Friday, and other times as advised by a Notice to Airmen.

V-328 From Jackson, Wyo., via Big Piney, Wyo.; 53 miles 95 MSL, Rock Springs, Wyo.; Hayden, Colo.; Kremmling, Colo.; INT Kremmling 145° and Denver, Colo., 225° radials; to Denver.

V-329 From INT Crestview, Fla., 091° and Eglin, Fla., 003° radials, INT Eglin 003° and Montgomery, Ala., 188° radials; Montgomery.

V-330 From Wildhorse, Oreg., via Boise, Idaho, 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.

V-331 From Whitesburg, Ky., Newcombe, Ky.

PENDING AMENDMENT

V-332 From Priant, Calif., via Hangtown, Calif.; to Red Bluff, Calif.

AMENDMENTS 12/25/80 45 F. R. 70856 (Added)

V-333 From INT Rome, Ga., 133° and Gadsden, Ala., 091° radials via Rome; Chattanooga, Tenn.; Hinch Mountain, Tenn.; Lexington, Ky.

V-334 From San Jose, CA., INT San Jose 022° and Sacramento, CA., 194° radials; Sacramento.

V-335 From St. Louis, Mo.; INT St. Louis 171° and Marion, Ill., 290° radials; Marion.

V-336 From Ellensburg, Wash., to Ephrata, Wash.

V-337 From INT Briggs, Ohio, 077° and Youngstown, Ohio, 177° radials; Akron, Ohio; INT Akron 328° and Windsor, Ontario, Canada, 116° radials; Windsor; 29 miles 7 miles wide (3 miles east and 4 miles west of centerline), INT Windsor 335° and Saginaw, Mich., 131° radials; Saginaw; Mount Pleasant Mich.; White Cloud, Mich., excluding the portion within Canada.

PENDING AMENDMENT

V-338 From Linden, Calif., via Hangtown, Calif.; to Lake Tahoe, Calif.

AMENDMENTS 12/25/80 45 F. R. 70856 (Added)

V-339 From Whitesburg, Ky., Falmouth, Ky.

V-340 From Fort Wayne, Ind., to Richmond, Ind.

V-341 From Cedar Rapids, Iowa, Dubuque, Iowa; Madison, Wis.; INT Madison 042° and Oshkosh, Wis., 208° radials; to Oshkosh.

V-342 From Vancouver, British Columbia, Canada, INT Vancouver 090° and Princeton, British Columbia, Canada, 244° radials; Princeton, excluding the airspace within Canada.

V-343 From Dubois, Idaho, Bozeman, Mont., 51 miles, 34 miles, 103 MSL, 84 MSL Drummond, Mont.

V-344 From Dupree, S. Dak., Aberdeen, S. Dak.; Fargo, N. Dak.

V-345 From Dells, Wis., INT Dells 321° and Eau Claire, Wis., 134° radials; Eau Claire; Hayward; to Ashland, Wis.

V-346 From St. Georges, Quebec, Canada, to Millinocket, ME., excluding the portion within Canada.

V-347 From Ironwood, Mich., to Houghton, Mich.

V-348 From Thunder Bay, Ont., Canada, via INT Thunder Bay 102° and Sault Ste. Marie, Mich., 316° radials; Sault Ste. Marie; INT Sault Ste. Marie 076° and Sudbury, Ont., Canada, 274° radial to Sudbury. The airspace within Canada is excluded.

AMENDMENTS 7/10/80 45 F. R. 41911 (Changed)

V-349 From Bellingham, WA., to Williams Lake, British Columbia, Canada. The airspace within Canada is excluded.

V-350 From Wichita, Kans., to Chanute, Kans. The airspace at and above 6,000 feet MSL from 8 nautical miles to 54 nautical miles west of Chanute VOR is excluded during the time that the Eureka High MDA is activated.

AMENDMENTS 3/20/80 45 F. R. 10756 (Changed)

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.

V-352 From St. Georges, Quebec, Canada, to Houlton, ME., excluding the portion within Canada.

V-353 From Jackson, Mich., via INT Jackson 029° and Flint, Mich., 228° radials; to Flint.

V-354 From Pioneer, Okla., to Emporia, Kans. The airspace at and above 6,000 feet MSL from 45 nautical miles to 73 nautical miles north of Pioneer VORTAC is excluded during the time that the Eureka High MDA is activated.

AMENDMENTS 3/20/80 45 F. R. 10756 (Changed)

V-355 From Bridgeport, Tex.; Wichita Falls, Tex.

V-356 From Cheyenne, Wyo., via Gill, Colo.; to INT Gill 131° and Denver, Colo., 058° radials.

V-357 From Lakeview, Oreg., via Wildhorse, Oreg.; Baker, Oreg.; Walla Walla, Wash.; Moses Lake, Wash.; INT of Moses Lake 271° and Wenatchee, Wash., 132° radials; to Wenatchee; including a N alternate from Moses Lake via Ephrata, Wash., to Wenatchee. That portion of the airway 11,000 feet MSL and above from 32 miles southwest of Wildhorse VOR to 13 miles northeast of Lakeview VORTAC is suspended during the time that the Juniper MDA is activated by NOTAM.

AMENDMENTS 5/15/80 45 F. R. 17949 (Changed)

V-358 From San Antonio, Tex., via Stonewall, Tex.; Lampasas, Tex.; INT Lampasas 041° and Waco 249° radials; Waco, Tex.; Dallas-Fort Worth, Tex.; to Ardmore, Okla.

V-359 From Nuevo Laredo, Mex., to Laredo, Tex., excluding the airspace within Mexico.

V-360 From Sault Ste. Marie, Mich., via Sault Ste. Marie 110° Radial to INT of Sault Ste. Marie 110° and Midland 313° radials; Midland. The airspace within Canada is excluded.

V-361 From Kremmling, Colo., via INT Kremmling 059° and Cheyenne, Wyo., 215° radials to Cheyenne.

V-362 From Alma, Ga., via INT Alma 311° and Vienna, Ga., 123° radials; Vienna; Macon, Ga.; INT Macon 349° and Norcross, Ga., 150° radials; Norcross; INT Norcross 336° and Chattanooga, Tenn., 127° radials; Chattanooga; Shelbyville, Tenn.; Nashville, Tenn.; INT Nashville 355° and Bowling Green, Ky., 219° radials; to Bowling Green.

V-363 From Mission Bay, Calif., via Oceanside, Calif.; INT Oceanside 316° and Pomona, Calif., 179° radials; to Pomona.

V-365 From Burley, Idaho, via INT Burley 042° and Idaho Falls, Idaho, 248° radials; Idaho Falls; to INT Idaho Falls 030° and Dubois, Idaho, 100° radials.

V-366 From Hizo, Colo. to Kiowa, Colo.

V-367 From International Falls, Minn., to Sioux Lookout, Ontario, Canada, NDB excluding the portion within Canada.

V-369 From Navasota, Tex., to Dallas-Fort Worth, Tex.

AMENDMENTS 1/24/80 44 F. R. 68448 (Added)

V-371 From Boiler, Ind., to Knox, Ind.

V-373 From Gordonsville, Va., via the Gordonsville 065° radial to the intersection of Richmond, Va., 009° and Brooke, Va., 075° radials.

AMENDMENTS 9/4/80 45 F. R. 38352 (Added)

V-375 From Roanoke, Va., via Gordonsville, Va.; including a N alternate via the INT Roanoke 035° and Montebello, Va., 250° and Montebello, Va.; to INT Gordonsville 034° and Casanova, Va., 142° radials.

V-376 From Richmond, Va.; to INT Richmond 009° and Nottingham, Md., 238° radials. The airspace within R-8612 is excluded.

V-377 From Montebello, Va., via Kessel, W. Va.; INT Kessel 055° and Hagerstown, Md., 267° radials; Hagerstown; to Harrisburg, Pa.

AMENDMENTS 3/20/80 45 F. R. 6355 (Changed)

V-378 From Baltimore, Md., via INT Baltimore 034° and Modena, Pa., 238° radials; to Modena.

V-379 From Nottingham, Md.; to Kenton, Del.

V-380 From O'Neill, Nebr.; via Wolbach, Nebr.; Grand Island, Nebr.; Hastings, Nebr.; to Mankato, Kans. The airspace within the O'Neill MOA is excluded during the time that the MDA is activated by NOTAM.

V-381 From Bishop, Calif., to INT Bishop 337° and Friant, Calif., 040° radials.

V-420 From Green Bay, Wis.; Traverse City, Mich.; Gaylord, Mich.; to Alpena, Mich.

V-421 From Zuni, N. Mex., via Gallup, N. Mex.; Farmington, N. Mex., including a west alternate via INT Gallup 008° and Farmington 233° radials; Durango, Colo.; Gunnison, Colo.; INT Gunnison 010° and Kremling, Colo., 203° radials; to Kremling.

V-422 From Chicago Heights, Ill., INT Chicago Heights 117° and Knox, Ind., 276° radials; Knox; Wolflake, Ind.; INT Wolflake 097° 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 Napoleon, Mo., to Macon, Mo.

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 351° and Chicago-O'Hare, Ill., 237° radials; Chicago-O'Hare.

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.; Devils Lake, N. Dak.; 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.; to Escanaba, Mich.

V-431 From Hyannis, Mass., via INT Hyannis 343° and Boston, Mass., 066° radials; Boston; INT Boston 015° and Gardner, Mass., 097° radials; Gardner; Keene, N. H.; Glens Falls, N. Y.; to INT Glens Falls 286° and Albany, N. Y., 350° radials. The airspace outside the United States below 2,000 feet MSL is excluded.

AMENDMENTS 7/10/80 45 F. R. 31973 (Rewritten)

V-432 From Thermal, Calif., Parker, Calif.

V-433 From INT Washington, D. C., 065° and Baltimore, Md., 197° radials; via INT Washington, D. C., 065° and New Castle, Del., 222° radials; New Castle; Yardley, Pa., including an E alternate via INT New Castle 058° and Yardley 196° radials; INT Yardley 059° and La Guardia, N. Y., 231° radials; La Guardia; INT La Guardia 049° and Bridgeport, Conn., 015° radials; INT Bridgeport 015° and Hartford, Conn., 268° radials.

V-434 From Ottumwa, Iowa, Moline, Ill.; Peoria, Ill.; Champaign, Ill.; Indianapolis, Ind.

V-435 From Rosewood, Ohio, via INT Rosewood 041° and Cleveland, Ohio, 252° radials; to Cleveland.

V-437 From Ormond Beach, Fla., Savannah, Ga.; Charleston, S.C.; Florence, S.C.

V-439 From Dickinson, N. Dak., to Williston, N. Dak.

V-441 From Melbourne, Fla., via INT Melbourne 269° and Lakeland, Fla., 080° radials; Lakeland; 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.

PENDING AMENDMENT

Under V-441, delete "Ocala 171° radials." and substitute "Ocala 182°." therefor.

AMENDMENTS 12/25/80 45 F. R. 62795 (Changed)

Corr: 45 F. R. 67072

V-442 From Paradise, Calif.; via INT Ontario 027° and Hector, Calif., 247° radials, Hector; 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. The airspace above 10,000 feet MSL between Parker and a point 45 miles northwest is excluded.

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 028° and Cleveland 138° radials; INT Cleveland 049° and Aylmer, Ont., Canada, 205° radials; Aylmer. The airspace within Canada is excluded.

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 Cambridge, N. Y., Montpelier, Vt.; INT Montpelier 020° and Sherbrooke, Quebec, Canada, 217° radials; Sherbrooke. The airspace within Canada is excluded.

V-448 From Portland, Oreg., via Yakima, Wash., including a south alternate; Moses Lake, Wash., including a south alternate from Yakima to Moses Lake via the INT of Yakima 129° and Ephrata, Wash., 203° radials, and the INT of Ephrata 203° and Moses Lake 231° radials; Spokane, Wash., 45 miles 12 AGL, 21 miles 75 MSL, 20 miles 80 MSL, 59 miles 12 AGL, to Kalispell, Mont.

V-449 From Lake Henry, Pa.; DeLancey, N. Y.; Albany, N. Y.

V-450 From Green Bay, Wis.; Muskegon, Mich.; INT Muskegon 094° and Flint, Mich., 280° radials; Flint; INT Flint 088° and Peck, Mich., 237° radials.

The airspace at and above 10,000 feet MSL from 35 NM southeast of Green Bay to 33 NM northwest of Muskegon is excluded during the time that the Minnow Military Operations Area is activated by NOTAM.

V-451 From INT Whitman, Mass., 177° and Providence, R. I., 118° radials, Whitman; INT Whitman 041° and Kennebunk, Maine, 180° radials; INT Kennebunk 180° and Brunswick, Maine, 211° radials; Brunswick.

V-452 From Newport, Oreg.; Eugene, Oreg., via Klamath Falls, Oreg.; to Reno, Nev.

V-454 From Brookley, Ala.; Monroeville, Ala.; INT Monroeville 073° and Eufaula, Ala., 258° radials; INT Eufaula 258° and Columbus, Ga., 219° radials; Columbus; INT Columbus 068° and Athens, Ga., 195° radials; INT Athens 195° and Greenwood, S. C., 240° radials; Greenwood. Fort Mill, S. C.; Liberty, N. C.; Lawrenceville, Va.; Hopewell, Va.

V-455 From New Orleans, La., via Picayune, Miss.; Eaton, Miss., including an E alternate from New Orleans to Eaton via INT New Orleans 070° and Gulfport, Miss., 247° radials, Gulfport, INT Gulfport 344° and Eaton 171° radials, and also a W alternate from New Orleans to Eaton via INT New Orleans 357° and Eaton 221° radials; 6 mi. wide, Meridian, including a W alternate via INT Eaton 010° and Meridian 221° radials.

V-456 From Fort Dodge, Iowa, to Markato, Minn.

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, Bard, 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.

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.

PENDING AMENDMENT

Under V-460 "From Julian, Calif.," is deleted and "From Poggi, Calif., via Julian, Calif.," is substituted therefor.

AMENDMENTS 12/25/80 45 F. R. 72634 (Changed)

V-461 From Gila Bend, Ariz., Buckeye, Ariz.

V-463 From INT Harris, Ga., 187° and Toccoa, Ga., 222° radials; to Harris, Ga.

V-464 From the INT of Windsor, Ont., Canada, 083° and Aylmer, Ont., Canada 235° radials, via Aylmer; Dunkirk, N. Y.; to Geneseo, N. Y. The airspace within Canada is excluded.

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.; Duncuir, Wyo.; 14 miles, 45 miles, 137 MSL, Billings, Mont. From Miles City, Mont., Williston, N. Dak., including an E alternate.

V-467 From INT Kenton, Del., 217° and Sea Isle, N. J., 256° radials; INT Sea Isle 256° and Cedar Lake, N. J., 216° radials; Cedar Lake; INT Cedar Lake 037° and LaGuardia, N. Y., 209° radials; LaGuardia; Hartford, Conn.

AMENDMENTS 10/30/80 45 F. R. 55711 (Changed)

V-469 From Danville, Va., via Lynchburg, Va.; INT Lynchburg 347° and Elkins, W. Va., 142° radials; Elkins; Morgantown, W. Va.; INT Morgantown 010° and Johnstown, Pa., 260°; to Johnstown.

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.

V-475 From La Guardia, N. Y.; INT La Guardia 049° and Madison, Conn., 269° radials; Madison; Norwich, Conn.; Providence, R. I.; including an east alternate from Madison to Providence via INT Madison 082° and Providence 212° radials; INT Providence 013° and Boston, Mass., 223° radials; Boston.

V-477 From Humble, Tex., via Leona, Tex.; including a west alternate via Navasota, Tex.; Scurry, Tex., including a W alternate via INT Leona 330° and Scurry 182° radials.

V-478 From Falmouth, Ky., Newcombe, Ky.; Beckley, W. Va.

V-483 From Carmel, 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.

V-485 From Ventura, Calif., via Fellows, Calif.; 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.

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 Sparta, N. J.; INT Sparta 023° and Kingston 238° radials; 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.

V-492 From St. Petersburg, Fla., La Belle, Fla.; INT La Belle 101° and Palm Beach, Fla., 272° radials; Palm Beach, including a north alternate from La Belle to Palm Beach via INT La Belle 043° and Palm Beach 298° radials.

V-493 From Livingston, Tenn., Lexington, Ky.; York, Ky.; Appleton, Ohio; Waterville, Ohio; to Carleton, Mich. From Menominee, Mich., to Rhinelander, Wis.
AMENDMENTS 3/20/80 45 F. R. 6357 (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., via Glens Falls, N. Y.; Lebanon, N. H.; to Kennebunk, Maine.

V-497 From Rome, Oreg., via Wildhorse, Oreg.; Kimberly, Oreg., 49 miles, 65 MSL, The Dalles, Oreg.
AMENDMENTS 11/29/79 44 F. R. 57078 (Changed)

V-499 From Lancaster, Pa., to Binghamton, N. Y.

V-500 From Portland, Oreg., Newberg, Oreg.; 41 miles, 70 MSL Kimberly, 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.

V-501 From Martinsburg, W. Va., via Hagerstown, Md.; St. Thomas, Pa.; Philipsburg, Pa. From Wellsville, N. Y.; INT Elmira, N. Y., 357° and Geneseo, N. Y., 091° radials.

V-516 From Liberal, KS., Anthony, KS.; Pioneer, OK.; Oswego, KS.

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; Salmon, Idaho; Dubois, Idaho; to Jackson, Wyo.

V-524 From Laramie, Wyo., INT Laramie 069° and Scottsbluff, Nebr., 254° radials; Scottsbluff; North Platte, Nebr.

V-530 From Texico, N. Mex., Childress, Tex.

V-536 From North Bend, Oreg., INT North Bend 023° and Corvallis, Oreg., 235° radials; Corvallis; Redmond, Oreg., 32 miles, 58 miles, 71 MSL, Pendleton, Oreg.; Walla Walla, Wash.; Pullman, Wash.; 27 miles, 85 MSL Mullian 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-2501E is excluded.

§71.125 Alaskan VOR Federal Airways.

V-307 From Sandspit, B. C., Canada, to Annette 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.

V-311 From Annette Island, Alaska, 42 miles 12 AGL, 99 miles 55 MSL, 31 miles 12 AGL, to Biorka Island, Alaska.

V-317 From Ethelda, British Columbia, Canada, NDB via Annette Island, Alaska; 42 miles 12 AGL, 42 miles 52 MSL, 15 miles 12 AGL Level Island, Alaska, including a W alternate via INT Annette Island 311° and Level Island 164° radials; Sisters Island, Alaska; to INT Sisters Island 272° and Yakutat, Alaska, 139° radials. The airspace within Canada is excluded.

V-319 From INT Sisters Island, Alaska, 272° and Yakutat, Alaska, 139° radials; 66 miles 20 MSL, 40 miles 12 AGL via Yakutat; Johnstone Point, Alaska; INT Johnstone Point 286° and Anchorage, Alaska, 117° radials; Anchorage; including a south alternate from Johnstone Point to Anchorage via INT Johnstone Point 271° and Anchorage 130° radials.

AMENDMENTS 9/4/80 45 F. R. 41910 (Changed)

V-321 From Cape Newenham, Alaska, NDB via King Salmon, Alaska; to Homer, Alaska, including a south alternate via the INT of King Salmon 087° and Homer 237° radials.

AMENDMENTS 7/10/80 45 F. R. 31975 (Rewritten)

V-334 From the INT King Salmon, Alaska, 068° and Kenai, Alaska, 217° radials; via Kenai; to Anchorage, Alaska.

V-362 From Ethelda, British Columbia, Canada NDB via INT Sandspit, British Columbia, Canada 039° and Annette Island, Alaska, 167° radials to Annette Island. That airspace within Canada is excluded.

V-427 From King Salmon, Alaska, 103 miles 12 AGL, 29 miles 135 MSL, to INT King Salmon 042° and Anchorage, Alaska, 246° radials.

V-428 From Biorka Island, Alaska, via Sisters Island, Alaska; Haines, Alaska, NDB; to Whitehorse, Yukon Territory, Canada. The airspace within Canada is excluded.

V-435 From Homer, Alaska, to Kenai, Alaska.

V-436 From Anchorage, Alaska, via INT Anchorage 347° and Talkeetna, Alaska, 196° radials; Talkeetna; Nenana, Alaska; Chandalar Lake, Alaska, NDB; to Deadhorse, Alaska.

V-438 From Kodiak, Alaska, 27 miles 12 AGL, 24 miles 35 MSL, 29 miles 55 MSL, 40 miles 12 AGL, via Homer, Alaska, including a west alternate from Kodiak, 27 miles 12 AGL, 24 miles 35 MSL, 33 miles 55 MSL, 40 miles 12 AGL, to Homer; INT Homer 027° and Anchorage, Alaska, 198° radials; Anchorage; Big Lake, Alaska; Fairbanks, Alaska; Fort Yukon, Alaska, including east and west alternates; 89 miles 12 AGL, 52 miles 95 MSL, 27 miles 75 MSL, 61 miles 12 AGL, Deadhorse, Alaska; to Barrow, Alaska.

AMENDMENTS 9/4/80 45 F. R. 41910 (Rewritten)

V-440 From Seattle, Wash., to Victoria, British Columbia, Canada. From Sandspit, British Columbia 83 miles 12 AGL, 115 miles 35 MSL, 55 miles 12 AGL, via Biorka Island, Alaska; 31 miles 12 AGL, 50 miles 47 MSL, 85 miles 20 MSL, 40 miles 12 AGL, Yakutat, Alaska; 67 miles 12 AGL, 82 miles 75 MSL, 56 miles 12 AGL, Middleton Island, Alaska; Anchorage, Alaska, including a south alternate via the INT Middleton Island 298° and Anchorage 163° radials, excluding the airspace between the main and the south alternate; McGrath, Alaska; 23 miles 12 AGL, 54 miles 55 MSL, 46 miles 40 MSL, 25 miles 12 AGL, Unalakleet, Alaska; 17 miles 12 AGL, 91 miles 25 MSL, 17 miles 12 AGL to Nome, Alaska. The airspace within Canada is excluded.

AMENDMENTS 9/4/80 45 F. R. 41910 (Rewritten)

V-444 From Barrow, Alaska, 117 miles 12 AGL, 102 miles 95 MSL, 69 miles 12 AGL, Evansville, Alaska, NDB; 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.

PENDING AMENDMENT

Under V-444, the following is added: The airspace within Restricted Area R-2213 is excluded from 0001 January 28 until 2359 local time February 3, 1981.

AMENDMENTS 12/25/80 45 F. R. 70236 (Changed)

V-447 From Fairbanks, Alaska, to Chandalar Lake, Alaska, NDB.

V-452 From Nome, Alaska, via Moses Point, Alaska; 47 miles, 57 miles, 55 MSL, Galena, Alaska; Nenana, Alaska.

V-453 From King Salmon, Alaska, Dillingham, Alaska, including a south alternate via INT King Salmon 271° and Dillingham 120° radials; 41 miles 12 AGL, 17 miles 60 MSL INT Dillingham 308° and Bethel, Alaska, 143° radials; 35 miles 60 MSL, 55 miles 12 AGL Bethel.

AMENDMENTS 9/4/80 45 F. R. 41910 (Changed)

V-456 From Cold Bay, Alaska, 20 AGL King Salmon, Alaska, 053° 93 miles, 9 miles 125 MSL; INT King Salmon 053° and Kenai, Alaska, 239° radials, 46 miles 125 MSL, 10 miles 115 MSL, Kenai; Anchorage, Alaska; Big Lake, Alaska; Gulkana, Alaska; Northway, Alaska.

V-462 From Cape Newenham, Alaska, NDB via Dillingham, Alaska; 35 miles 12 AGL, 77 miles 45 MSL, 74 miles 135 MSL, 11 miles 120 MSL, 85 miles 12 AGL, to Anchorage, Alaska.

AMENDMENTS 9/4/80 45 F. R. 41910 (Rewritten)

V-473 From Level Island, Alaska, to Biorka Island, Alaska, via INT Level Island 277° and Biorka Island 127° radials.

V-480 From Bethel, Alaska, 105 miles, 89 miles, 55 MSL, McGrath, Alaska, 28 miles, 64 miles, 45 MSL, Nenana, Alaska; Fairbanks, Alaska.

V-481 From Johnstone Point, Alaska, via Gulkana, Alaska, including an E alternate; Big Delta, Alaska; to Fort Yukon, Alaska.

V-488 From Galena, Alaska, INT Galena 074° and Tanana, Alaska, 260° radials; Tanana, including a south alternate; Fairbanks, Alaska.

V-491 From Big Lake, Alaska; to Talkeetna, Alaska.

V-498 From McGrath, Alaska, 24 miles 12 AGL, 54 miles 55 MSL, 34 miles 12 AGL, Galena, Alaska; 68 miles 12 AGL, 70 miles 55 MSL, 54 miles 12 AGL, to Kotzebue, Alaska.

AMENDMENTS 9/4/80 45 F. R. 41910 (Rewritten)

V-504 From Nenana, Alaska; via Bettles, Alaska; Evansville, Alaska, NDB; to Deadhorse, Alaska.

V-506 From INT Kodiak, Alaska, 107° radial and the Anchorage Oceanic CTA/FIR boundary, 37 miles 20 MSL, 24 miles 12 AGL, via Kodiak; 50 miles 12 AGL, 50 miles 95 MSL, 51 miles 12 AGL, King Salmon, Alaska; 51 miles 12 AGL, 84 miles 70 MSL, 63 miles 12 AGL, Bethel, Alaska; Nome, Alaska; 35 miles 12 AGL, 71 miles 55 MSL, 53 miles 12 AGL, Kotzebue, Alaska, including a west alternate from Nome 38 miles 12 AGL, 71 miles 55 MSL, 56 miles 12 AGL to Kotzebue; Hotham, Alaska, NDB; 69 miles 12 AGL, 124 miles 95 MSL, 98 miles 12 AGL, Barrow, Alaska.

AMENDMENTS 9/4/80 45 F. R. 41910 (Rewritten)

V-508 From Middleton Island, Alaska, to Kenai, Alaska.

AMENDMENTS 9/4/80 45 F. R. 41910 (Rewritten)

V-510 From McGrath, Alaska, INT McGrath 123° and Big Lake, Alaska, 294° radials; Big Lake.

V-515 From Gulkana, Alaska, via INT Gulkana 011° and Big Delta 139° radials; to Big Delta.

§71.127 Hawaiian VOR Federal Airways.

- V-2 HAWAII From South Kauai, Hawaii, Lihue, Hawaii, INT Lihue 130° and Honolulu, Hawaii, 269° radials; Honolulu; Lanai, Hawaii; INT Lanai 106° and Upolu Point, Hawaii, 305° radials; Upolu Point; INT Upolu Point 093° and Hilo, Hawaii, 336° radials; Hilo. The airspace within R-3104A, R-3104B and R-3104C is excluded.
- V-3 Hawaii From INT Kamuela, Hawaii, 245° and Upolu Point, Hawaii, 211° radials, Kamuela; INT Kamuela 068° and Hilo, Hawaii, 336° radials.
- V-4 HAWAII From INT Lihue, Hawaii, 186° and Koko Head, Hawaii, 254° radials, Koko Head.
- 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, to Maui.
- V-7 HAWAII From Kona, Hawaii, INT Kona 323° and Lanai, Hawaii, 140° radials; Lanai; Molokai, Hawaii. From Koko Head 050° and Molokai 358° radials to INT Molokai 358° and the Honolulu FIR/Oceanic CTA boundary. AMENDMENTS 3/20/80 45 F. R. 5674 (Changed)
- 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.
- V-9 HAWAII From INT Lanai, Hawaii, 223° and Honolulu, Hawaii, 179° radials, 78 mi. 35 MSL, Honolulu. The airspace above FL-300 within W-321B is excluded.
- 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.
- 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, 14 miles, 25 MSL, INT Koko Head 050° and Molokai 015° radial and the Honolulu FIR/Oceanic CTA.
- V-14 HAWAII From INT South Kauai, Hawaii, 271° radial and longitude 161°20'00" W.; 50 MSL longitude 158°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 158°42'00" W.; South Kauai; Honolulu, Hawaii; Koko Head, Hawaii; Molokai, Hawaii, Maui, Hawaii; INT Maui 093° and Hilo, Hawaii, 336° radials; Hilo; to INT Hilo 099° radial and the Honolulu FIR/Oceanic CTA.
- 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, 336° radials; Hilo.
- V-17 HAWAII From INT Lanai, Hawaii, 106° and Maui, Hawaii, 197° radials; Maui. From INT Koko Head 071° and Maui 348° radials to INT Maui 348° and Lihue 065° radials. AMENDMENTS 3/20/80 45 F. R. 5674 (Changed)
- V-20 HAWAII From Honolulu, Hawaii, INT Honolulu 134° and Kona, Hawaii, 308° radials; Kona.
- V-21 HAWAII From INT Honolulu, Hawaii, 179° and Lanai, Hawaii, 285° radials; Lanai; INT Lanai 106° and Hilo, Hawaii, 033° radials; to INT Upolu Point 093° radial and the Honolulu FIR/Oceanic CTA. The airspace within R-3104 is excluded.
- V-22 Hawaii From Maui, Hawaii, INT Maui 095° and Hilo, Hawaii, 321° radials; Hilo; to INT Hilo 078° radial and the Honolulu FIR/Oceanic CTA.
- V-23 HAWAII From Upolu Point, Hawaii; INT Upolu Point 277° and Honolulu, Hawaii, 134° radials.
- V-24 HAWAII From Lanai to Maui.
- V-25 HAWAII From Hilo, Hawaii, to INT Hilo 356° radial and the Honolulu FIR/Oceanic CTA.

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-2103 Fort Rucker, Ala.
 R-2104A Huntsville, Ala.
 R-2104B Huntsville, Ala.
 R-2104C Huntsville, Ala.
 R-2202A Big Delta, Alaska
 R-2205 Yukon, Alaska
 R-2211 Blair Lakes, Alaska
- PENDING AMENDMENT
 R-2213 Clear Creek, Alaska, from 0001 January 28 until 2359 local time February 3, 1981.
 AMENDMENTS 12/25/80 45 F. R. 70236 (Added)
- 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-2310B Florence, Ariz.
 R-2310C Florence, Ariz.
 AMENDMENTS 7/10/80 45 F. R. 30424 (Added)
 AMENDMENTS 7/10/80 45 F. R. 30424 (Added)
- R-2401 Fort Chaffee, Ark.
 R-2402 Fort Chaffee, Ark.
 R-2403A Little Rock, Ark.
 R-2403B Little Rock, Ark.
 R-2501N Bullion Mountains, Calif.
 R-2501S Bullion Mountains, Calif.
 R-2501E Bullion Mountains, Calif.
 R-2501W Bullion Mountains, Calif.
 R-2502E Fort Irwin, Calif.
 R-2502N Fort Irwin, Calif.
 R-2503 Camp Pendleton, Calif.
 R-2504 Camp Roberts, 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-2534A Point Arguello, Calif.
 R-2534B Point Arguello, Calif.
 R-2601 Fort Carson, Colo.
 R-2602 Fort Carson, Colo.
 R-2901B Avon Park, Fla.
 R-2902A Cape Kennedy, Fla.
 R-2903B Stevens Lake, Fla.
 R-2907 Lake George, Fla.
 R-2910 Pinecastle, Fla.
 R-2914A Valparaiso, Fla.
 R-2914B Valparaiso, Fla.
 R-2915A Eglin AFB, Fla.
 R-2915B Eglin AFB, Fla.
 R-2915C Eglin AFB, Fla.
 R-2918 Valparaiso, Fla.
 R-2919A Valparaiso, Fla.
 R-2919B Valparaiso, Fla.
 R-2921 Cape Kennedy, Fla.
 R-2922 Cape Kennedy, Fla.
 R-2925 Cape Kennedy, Fla.
 R-2926 Cape Kennedy, Fla.
 R-2927 Cape Kennedy, Fla.
 R-2928 Cape Kennedy, Fla.
 R-3002F Fort Benning, Ga.
 R-3004 Fort Gordon, Ga.
 R-3005A Fort Stewart, Ga.
 R-3005B Fort Stewart, Ga.

- R-3202 Saylor Creek, Idaho
 R-3401A Atterbury Reserve Forces Training Area, Ind.
 R-3403 Jefferson Proving Ground, Ind.
 R-3601A Brookville, Kans.
 R-3602 Manhattan, Kans.
 R-3701C Fort Campbell, Ky.
 R-3702A Fort Campbell, Ky.
 R-3702B Fort Campbell, Ky.
 R-3703C Fort Campbell, Ky.
 R-3704 Fort Knox, Ky.
 R-3803A Fort Polk, La.
 R-3803B Fort Polk, La.
 R-3804A Fort Polk, La.
 R-3804C Fort Polk, La.
 R-4001A Aberdeen, Mi.
 R-4001B Aberdeen, Mi.
 R-4002 Bloodsworth Island, Md.
 R-4005 Patuxent River, Md.
 R-4006 Patuxent River, Md.
 R-4007B Patuxent River, Md., until 1800 hours local time, January 1, 1982.
 AMENDMENTS 2/19/80 45 F. R. 10757 (Added)
 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-4501A Fort Leonard Wood West, Mo.
 R-4803 Fallon, Nev.
 R-4804 Twin Peaks, Nev.
 R-4806 Las Vegas, Nev.
 R-4808S Las Vegas, Nev.
 R-4810 Desert Mountains, Nevada
 R-4812 Sand Springs, Nev.
 R-4813 Carson Sink, Nev.
 R-4816N Dixie Valley, Nev.
 R-4816S Dixie Valley, Nev.
 R-5103 McGregor, N. Mex.
 R-5104A Melrose, N. Mex.
 R-5104B Melrose, 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.
 R-5107F White Sands Proving Grounds, N. Mex.
 R-5107G White Sands Proving Grounds, N. Mex.
 R-5109A White Sands, N. Mex.
 R-5109B White Sands, N. Mex.
 R-5111A Elephant Butte, N. Mex.
 R-5111C Elephant Butte, N. Mex.
 R-5113 Socorro, N. Mex.
 R-5201 Fort Drum, N. Y.
 R-5201A Fort Drum, N. Y.
 R-5201E Fort Drum, N. Y.
 R-5201C Fort Drum, N. Y.
 R-5201D Fort Drum, N. Y.
 R-5203 Oswego, N. Y.
 R-5306A Cherry Point, N. C.
 R-5306B Cherry Point, N. C.
 R-5306C Cherry Point, N. C.
 R-5306D Cherry Point, N. C.
 R-5306E Cherry Point, N. C.
 R-5311B Fort Bragg, N. C.
 R-5313 Long Shoal Point, N. C.
 R-5314 Dare County, N. C.
 R-5502B Lacarne, Ohio
 R-5503 Wilmington, Ohio
 R-5504 Wilmington, Ohio
 R-5601B Fort Sill, Okla.
 R-5601C Fort Sill, Okla.
 R-5601D 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-6302D Fort Hood, Tex.
 R-6302E Fort Hood, Tex.
 R-6402 Dugway Proving Ground, Dugway, Utah
 R-6404A Hill AFB Range South, Utah
 R-6404B Hill AFB Range North, Utah
 R-6404C Hill AFB Range East, Utah
 R-6405 Wendover, Utah
 R-6406 Wendover, Utah

AMENDMENTS 9/4/80 45 F. R. 41913 (Changed)

AMENDMENTS 9/4/80 45 F. R. 41913 (Added)

AMENDMENTS 1/24/80 44 F. R. 70714 (Added)

R-6407 Dugway Proving Ground, Dugway, Utah
 R-6413 Green River, Utah
 R-6602 Camp Pickett, Va.
 R-6604 Chincoteague Inlet, Va.
 R-6606 Pendleton, Va.
 R-6609 Tangier Island, Va.
 R-6611 Dahlgren Complex, Va.
 R-6613 Dahlgren Complex, Va.
 R-6714A Yakima, Wash.
 R-6714B Yakima, Wash.
 R-6714C Yakima, Wash.
 R-6714D Yakima, Wash.
 R-6901 Camp McCoy, Wis.
 R-6903 Sheboygan, Wis.
 R-6904A Volk Field, Wis.
 R-6904B 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.

Jet Route No. 37 From Hobby, Tex., to INT of Hobby 090° and New Orleans, La., 257° radials.

J-41 From Key West, Fla., to Tallahassee, Fla.

Jet Route No. 42 Robbinsville, N. J., to Hampton, N. Y.

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. 58 from New Orleans, La., to Sarasota, Fla.

Jet Route No. 62 From Nantucket, Mass., to lat. 41°08'00"N., long. 67°00'00"W.

Jet Route No. 79 From Ormond Beach, Fla., to Charleston, S. C.

Jet Route No. 86 From Humble, Tex., to Sarasota, Fla.

Jet Route No. 97 From Nantucket, Mass., to lat. 39°07'00"N., long. 67°00'00"W.

Jet Route No. 103 From Ormond Beach, Fla., to Savannah, Ga.

Jet Route No. 111 From Nome, Alaska, to SNOUT INT.

Jet Route No. 115, King Salmon, Alaska, to 160° W.

Jet Route No. 121: Norfolk, Va., to Hampton, N. Y.; Providence, R. I., to INT of Providence 045° and Boston, Mass., 066° 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., to Kotzebue, Alaska.

Jet Route No. 125, From Kodiak, Alaska, to Anchorage, Alaska.

Jet Route No. 129, Nome, Alaska, to Kotzebue, Alaska.

Jet Route No. 133, From Blorka Island, Alaska, to Johnston Point, Alaska.

Jet Route No. 150 From Robbinsville, N. J., via Hampton, N. Y.; Hyannis, Mass.; to the INT of Hyannis 068° and Boston, Mass., 097° radials.

Jet Route No. 174 From Hampton, N. Y., via Hyannis, Mass., to HERIN INT.

Jet Route No. 501, from Oakland, Calif., to Anchorage, Alaska.

Jet Route No. 502, from the United States/Canadian border to Annette Island, AK.

Jet Route No. 573 from Providence, R. I., to Kennebunk, Maine

§ 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 extending upward from 2,000 feet MSL within tangent lines from the circumference of a 5-mile radius circle centered at lat. 42°23'23"N., long. 70°59'10"W., to a 15-mile radius circle centered on the midway point of a direct line between lat. 42°23'23"N., long. 70°59'10"W., and the Yarmouth, Nova Scotia, Canada, NDB (lat. 43°47'36"N., long. 66°07'36"W.), to a 5-mile radius circle centered on the Yarmouth NDB, excluding the airspace east of 67 degrees west 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., RBN to a 15-mile radius circle centered at the midway point on a direct line between the Nantucket RBN 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 1146

That airspace within a 5 NM radius circle centered on the Nantucket, Mass., RBN and that airspace bounded by a line drawn from the tangent of the 5 NM radius circle centered on Nantucket RBN 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 RBN 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 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 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.

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.

Control 1156

That airspace extending upward from 5,000 feet MSL within 5 miles each side of the Mission Bay, Calif., VORTAC 262° radial, including the additional airspace within lines diverging at angles of 5° from the centerline at the VORTAC, extending from the VORTAC to its intersection with Control 1177.

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 1217

That airspace within tangent lines drawn from the circumference of a 5-mile-radius circle centered on the Woody Island, Alaska, RBN to the circumference of a 10-mile radius circle centered at the INT of the 107° bearing from the Woody Island RBN 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 Kachemak, Alaska, RBN to the circumference of a 10-mile radius circle centered at the INT of the 118° bearing from the Kachemak RBN with the NW boundary of the Anchorage Oceanic Control Area.

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.

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.

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 1238

That airspace extending upward from 14,500 feet MSL to FL 450 within an area bounded by a line beginning at latitude 60°57'00" N., longitude 165°17'00" W.; along the northern boundary of Control 1236 to latitude 60°17'00" N., longitude 168°42'00" W.; thence to latitude 62°35'00" N., longitude 175°00'00" W.; thence to latitude 65°00'00" N., longitude 168°58'23" W.; thence to latitude 68°00'00" N., longitude 168°58'23" W.; along the southern boundary of Control 1485 to latitude 68°00'00" N., longitude 165°30'00" W.; thence by a line 3 nautical miles from and parallel to the shoreline to the point of beginning, excluding that portion that lies within Continental Control Area, control areas, and transition areas at Nome and Kotzebue, Alaska.

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, VORTAC, 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 VORTAC 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 Wessels, Alaska, RBN to the Sandspit, British Columbia, Canada, RBN; including that airspace between lines diverging at 5° angles from the centerline, extending southeast from the Wessels, Alaska, RBN and northwest from the Sandspit RBN, and which terminate at the intersecting points midway between Wessels and Sandspit, excluding the portion within Canada, and the airspace below 2,000 feet MSL outside the United States.

Control 1316

That airspace within 5 miles each side of the Los Angeles, Calif., VOR 264° radial extending from the VOR to the Oakland Oceanic Control Area boundary and between lines diverging at an angle of 5° from the 264° 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 1318

That airspace within 5 miles each side of the Los Angeles, Calif., VORTAC 249° radial extending from the VORTAC to the Wilba Fix (lat. 32°41'00"N., long. 122°03'00"W.) and between lines diverging at an angle of 5° from the 249° radial extending from the Los Angeles VORTAC to the Wilba Fix, excluding the airspace below 6,000 feet MSL within W-289.

Control 1400

That airspace within 5 miles each side of the 262° bearing from King Salmon, Alaska, LOM extending from the LOM to the Anchorage CTA/FIR boundary, and between lines diverging at an angle of 5° from the King Salmon LOM 262° bearing extending from the LOM to the Anchorage CTA/FIR boundary, excluding the airspace below 2,000 feet MSL outside the United States.

Control 1401

That airspace within 5 miles each side of the 246° bearing from the King Salmon, Alaska, LOM extending from the LOM to long. 160°00'00" W., and between lines diverging at an angle of 5° from the King Salmon, LOM 246° bearing extending from the LOM to long. 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 1416

That airspace within 5 miles each side of the Fortuna, Calif., VORTAC 326° radial and the additional area between lines diverging at angles of 5° each side of the 326° radial, extending from the VORTAC to the Gateway Heacock INT, excluding the airspace below 5,000 feet MSL which lies outside the continental limits of the United States.

Control 1418

From Hoquiam, Wash., to the INT of the Hoquiam 232° radial and the E boundary of the Oakland Oceanic Control Area, excluding the airspace at and below 2,000 feet MSL.

Control 1419

From Newport, Oreg., to the INT of the Newport 237° radial and the E boundary of the Oakland Oceanic Control Area, excluding the airspace at and below 2,000 feet MSL.

Control 1483

That airspace within 5 miles each side of the 237° bearing from the Oscarville, 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 Oscarville 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 168°58'23" 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 VORTAC 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.

Barnegat, N. J.

That airspace extending upward from 700 feet MSL beginning at lat. 39°40'00"N., long. 73°29'00"W.; to lat. 39°40'00"N., long. 72°50'00"W.; to lat. 39°34'00"N., long. 72°50'00"W.; to lat. 39°34'00"N., long. 72°33'00"W.; to lat. 39°19'00"N., long. 72°14'00"W.; to lat. 38°33'00"N., long. 73°08'00"W.; to lat. 38°33'00"N., long. 73°46'48"W.; to lat. 38°35'00"N., long. 73°50'00"W.; to lat. 38°58'00"N., long. 73°50'00"W.; to lat. 38°58'00"N., long. 73°13'00"W.; to lat. 39°09'00"N., long. 73°13'00"W.; to lat. 39°09'00"N., long. 73°29'00"W.; to point of beginning; and that airspace extending upward from 1,200 feet MSL beginning at lat. 39°44'00"N., long. 73°14'29"W.; to lat. 38°47'01"N., long. 72°19'41"W.; to lat. 38°20'00"N., long. 73°00'00"W.; to lat. 38°00'33"N., long. 73°00'00"W.; to lat. 39°07'24"N., long. 74°37'28"W.; thence along the east boundary of V-139 to lat. 39°44'00"N.; thence to the point of beginning. The portion within the North Atlantic Control Area is excluded.

AMENDMENTS 5/15/80 45 F. R. 17948 (Rewritten)

Boardman, Oreg.

That airspace extending upward from 1200 AGL bounded on the northeast by the southwest edge of V-4, on the southeast and the southwest by the north edge of V-112, and on the northwest by the southeast edge of V-520; excluding the portion within Restricted Area R-5704 during its published hours of designation.

Bozeman, Mont.

From Bozeman, Mont., VOR, 10,700 MSL Livingston, Mont., VORTAC.

Browerville/Barter Island, Alaska

From the Browerville, Alaska, RBN, 12 AGL Lonely, Alaska, RBN; 12 AGL Oliktok, Alaska, RBN; 12 AGL Put River, Alaska, RBN; 12 AGL Barter Island, Alaska, RBN.

Brunswick, Maine

That airspace extending upward from 2,000 feet MSL W of longitude 69°30'00" W. and from 5,500 feet MSL E of longitude 69°30'00" W., bounded on the W and N by the Portland, Maine, and the Bangor, Maine, transition areas; on the E by the W boundary of the Moncton Flight Information Region; on the S by the N boundary of Control 1141; and on the SW between latitude 42°40'10" N., longitude 70°30'00" W., and latitude 42°45'00" N., longitude 70°37'00" W., by a line 3 nautical miles from and parallel to the U. S. shoreline.

Colville, Wash.

That airspace extending upward from 7,000 feet MSL bounded on the north by the United States/Canadian border, on the east by the west edge of V-112, on the south by lat. 48°00' N., and on the west by long. 119°00' W., excluding the Spokane, Wash., transition area. That airspace below 1,200 feet AGL is excluded.

Gulf of Alaska

That airspace extending upward from 700 feet MSL bounded by lat. 60°09'00"N., long. 144°30'00"W., thence eastward 3 NM offshore and parallel to the shoreline to lat. 59°43'30"N., long. 140°00'00"W., to lat. 59°27'00"N., long. 140°00'00"W., thence westward along the south boundary of V-440 to long. 144°30'00"W., to point of beginning, excluding that portion that lies within transition areas at Yskataga and Yakutat, Alaska. The portion within Control 1487 is excluded.

AMENDMENTS 11/28/80 45 F. R. 79013 (Changed)

Gulf of Mexico

That airspace extending upward from 1,200 feet MSL bounded by a line beginning at a point 3 nautical miles offshore at latitude 25°58'30" N., longitude 97°05'20" W., thence northward 3 nautical miles from and parallel to the shoreline to latitude 27°32'00" N., longitude 82°48'00" W., to latitude 27°43'00" N., longitude 83°45'30" W., to latitude 27°35'00" N., longitude 83°45'00" W., thence west along the north boundary of the Miami and Houston Oceanic Control Area to latitude 26°00'00" N., longitude 96°00'00" W., to point of beginning; excluding that airspace east of Corpus Christi, Tex., beginning at a point 3 nautical miles offshore at latitude 27°49'00" N., thence to latitude 27°45'30" N., longitude 96°51'00" W., to latitude 27°28'20" N., longitude 96°45'30" W., to latitude 27°14'30" N., longitude 96°55'30" W., to latitude 27°23'00" N., longitude 97°06'00" W., to a point 3 nautical miles offshore at latitude 27°11'20" N.

Kirksville, Mo.

From Kirksville, Mo., VORTAC 12 AGL to Moline, Ill., VORTAC, and from Kirksville VORTAC 45 MSL to St. Louis, Mo., VORTAC.

Lakeview, Oreg.

That airspace extending upward from 10,500 feet MSL bounded on the north by latitude 44°00' N., on the east by a line extending from latitude 44°00' N., longitude 120°00' W., to the north edge of V-122 at longitude 119°00' W., on the south by the north edge of V-122, and on the west by the east edge of V-165.

Newport, Oreg.

That airspace extending upward from 5,000 feet MSL bounded on the north by the Vancouver Oceanic Control boundary, on the east by a line beginning at Lat. 48°30'00"N., Long. 124°44'00"W., thence extending southward 3 nautical miles west of and parallel to the shoreline, thence via the west edge of V-27W and V-27 to the Oakland ARTCC Flight Advisory Area, on the south by the Oakland ARTCC Flight Advisory Area, and on the west by the Oakland Oceanic Control boundary.

North Atlantic

That airspace extending upward from 2,000 feet MSL bounded on the south by the South Atlantic control area; on the west along a line 3NM east of and parallel to the U. S. shoreline; on the north by lat. 41°40'00"N.; on the east by a line from lat. 41°40'00"N., long. 67°00'00"W.; to lat. 39°00'00"N., long. 67°00'00"W.; to lat. 38°35'00"N., long. 68°53'00"W.; to lat. 38°20'00"N., long. 69°57'00"W.; to lat. 37°31'00"N., long. 71°41'00"W.; to lat. 37°15'00"N., long. 73°00'00"W.; and the New York Oceanic CTA/FIR.

Onak, Wash.

That airspace extending upward from 4,500 feet MSL beginning at lat. 48°00' N., long. 118°36' W., to lat. 47°45' N., long. 118°

36' W., to lat. 47°45' N., long. 120°00' W., to lat. 48°00' N., long. 120°00' W., to lat. 48°00' N., long. 119°35' W., to lat. 48°09'30" N., long. 119°36' W., to lat. 48°10' N., long. 119°23' W., to lat. 48°00' N., long. 119°22' 20" W., to point of beginning. That airspace extending upward from 8,500 feet MSL bounded on the north by the U.S./Canadian border, on the east by longitude 119°00' W., on the south by latitude 48°00' N., and on the west by a line from latitude 48°00' N., longitude 120°30' W.; to latitude 49°00' N., longitude 120°00' W., excluding that airspace below 1200 feet AGL.

Olympic Peninsula, Wash.

That airspace extending upward from 5,500 feet MSL beginning at lat. 48°14' N., long. 124°45' W., to lat. 48°00' N., long. 124°07' W., to lat. 47°38' N., long. 123°40' W., to lat. 47°15' N., long. 123°40' W., to lat. 47°07' N., long. 124°11' W., to lat. 47°30' N., long. 124°21' W., to lat. 48°00' N., long. 124°45' W., to point of beginning. That airspace below 1,200 feet AGL is excluded.

Ottumwa, Iowa

From the Ottumwa, Iowa, VORTAC 12 AGL 26 miles, 50 MSL to Kansas City, Mo., VORTAC.

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.

San Francisco, Calif.

That airspace extending upward from 5,000 feet MSL bounded on the north by the Seattle ARTCC flight advisory area, on the east by the west edge of V-27W and V-199 to a point 3 nautical miles offshore, then via a line 3 nautical miles west of and parallel to the shoreline, on the south by the Santa Barbara Control Area and on the west by the Oakland Oceanic CTA/FIR boundary.

Santa Barbara, Calif.

That airspace extending upward from 5,000 feet MSL bounded on the northwest by a line extending from lat. 34° 30'00" N., long. 123°15'00" W., to lat. 35°26'30" N., long. 121°03'40" W., on the northeast by a line 3 nautical miles southwest of and parallel to the shoreline, on the southeast by a line 5 nautical miles southeast of and parallel to the Santa Catalina 048° and 228° true radials and the northwest boundary of Warning Area W-291, and on the southwest by the Oakland Oceanic CTA/FIR boundary.

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 Thunder Bay, 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 Thunder Bay and Sault Ste. Marie RBNS and extending until they meet. Also that airspace

extending upward from 1,200 feet AGL in an area bounded by a line beginning at lat. 46°48'45" N., long. 84° 33'00" W., to lat. 46°33'00" N., long. 85°01'40" W., to lat. 47°00'00" N., long. 86°25'30" W., to lat. 47°19' 40" N., long. 86°10'10" W., thence to the point of beginning. 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.

South Atlantic

That airspace extending upward from 1,200 feet MSL bounded by a line beginning at lat. 24°00'00"N., long. 80°56'30"W.; to lat. 24°45'40"N., long. 80°48'20"W.; thence northward 3 NM from and parallel to the shoreline to lat. 35°29'30"N., long. 75°24'50"W.; to lat. 34°21'18"N., long. 73°58'53"W.; thence southward along the New York Oceanic CTA/FIR boundary to lat. 32°15'00"N., long. 77°00'00"W.; to lat. 27°00'00"N., long. 77°00' 00"W.; to lat. 27°00'00"N., long. 78°53'00"W.; to lat. 26°27'00"N., long. 79°00'00"W.; to lat. 24°40'00"N., long. 79°00'00"W.; to lat. 24°00'00"N., long. 78°00'00"W.; thence to point of beginning.

South Florida

That airspace extending upward from 1,200 feet MSL bounded by a line beginning at lat. 27°32'00"N., long. 82° 48'00" W., thence southward 3 nautical miles from and parallel to the shoreline to lat. 24°45'40" N., long. 80° 48'20" W.; to lat. 24°00'00" N., long. 80°56'30" W.; to lat. 24°00'00" N., long. 83°10'00" W.; to lat. 27°35' 00" N., long. 83°45'00" W.; to lat. 27°43'00" N., long. 83°45'00" W.; thence to point of beginning.

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.

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.

§ 71.171 Designation.

The parts of airspace described below are designated as control zones.

Abbotsford, British Columbia, Canada

That airspace within the area

bounded by a line beginning 48°57'30"N; 122°21'43"W, thence counter-clockwise along the arc of a circle of 4 nautical miles radius centered on the Abbotsford airport at 49°01'32"N; 122°21'43"W, to 49°02'00"N; 122°27'40"W, to 49°02'00"N; 122°33'45"W, to 48°57'30"N; 122°33'45"W, thence to the point of beginning excluding the airspace overlying the territory of Canada.

Aberdeen, Md.

Within a 5-mile radius of the center, lat. 39°28'00"N., long. 76°10'00"W., of Phillips AAF; within 4.5 miles each side of a 029° bearing from the Aberdeen, Md., RBN, extending from the RBN to 8.5 miles northeast of the RBN; within 3.5 miles each side of the Phillips VOR 033° radial, extending from the VOR to 11.5 miles northeast of the VOR. This control zone is effective from 0800 to 1630 hours, local time, Monday through Friday, excluding Federal legal holidays.

Aberdeen, S. Dak.

Within a 5-mile radius of Aberdeen Municipal Airport (latitude 45°27'00" N., longitude 98°25'00" W.) and within 3 miles each side of the Aberdeen VORTAC 131° radial, extending from the 5-mile radius zone to 8 miles southeast of the VORTAC; within 2 miles each side of the Aberdeen VORTAC 312° radial, extending from the 5-mile radius zone to 9 miles northwest of the VORTAC. This control zone is effective during specific dates and times as established in advance by a Notice to Airmen. The effective date and time, thereafter, will be continuously published in the Airport/Facility Directory.

Abilene, Tex. (Municipal Airport)

Within a 5-mile radius of Abilene Municipal Airport (latitude 32°24'42" N., longitude 99°40'53" W.); within 2.5 miles west and 3 miles east of the Abilene ILS localizer north course, extending from the 5-mile radius zone to 6.5 miles north of the airport; within 2.5 miles west and 3 miles east of the Abilene ILS localizer south course extending from the 5-mile radius zone to 7.5 miles south of the airport; 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 8.5 miles S of the 5-mile radius zone; 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 northeast of the VORTAC.

Adak, Alaska

Within a 5-mile radius of the NS Adak Airport (latitude 51°52'59" N., longitude 176°38'54" W.); within 2 miles each side of the 054° bearing from the Adak RBN, extending from the 5-mile radius zone to 8 miles northeast of the RBN, and within 2 miles each side of the Navy Adak TACAN 067° radial, extending from the 5-mile radius zone to 8 miles northeast of the TACAN.

Akron, Colo.

Within a 5-mile radius of Akron-Washington County Airport (latitude 40°10'30" N., longitude 103°12'45" W.) and within 4 miles each side of the Akron VORTAC 123° radial, extending from the 5-mile radius zone to 11 miles southeast of the VORTAC.

Akron, Ohio (Akron-Canton Airport)

Within a 5.5-mile radius of the center, lat. 40°54'58" N., long. 81°26'32" W. of Akron-Canton Airport, Akron, Ohio, excluding the portion subtended by a chord drawn between the points of INT of the 5.5-mile radius zone with the Akron, Ohio (Akron Municipal Airport), control zone.

Akron, Ohio (Akron Municipal Airport)

Within a 5.5-mile radius of the center, lat. 41°02'18" N., long. 81°28'01" W. of Akron Municipal Airport, Akron, Ohio, excluding the portion subtended by a chord drawn between the points of INT of the 5.5-mile radius zone with the Akron, Ohio (Akron-Canton 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 Airport/Facility Directory.

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. This control zone will 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 Airport/Facility Directory.

Alamosa, Colo.

Within a 5-mile radius of Alamosa Municipal Airport (lat. 37°26'15"N., long. 105°51'40"W.) within 3.5 miles each side of the Alamosa VORTAC 127° and 335° radials extending from the 5-mile radius zone to 11.5 miles southeast 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 Airport/Facility Directory.

Albany, Ga. (Albany-Dougherty County Airport)

Within a 5-mile radius of Albany-Dougherty County Airport (lat. 31°32'07" N., long. 84°11'41" W.); within 2.5 miles each side of Albany VORTAC 143° radial, extending from the 5-mile radius zone to 1 mile southeast of the VORTAC.

Albany, N. Y.

Within a 5-mile radius of the center 42°44'43"N., 73°48'05"W., of Albany County Airport, Albany, N. Y.; within 3 miles each side of the Albany VORTAC 354° radial, extending from the 5-mile radius zone to 8.5 miles north of the VORTAC; within 4 miles each side of the Albany VORTAC 082° radial, extending from the 5-mile radius zone to 15 miles east of the VORTAC; within 2 miles each side of the extended centerline of Albany County Airport Runway 10; extending from the 5-mile radius zone to 5 miles west of the approach end of Runway 10; within 3 miles each side of the Albany VORTAC 181° radial, extending from the 5-mile radius zone to 8.5 miles south of the VORTAC.

Albuquerque, N. Mex.

Within a 5-mile radius of Albuquerque International Airport (latitude 35°02'42" N., longitude 106°36'02" W.); within 2 miles each side of the extended centerline of Runway 35, extending from the 5-mile radius zone to 5.5 miles north of the airport coordinates; within 2 miles east and 3.5 miles west of the extended centerline of runway 17, extending from the 5-mile radius zone to 6 miles south of the airport coordinates; 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 England 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.

This control zone will 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 Airport/Facility Directory.

Alexandria, La. (Esler Regional Airport)

Within a 5-mile radius of Esler Regional Airport (latitude 31°23'45" N., longitude 92°17'40" W.), and within 3 miles each side of the Esler VOR 338° radial extending from the 5-mile radius zone to 8.5 miles north of the VOR. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Alexandria, Minn.

Within a 5-mile radius of Alexandria Municipal Airport (latitude 45°52'00" N., longitude 95°23'40" W.); and within 2 miles each side of the Alexandria VORTAC 231° radial, extending from the 5-mile radius zone to 2 miles southwest of the VORTAC.

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 5.5-mile radius of the center, 40°39'16" N., 75°26'11" W. of Allentown-Bethlehem-Easton Airport, Allentown, Pa., extending clockwise from a 042° bearing to a 103° bearing from the airport; within a 6.5-mile radius of the center of the airport, extending clockwise from a 103° bearing to a 209° bearing from the airport; within a 5.5-mile radius of the center of the airport, extending clockwise from a 209° bearing to a 291° bearing from the airport; within a 6.5-mile radius of the center of the airport, extending clockwise from a 291° bearing to a 042° bearing from the airport; within a 1.5-mile radius of the center, 40°34'13" N., 75°29'19" W. of Allentown-Queen City Municipal Airport, Allentown, Pa.; within 2 miles each side of the Allentown-Bethlehem-Easton Airport localizer southwest course extending from the localizer to 1 mile northeast of the OM; within 3.5 miles each side of the Allentown VORTAC 178° and 358° radials, extending from 1 mile south to 5 miles north of the VORTAC; within 3 miles each side of the Allentown-Bethlehem-Easton Airport localizer northwest course, extending from the localizer to 8.5 miles northwest of the OM.

Alliance, Nebr.

Within a 5-mile radius of Alliance Municipal Airport (lat. 42°03'11.3"N., long. 102°48'25.3"W.); within 3 miles each side of the Alliance VOR 302° radial, extending from the 5-mile radius zone to 6½ miles northeast of the VOR; and within 3 miles each side of the Alliance VOR 145° radial, extending from the 5-mile radius zone to 10 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 Airport/Facility Directory.

Alma, Ga.

Within a 5-mile radius of Bacon County Airport (lat. 31°32'17" N., long. 82°30'33" W.); within 3 miles each side of Alma VORTAC 146° radial, extending from the 5-mile radius zone to 8.5 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°04'50" N., longitude 83°33'35" W.); within 3 miles each side of the 360° bearing from the Alpena RBN, extending from the 5-mile radius to 8 miles north of the Alpena RBN; within 3 miles each side of the Alpena VORTAC 346° radial, extending from the 5-mile radius to 7½ miles north of the VORTAC; within 3 miles each side of the Alpena VORTAC 305° radial, extending from the 5-mile radius to 7 miles northwest of the VORTAC; and within 3 miles each side of the Alpena VORTAC 186° radial, extending from the 5-mile radius 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 Airport/Facility Directory.

Alton, Ill.

Within a 5-mile radius of Civic Memorial Airport (latitude 38°53'30" N., longitude 90°03'00" W.); within 2½ miles each side of the 104° bearing from Civic Memorial Airport, extending from the 5-mile radius zone to 5½ miles east of the airport; and within 3 miles each side of the 009° bearing from Civic Memorial Airport, extending from the 5-mile radius zone to 7 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 Airport/Facility Directory.

Altoona, Pa.

Within a 5-mile radius of the center, lat. 40°17'51"N., long. 78°19'10"W. of Altoona-Blair County Airport, extending clockwise from a 090° bearing to a 137° bearing from the airport; within a 7.5-mile radius of the center of the airport, extending clockwise from a 137° bearing to a 163° bearing from the airport; within a 10-mile radius of the center of the airport, extending clockwise from a 163° bearing to a 258° bearing from the airport; within a 7.5-mile radius of the center of the airport, extending clockwise from a 258° bearing to a 323° bearing from the airport; within an 8-mile radius of the center of the airport, extending clockwise from a 323° bearing to a 065° bearing from the airport; within a 7.5-mile radius of the center of the airport, extending clockwise from a 065° bearing to a 090° bearing from the airport and within 3 miles each side of the Altoona, Pa., VOR 026° radial, extending from the VOR to 8.5 miles northeast of the VOR.

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 3.8 miles S of the 5-mile radius; 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.

Anchorage, Alaska (Anchorage International Airport)

Within a 5-mile radius of the Anchorage International Airport (latitude 61°10'16" N., longitude 149°58'48" W.); within 2 miles each side of the Anchorage VORTAC 079° radial extending from the 5-mile radius zone to the VORTAC; and within 2 miles each side of the Anchorage ILS localizer west 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 AHP)

Within a 3-mile radius of Bryant AHP (lat. 61°16'N., long. 149°40'W.), excluding the portion west of long. 149°43'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 United States Government Flight Information Publication Supplement Alaska.

AMENDMENTS 9/4/80 45 F. R. 45267 (Rewritten)

Anchorage, Alaska (Merrill Field)

Within a 3-mile radius of Merrill Field (lat. 61°13'N., long. 149°50.4'W.) excluding that portion north of a line beginning at lat. 61°12'N., long. 149°55.7'W., direct to lat. 61°13.6'N., long. 149°53.5'W., direct to lat. 61°13.5'N., long. 149°45.1'W.

AMENDMENTS 7/10/80 45 F. R. 20783 (Rewritten)

Anchorage, Alaska (Elmendorf AFB)

Within a 5-mile radius of Elmendorf AFB (lat. 61°15.2'N., long. 149°47.5'W.); within 2 miles each side of the Elmendorf ILS localizer course extending from the 5-mile radius zone to a point 7.5 miles from the localizer antenna, excluding those portions within the Anchorage (Bryant AAF) and Anchorage (Merrill Field) control zones and the portion south of a line drawn between lat. 61°13.5'N., long. 149°45.1'W., direct to lat. 61°13.9'N., long. 149°43'W.

AMENDMENTS 7/10/80 45 F. R. 20783 (Added)

Anderson, Ind.

Within a 5-mile radius of Anderson Municipal Airport (lat. 40°06'30" N., long. 85°36'55" W.) and within 3.5 miles either side of the 298° bearing from Anderson Municipal Airport, extending from the 5-mile radius to 7.5 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 Airport/Facility Directory.

Anderson, S. C.

Within a 5-mile radius of Anderson County Airport (latitude 34°29'40" N., longitude 82°42'30" W.); within 1.5 miles each side of Electric City VORTAC 039° radial, extending from the 5-mile radius zone to 1.5 miles northeast of the VORTAC and within 3 miles each side of the 171° bearing from the Anderson County RBN (lat. 34°29'53"N., long. 82°42'31"W.), extending from the 5-mile radius zone to 8.5 miles south 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 Airport/Facility Directory.

Aniak, Alaska

Within a 5-mile radius of the Aniak airport (lat. 61°35'N., long. 159°32'W.); within 3 miles each side of the 114°T (094°M) bearing from Aniak NDB, extending from the 5-mile radius zone to 8 miles SE of the NDB, and within 2 miles each side of the Aniak localizer (lat. 61°35'02"N., long. 159°33'01"W.) west course extending from the 5-mile radius zone to 6.5 miles west of the localizer. 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 Flight Information Publication Supplement Alaska.

Ann Arbor, Mich.

Within a 5-mile radius of the Ann Arbor, Mich. Airport (latitude 42°13'22" N., longitude 83°44'40" W.); excluding that portion which overlies the Detroit, Mich., Willow Run 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 Airport/Facility Directory.

Anniston, Ala.

Within a 5-mile radius of Anniston-Calhoun County Airport (latitude 33°35'23" N., longitude 85°51'20" W.); within 1 mile each side of the ILS localizer SW course, extending from the 5-mile radius zone to the OM.

Appleton, Wis.

Within a 5-mile radius of Outagamie County Airport (latitude 44°15'35" N., longitude 88°31'15" W.); and within 2½ miles each side of the 135°, 285° and 016° bearings from Outagamie County Airport, extending from the 5-mile radius zone to 5½ miles southeast, 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 Airport/Facility Directory.

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 Springtown 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 Airport/Facility Directory.

Artesia, Miss.

Within a 5-mile radius of Golden Triangle Regional Airport (lat. 33°26'48"N., long. 88°35'30"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 Airport/Facility Directory.

AMENDMENTS 1/24/80 44 F. R. 69282 (Changed)

Asheville, N. C.

Within a 5-mile radius of Asheville Municipal Airport (lat. 35°26'04" N., long. 82°32'25" W.); within 2.5 miles each side of the 340° bearing from Broad River RBN, extending from the 5-mile radius zone to 2 miles north of the RBN; within 2 miles each side of Runway 16/34 extended centerlines, extending from the 5-mile radius zone to the Broad River RBN and the Keans LOM.

AMENDMENTS 8/20/80 45 F. R. 47132 (Changed)

Aspen, Colo.

Within a 5-mile radius of the Aspen-Pitkin County (Sardy Field) Airport (lat. 39°13'30" N., long. 106°52'09" W.); within 3 miles each side of the 316° bearing from the Aspen Airport, extending from the 5-mile radius to 8.5 miles northwest of the Aspen Airport. 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 Airport/Facility Directory.

Astoria, Oreg.

Within a 5-mile radius of Clatsop County Airport, Astoria, Oreg. (latitude 46°09'25" N., longitude 123°52'38" W.), 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, and within 4.5 miles each side of the Astoria VOR 309° radial, extending from the 5-mile radius zone to 16 miles NW of the VOR.

Athens, Ga.

Within a 5-mile radius of Athens Municipal Airport (lat. 33°56'54" N., long. 83°19'37" W.); within 3 miles each side of Athens VORTAC 076° and 195° radials, extending from the 5-mile radius zone to 8.5 miles east and south of the VORTAC.

Atlanta, Ga.

Within a 5-mile radius of The William B. Hartsfield Atlanta International Airport (lat. 33°38'31" N., long. 84°25'34" W.); within 2 miles each side of the Rex VORTAC 264° and 271° radials, extending from the 5-mile radius zone to 1 mile west of the VORTAC; within 2 miles each side of Atlanta ILS Runway 9R localizer west course, extending from the 5-mile radius zone to the LOM; within 2 miles each side of Atlanta ILS Runway 8 localizer west course, extending from the 5-mile radius zone to the LOM.

Atlanta, Ga. (Charlie Brown County Airport)

Within a 5-mile radius of Charlie Brown County Airport (lat. 33°46'35"N., long. 84°31'15"W.).

Atlanta, Ga. (Dobbins AFB/NAS Atlanta)

Within a 6-mile radius of Dobbins AFB/NAS Atlanta (Lat. 33°54'54"N., Long. 84°30'59"W.); within 1.5 miles each side of Dobbins TACAN 301° radial; extending from the 6-mile radius zone to 6.5 miles northwest of the TACAN; excluding the portion within the Atlanta, Ga., (Charlie Brown County Airport) control zone. This control zone is effective from 0700 to 2300 hours, local time, daily.

Atlantic City, N. J.

Within a 5-mile radius of the center latitude 39°27'22" N., longitude 74°34'41" W. of NAFEC Atlantic City Airport, Atlantic City, N. J.; within 3 miles each side of the Atlantic City VORTAC 303° radial, extending from the 5-mile radius zone to 8.5 miles northwest of the VORTAC; within a 3-mile radius of the center latitude 39°21'35" N., longitude 74°27'28" W. of Atlantic City Municipal-Bader Field, Atlantic City, N. J.; within 2 miles each side of the Atlantic City VORTAC 136° radial, extending from the VORTAC to the 3-mile radius zone and within 1.5 miles each side of a 283° bearing from a point latitude 39°21'43" N., longitude 74°27'46" W., extending from said point to 5.5 miles west.

Augusta, Ga.

Within a 5-mile radius of Bush Field (latitude 33°22'10" N., longitude 81°57'55" W.); within 2 miles each side of Augusta ILS localizer south course, extending from the 5-mile radius zone to 0.5 miles north of the LOM; within a 5-mile radius of Daniel Field (latitude 33°27'55" N., longitude 82°02'25" W.); within 2 miles each side of Augusta VORTAC 135° radial, extending from the 5-mile radius zone to 2 miles southeast of the VORTAC.

Augusta, Maine

Within a 5-mile radius of the center, (lat. 44°19'N., long. 69°48'W.) of Augusta State Airport, Augusta, Maine; within 4.5 miles each side of the Augusta, Maine, VORTAC 328° radial extending from the 5-mile radius zone to 12 miles northwest of the Augusta VORTAC, and within 3 miles each side of the Augusta, Maine, VORTAC 156° radial extending from the 5-mile radius zone to 8.5 miles southeast of the VORTAC.

Aurora, Ill.

That airspace within a 5-mile radius of the Aurora Municipal Airport (latitude 41°46'20" N., longitude 88°28'20" W.) and within 1½ miles either side of the DuPage VOR 217° radial extending from the 5-mile radius to 7½ miles NE of the Aurora 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 Airport/Facility Directory.

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.

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 1.5 miles each side of the Austin VORTAC 304° radial extending from the 5-mile radius zone to 6 miles northwest of the Austin VORTAC; and within 1.5 miles each side of the Austin VORTAC 329° radial extending from the 5-mile radius zone to 6 miles northwest of the Austin VORTAC.

Baker, Oreg.

Within a 5-mile radius of Baker Municipal Airport (latitude 44°50'25" N., longitude 117°48'35" W.), and within 3 miles each side of the Baker VORTAC 318° radial, extending from the 5-mile radius zone to 8 miles northwest of the VORTAC. This control zone is effective during specific dates and times established in advance by Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Bakersfield, Calif.

Within a 5-mile radius of Meadows Field, Bakersfield, Calif., (lat. 35°25'40"N., long. 119°03'05"W.), within 1 mile each side of the Bakersfield ILS localizer northwest course, extending from the 5-mile radius zone to 11.5 miles northwest of the Bakersfield LOM and within 2 miles each side of the Bakersfield ILS localizer southeast course, extending from the 5-mile radius zone to the Bakersfield LOM.

Baltimore, Md. Baltimore-Washington International Airport

Within a 5-mile radius of the center 39°10'26" N., 76°40'12" W. of Baltimore Washington International Airport, Baltimore, Md.; within a 5.5-mile radius of the center of the airport, extending clockwise from a 200° bearing to a 304° bearing from the airport; within a 6-mile radius of the center of the airport, extending clockwise from a 304° bearing to a 125° bearing from the airport; within 3.5 miles each side of the Baltimore Washington International Airport ILS localizer west course, extending from the 5-mile radius to 9 miles west of the localizer; within 3.5 miles each side of the centerline of Baltimore Washington International Airport runway 10, extended to 8.5 miles east of the end of the runway; within 2 miles each side of the Baltimore Washington International Airport ILS localizer southeast course, extending from the localizer to 4.5 miles southeast of the localizer; within 2 miles each side of the Baltimore VORTAC 314° radial, extending from the VORTAC to 10.5 miles northwest of the VORTAC.

Baltimore, Md. Glenn L. Martin State Airport

Baltimore, Md. (Glenn L. Martin State Airport) Within a 5-mile radius of the center, 39°19'40"N., 76°24'57"W., of Glenn L. Martin State Airport, Baltimore, Md.; within 3 miles each side of a 129° bearing from the Martin, Md. RBN, extending from the 5-mile radius zone to 8.5 miles southeast of the RBN; within 5 miles each side of a 17-mile radius arc of the Baltimore, Md. VORTAC, extending clockwise from the Baltimore, Md. VORTAC 030° radial to the Baltimore, Md. VORTAC 046° radial. This control zone is effective from 0700 to 2300 hours, local time, daily.

Bangor, Maine

Within a 5-mile radius of the center, lat. 44°48'28" N., long. 68°49'41" W. of Bangor International Airport, Bangor, Maine; within 2.5 miles each side of the Bangor, Maine, VORTAC 318° radial, extending from the 5-mile radius zone to 8 miles northwest of the VORTAC; within 3.5 miles each side of the Bangor ILS localizer southeast course, extending from the 5-mile radius zone to 11.5 miles southeast of the OM.

AMENDMENTS 7/3/80 45 F. R. 45265 (Changed)

Bartlesville, Okla.

Within a 5-mile radius of the Phillips Airport (latitude 36°45'46" N., longitude 96°00'38" W.), excluding the area north of latitude 36°46'00" N., and east of longitude 95°58'30" 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 Airport/Facility Directory.

Baton Rouge, La.

Within a 5-mile radius of Ryan Airport (latitude 30°31'55" N., longitude 91°09'00" W.), within 1 mile each side of the Baton Rouge ILS localizer southeast course extending from the 5-mile radius zone to 6.5 miles southeast 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 east of the VORTAC.

Battle Creek, Mich.

Within a 5-mile radius of Kellogg Field (latitude 42°18'31" N., longitude 85°14'57" 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. 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 Airport/Facility Directory.

Beaufort, S. C.

Within a 5-mile radius of Beaufort MCAS (lat. 32°28'53"N., long. 80°43'10"W.); within 3 miles each side of the 033° bearing from the Beaufort MCAS UHF RBN extending from the 5-mile radius zone to 8.5 miles northeast of the RBN.

AMENDMENTS 10/30/80 45 F. R. 56335 (Changed)

Beaumont, Tex.

Within a 7-mile radius of Jefferson County Airport (latitude 29°57'05" N., longitude 94°01'10" W.).

Beaver Falls, Pa.

Within a 5-mile radius of the center, 40°46'21"N., 80°23'37"W., of Beaver County Airport, Beaver Falls, Pa., within 1.5 miles each side of the Ellwood City, Pa., VORTAC 248° radial, extending from the 5-mile radius zone to 1.5 miles west of the VORTAC. This control zone is effective from 0900 to 2100 hours, local time daily June 1, through August 31, and from 0900 to 1700 hours, local time daily September 1, through May 31.

Beckley, W. Va.

Within a 6.5-mile radius of the center, 37°46'54"N., 81°07'27"W., of Raleigh County Memorial Airport, Beckley, W. Va.; within 3 miles each side of the Beckley VORTAC 284° radial, extending from the 6.5-mile radius zone to 8.5 miles west of the VORTAC; within 3 miles each side of the Beckley VORTAC 001° radial, extending from the 6.5-mile radius zone to 8.5 miles north of the VORTAC, and within 4 miles each side of the Beckley VORTAC 200° radial, extending from the 6.5-mile radius zone to 10.5 miles south of the VORTAC.

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.).

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 Airport/Facility Directory.

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 International Airport (latitude 48°47'40" N., longitude 122°32'13" W.); within 2 miles each side of the Bellingham VORTAC 169° radial extending north from the 5-mile radius zone to 3 miles south of the VORTAC.

Bemidji, Minn.

Within a 5-mile radius of Bemidji Municipal Airport (latitude 47°30'30" N., longitude 94°55'55" W.); within 1½ miles each side of the Bemidji VORTAC 138° radial, extending from the 5-mile radius zone to the VORTAC; and within 3½ miles each side of the 262° bearing from Bemidji Municipal Airport, extending from the 5-mile radius zone to 8 miles west of the airport. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

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 Airport/Facility Directory.

Bethel, Alaska

Within a 5-mile radius of the Bethel Airport (latitude 60°46'54" N., longitude 161°50'05" W.); within 3 miles each side of the Bethel compass locator (ET) 023° bearing, extending from the 5-mile radius zone to 8.5 miles northeast of the compass locator; within 3 miles each side of the Bethel VORTAC 007° radial, extending from the 5-mile radius zone to 8.5 miles north of the VORTAC; and within 3 miles each side of the Bethel VORTAC 214° radial, extending from the 5-mile radius zone to 9 miles southwest of the VORTAC.

Bettles, Alaska

Within a 5-mile radius of the Bettles Airport (latitude 66°54'57" N., longitude 151°31'31" W.); within 4 miles each side of the Evansville NDB 214° bearing extending from the 5-mile radius zone to 8.5 miles southwest of the NDB; and within 3 miles each side of the Bettles VORTAC 227° radial extending from the 5-mile radius zone to 9.5 miles southwest of the VORTAC.

This control zone is effective during dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the United States Government Flight Information Publication Supplement Alaska.

Beverly, Mass. (Beverly Municipal Airport)

Within a 5-mile radius of Beverly Municipal Airport (latitude 42°35'06" N., longitude 70°55'06" W.), and within 3.5 miles each side of the 333° bearing from the Topsfield RBN, extending 8 miles northwest of the NDB. 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 Airport/Facility Directory.

Big Delta, Alaska

That airspace within a 5-mile radius of the Allen AAF, Fort Greeley, Alaska, (lat. 63°59'37"N., long. 145°43'08" W.) and within 4.5 miles each side of the Big Delta VORTAC 040° radial extending from the 5-mile radius zone to 11 miles northeast. This control zone is effective from 0600 to 2200 hours local time daily, 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 Flight Information Publication Supplement Alaska.

Billings, Mont.

Within a 5-mile radius of Logan Field Airport (latitude 45°48'25" N., longitude 108°31'55" W.); within 4 miles each side of the Billings ILS west localizer course extending from the 5-mile radius zone to 8 miles west of the OM; within 3.5 miles each side of the Billings VORTAC 267° radial extending from the 5-mile radius zone to 8 miles west of the VORTAC; within 2 miles each side of the Billings VORTAC 095° radial extending from the 5-mile radius zone to 12 miles east of the VORTAC; and within 2 miles each side of the Billings ILS east localizer course extending from the 5-mile radius zone to Lockwood NDB.

Biloxi, Miss.

Within a 5-mile radius of Keesler AFB (latitude 30°24'39"N., longitude 88°55'26"W.); within 1.5 miles each side of Keesler TACAN 041° and 203° radials, extending from the 5-mile radius zone to 7 miles northeast and southwest of the TACAN; excluding the portion west of long. 89°00'00" W. This control zone is effective from 0600 to 2300 hours, local time, daily.

Binghamton, N.Y.

Within a 5-mile radius of the center of Broome County Airport, Binghamton, N.Y., 42°12'35" N., 75°58'46" W.; within 2 miles each side of the Binghamton VOR 066° radial extending from the 5-mile radius zone to the VOR and within 2 miles each side of the airport ILS localizer SE course extending from the 5-mile radius zone to 2 miles SE of the OM.

Birmingham, Ala.

Within a 5-mile radius of Birmingham Municipal Airport (latitude 33°33'50" N., longitude 86°45'30" W.); within 2 miles each side of Birmingham ILS localizer southwest course, extending from the 5-mile radius zone to 1 mile northeast of the OM; within 3 miles each side of the 056° and 236° bearings from Roebuck RBN, extending from the 5-mile radius zone to 8.5 miles northeast of the RBN.

Bismarck, N. Dak.

Within a 5½-mile radius of Bismarck Municipal Airport (latitude 46°46'40" N., longitude 100°45'05" W.); and within 2 miles each side of the Bismarck ILS localizer southeast course, extending from the 5½-mile radius zone to 1 mile northwest of the OM.

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 Airport/Facility Directory.

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 Airport/Facility Directory.

Bluefield, W. Va.

Within a 5.5-mile radius of the center, lat. 37°17'45" N., long. 81°12'29" W., of Mercer County Airport, Bluefield, W. Va.; within a 7.5-mile radius of the center of the airport, extending clockwise from a 079° bearing from the airport to a 125° bearing from the airport; within a 10-mile radius of the center of the airport, extending clockwise from a 170° bearing from the airport to a 239° bearing from the airport; within 3 miles each side of the Bluefield VORTAC 047° radial, extending from the 5.5-mile radius zone to 9.5 miles northeast of the VORTAC and within 4.5 miles each side of the Bluefield VORTAC 224° radial, extending from the 5.5-mile radius zone to 17 miles southwest of the VORTAC.

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 (lat. 35°57'50"N., long. 89°56'40"W.), within 3 miles each side of the Gosnell VOR 357° radial (lat. 35°57'03"N., long. 89°56'28"W.), 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 188° radial (lat. 35°57'23"N., long. 89°56'26"W.), extending from the 5-mile radius zone to 5.5 miles south of the TACAN.

Bogue, N.C.

Within a 5-mile radius of MCALF Bogue Field, N.C., (latitude 34°41'25"N., longitude 77°01'46"W.). 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 Airport/Facility Directory.

Boise, Idaho

Within a 5-mile radius of the Boise Air Terminal (latitude 43°33'55" N., longitude 116°13'30" W.); within 2 miles each side of the Boise VORTAC 304° radial, extending from the 5-mile radius zone to 12 miles northwest of the VORTAC; within 2 miles each side of the Boise VORTAC 319° radial extending from the 5-mile radius zone to 12 miles northwest of the VORTAC, within 5 miles each side of the Boise VORTAC 114° radial, extending from the 5-mile radius area to 12 miles southeast of the VORTAC; and within 2 miles west and 5 miles east of the Boise VORTAC 179° radial extending from the 5-mile radius area to 7 miles south of the VORTAC.

Boston, Mass.

Within an 8-mile radius of the Logan International Airport (latitude 42°21'55" N., longitude 71°00'05" W.).

Bowling Green, Ky.

Within a 5-mile radius of Bowling Green-Warren County Airport (lat. 36°57'47" N., long. 86°25'07" W.); within 4.5 miles each side of Bowling Green VORTAC 206° radial, extending from the 5-mile radius zone to 10 miles southwest of the VORTAC.

Bozeman, Mont.

Within a 7-mile radius of Gallatin Field (latitude 45°46'50" N., longitude 111°09'20" W.).

Bradford, Pa.

Within a 5-mile radius of the center 41°48'09" N., 78°38'27" W. of Bradford Regional Airport, Bradford, Pa.; within 3.5 miles each side of the Bradford, Pa., VORTAC 139° radial, extending from the VORTAC to 10 miles southeast of the VORTAC.

Brainerd, Minn.

Within a 5-mile radius of Brainerd-Crow Wing County Airport (lat. 46°23'52"N., long. 94°08'12"W.); within 2½ miles each side of the 040° bearing from the Brainerd-Crow Wing County Airport extending from the 5-mile radius zone to 7 miles northeast of the airport; within 1½ miles each side of the 120° bearing from the airport extending from the 5-mile radius zone to 6 miles southeast of the airport; within 2½ miles each side of the 198° bearing from the airport extending from the 5-mile radius zone to 6 miles south of the airport; within 2½ miles each side of the 247° bearing from the airport extending from the 5-mile radius zone to 7 miles southwest of the airport; and within 1½ miles each side of the 302° bearing from the airport extending from the 5-mile radius zone to 6½ miles northwest of the airport. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. This effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Bremerton, Wash.

Within a 5-mile radius of Kitsap County Airport (latitude 47°29'35" N., longitude 122°45'35"W.), within 3 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 to 8 miles SW of the RBN, and within 2 miles each side of the 028° bearing from the Kitsap RBN extending from the 5-mile radius zone to 7 miles northeast of the RBN. This control zone will be effective during the times established in advance by a Notice to Airmen and continuously published in the Airport/Facility Directory.

Bridgeport, Conn.

That airspace within a 5.5-mile radius of the center, latitude 41°09'48" N., longitude 73°07'34" W. of the Igor I. Sikorsky Memorial Airport, Bridgeport, Conn., extending clockwise from a 008° bearing to a 058° bearing from the airport; within a 5-mile radius of the center of the airport, extending clockwise from a 058° bearing to a 276° bearing from the airport; within a 5.5-mile radius of the airport extending clockwise from a 276° bearing to a 311° bearing from the airport and within a 6-mile radius of the center of the airport extending clockwise from a 311° bearing to a 008° bearing from the airport. 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 Airport/Facility Directory.

Brookings, S. Dak.

That airspace within a 5-mile radius of Brookings, S. Dak., Municipal Airport (latitude 44°18'12" N., longitude 96°48'40" W.); within 2.5 miles each side of the Brookings VOR 316° radial extending from the 5-mile radius zone to 7 miles northwest of the VOR and within 2.5 miles each side of the Brookings VOR 118° radial extending from the 5-mile radius zone to 8.5 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 dates and times will thereafter be continuously published in the Airport/Facility Directory.

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 Airport/Facility Directory.

Brownsville, Tex.

That airspace overlying the United States within a 5-mile radius of Brownsville 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 022° 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.).

Brunswick, Maine

Within a 5-mile radius of NAS Brunswick (lat. 43°53'35"N., long. 69°56'20"W.) within 2 miles each side of the NAS Brunswick VORTAC 167° radial, extending from the 5-mile radius zone to 8 miles south of the VORTAC within 2 miles each side of the NAS Brunswick VORTAC 025° radial, extending from the 5-mile radius zone to 8 miles northeast of the VORTAC.

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.), excluding the portion west 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, Picoima, 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 3.5 miles each side of the Burley VORTAC 121° radial, extending from the 5-mile radius zone to 17.5 miles southeast of the VORTAC; within 3 miles each side of the Burley VORTAC 323° radial, extending from the 5-mile radius zone to 6 miles northwest of the VORTAC; within 3 miles each side of the Burley VORTAC 301° radial, extending from the 5-mile radius zone to 8.5 miles northwest of the VORTAC; and within 1.5 miles each side of the 036° bearing from the Burley Municipal Airport extending from the 5-mile radius zone to 8 miles northeast of the airport.

Burlington, Iowa

Within a 5-mile radius of Burlington Municipal Airport (latitude 40°46'55" N., longitude 91°07'40" W.); within 3 miles each side of the 293° radial of the Burlington VORTAC extending from the 5-mile radius zone to 2 miles northwest of the VORTAC.

Burlington, Vt.

Within a 7-mile radius of the center, (lat. 44°28'17"N., long. 73°09'13"W.), of Burlington International Airport, Burlington, Vt., within 2.5 miles each side of Runway 33, extending from the 7-mile radius zone to 8 miles southeast of the runway end; within 3 miles each side of the Burlington, Vt., VORTAC 201° radial, extending from the 7-mile radius zone to 8.5 miles southwest of the VORTAC.

Butte, Mont.

Within a 5-mile radius of the Bert Mooney-Silver Bow County Airport, Butte, Mont., (lat. 45°57'15"N., long. 112°29'50"W.) and within 2 miles each side of the Butte VORTAC 115° radial extending from the 5-mile radius zone to the VORTAC; within 3 miles each side of the Bert Mooney-Silver Bow County Airport Runway 15 localizer course extending from the 5-mile radius zone to a point 13 miles northwest of the airport.

Caldwell, N. J.

Within a 5-mile radius of the center lat. $40^{\circ}52'24''$ N., long. $74^{\circ}17'00''$ W., of Essex County Airport; within 3 miles each side of a 276° bearing from a point lat. $40^{\circ}52'48''$ N., long. $74^{\circ}20'08''$ W., extending from the 5-mile radius zone to 8.5 miles west of said point; within 3 miles each side of a 237° bearing and a 057° bearing from the Paterson, N. J., RBN, extending from the 5-mile radius zone to 0.5 mile northeast of the RBN; within 3 miles each side of a 054° bearing from the Paterson, N. J., RBN, extending from the RBN to 8.5 miles northeast of the RBN; excluding the portion that coincides with the Morristown, N. J., control zone. This control zone is effective from 0800 to 2200 hours, local time, daily.

Calverton, N. Y.

Within a 5-mile radius of the center, lat. $40^{\circ}54'55''$ N., long. $72^{\circ}47'43''$ W., of Peconic River Plant (Grumann) Airport, Calverton, N. Y.; within 3 miles each side of the Calverton, N. Y., VORTAC 210° radial, extending from the 5-mile radius zone to 8.5 miles southwest of the VORTAC. This control zone is effective from 0800 to 1630 hours, local time, Monday through Friday.

Camp Douglas, Wis.

Within a 5-mile radius of Volk Field, Camp Douglas, Wis. (latitude $43^{\circ}56'25''$ N., longitude $90^{\circ}15'20''$ 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 Airport/Facility Directory.

Camp Pendleton, Calif.

Within a 3-mile radius of Camp Pendleton, MCAF (lat. $33^{\circ}18'04''$ N., long. $117^{\circ}21'06''$ 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 Airport/Facility Directory.

Camp Springs, Mi.

Within a 5-mile radius of the center, $38^{\circ}48'39''$ N., $76^{\circ}52'02''$ W. of Andrews AFB, Camp Springs, Mi.; within 2.5 miles each side of the Andrews VORTAC 360° radial, extending from the VORTAC to 7.5 miles north of the VORTAC; within 2.5 miles each side of the Andrews VORTAC 180° radial, extending from the VORTAC to 7 miles south of the VORTAC, excluding the portion within a 1-mile radius of the center $38^{\circ}44'58''$ N., $76^{\circ}55'58''$ W. of Hyde Field, Clinton, Mi., excluding the west 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 $37^{\circ}13'30''$ N., longitude $89^{\circ}34'10''$ W.), within $2\frac{1}{2}$ miles each side of the Cape Girardeau VOR 194° , 036° and 279° radials, extending from the 5-mile radius to $6\frac{1}{2}$ miles south-northeast and west of the VOR.

Carbondale, Ill.

Within a 5-mile radius of the Southern Illinois Airport (latitude $37^{\circ}46'45''$ N., longitude $89^{\circ}15'00''$ W.). This control zone is effective during specific dates and times established in advance by a Notice to Airmen. The effective dates and times will thereafter be continuously published in the Airport/Facility Directory.

Carlsbad, N. Mex.

Within a 5-mile radius of Cavern City Air Terminal (lat. $32^{\circ}20'14''$ N., long. $104^{\circ}15'46''$ W.) and within 3.5 miles each side of the Carlsbad VOR 336° and 156° radials extending from the 5-mile-radius zone to 10 miles southeast of the VOR and 2.5 miles each side of the Carlsbad VOR 334° radial extending from the 5-mile-radius zone to 12.5 miles northwest of the VOR.

Casper, Wyo.

That airspace within 5 miles each side of the Casper VORTAC 216° radial extending from the VORTAC to 33 miles southwest of the VORTAC and within 3 miles each side of the ILS localizer west course, extending from 1 mile east to 10 miles west of the Johnson LOM.

Cedar City, Utah

Within a 5-mile radius of Cedar City Municipal Airport (latitude $37^{\circ}42'05''$ N., longitude $113^{\circ}05'52''$ W.) and within 2 miles on each side of the Cedar City VOR 195° radial extending from the 5-mile radius zone to the VOR.

Cedar Rapids, Iowa

Within a 5-mile radius of Cedar Rapids Municipal Airport (latitude $41^{\circ}53'05''$ N., longitude $91^{\circ}42'35''$ W.); within 3 miles each side of the Cedar Rapids VORTAC 094° radial, extending from the 5-mile radius zone to 10 miles east of the VORTAC; and within 3 miles each side of the Cedar Rapids VORTAC 264° radial, extending from the 5-mile radius zone to 9 miles west of the VORTAC.

Chadron, Nebr.

Within a 5-mile radius of Chadron Municipal Airport (lat. 42°50'00" N., long. 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 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 Airport/Facility Directory.

Chamblee, Ga.

Within a 5-mile radius of De Kalb-Peachtree Airport (latitude 33°52'30" N., longitude 84°18'10" W.); within 1.5 miles each side of Norcross VORTAC 242° radial, extending from the 5-mile radius zone to 1 mile 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 Airport/Facility Directory.

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 123°, 237° and 328° radials, extending from the 5-mile radius zone to 12 miles 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 3 miles each side of the Chandler VORTAC 130° radial, extending from the 5-mile radius zone to 9 miles SE of the VORTAC, within 2 miles each side of the Chandler VORTAC 319° radial, extending from the 5-mile radius zone to 9 miles NW 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 Airport/Facility Directory.

Chantilly, Va.

Within a 5.5-mile radius of the center, 38°56'40" N., 77°27'24" W., of Dulles International Airport; within a 6-mile radius of the center of the airport extending clockwise from a 063° bearing to a 160° bearing from the airport; within 2.5 miles each side of the Dulles International Airport runway 1R ILS localizer course, extending from the 5.5-mile radius zone to 0.5 miles north of the OM; within 2 miles each side of the extended centerline of Dulles International Airport runway 30, extending from the west end of runway 30 to 5.5 miles west and within 3.5 miles each side of the Dulles International Airport runway 19R ILS localizer course, extending from the 5.5-mile radius zone to 10 miles north of the OM.

Chanute, Kans.

Within a 5-mile radius of Chanute Martin Johnson Airport (latitude 37°40'05" N., longitude 95°29'10" W.).

Charleston, S. C.

Within a 5-mile radius of Charleston AFB/Municipal Airport (lat. 32°53'55" N., long. 80°02'20" W.); within 3.5 miles each side of Charleston VORTAC 018° and 332° radials, extending from the 5-mile radius zone to 10 miles north and northwest of the VORTAC; within 2.5 miles each side of Charleston VORTAC 135° radial, extending from the 5-mile radius zone to 5.5 miles southeast of the VORTAC; within 3.5 miles each side of Charleston VORTAC 211° radial, extending from the 5-mile radius zone to 10.5 miles southwest of the VORTAC.

Charleston, W. Va.

Within a 5.5-mile radius of the center, 38°22'22" N., 81°35'35" W., of Kanawha Airport, Charleston, W. Va.; within a 6-mile radius of the center of the Kanawha Airport, extending clockwise from a 319° bearing to a 229° bearing from the airport; within 2 miles each side of the extended centerline of Runway 5, extending from the 5.5-mile radius to 6.5 miles northeast of the lift-off end of Runway 5; within 1.5 miles each side of the extended centerline of Runway 14, extending from the 5.5-mile radius to 6.5 miles southeast of the lift-off end of Runway 14; within 2 miles each side of the Charleston VORTAC 081° radial, extending from the 5.5-mile radius to 2 miles east of the VORTAC; within 2 miles each side of the extended centerline of Runway 23 extending from the 5.5-mile radius to 6.5 miles southwest of the lift-off end of Runway 23 and within 2 miles each side of the extended centerline of Runway 32, extending from the 5.5-mile radius to 6.5 miles northwest of the lift-off end of Runway 32.

Charlotte, N. C.

Within a 5-mile radius of Douglas Municipal Airport (latitude 35°12'53" N., longitude 80°56'18" W.); within 3 miles each side of Charlotte VORTAC 003° radial, extending from the 5-mile radius zone to 8.5 miles north of the VORTAC; within 2 miles each side of Charlotte VORTAC 058° radial, extending from the 5-mile radius zone to 6 miles northeast of the VORTAC; within 2 miles each side of Charlotte VORTAC 223° radial, extending from the 5-mile radius zone to 6.5 miles southwest of the VORTAC; within 2 miles each side of Charlotte ILS localizer southwest course, extending from the 5-mile radius zone to 1 mile northeast of the OM.

Charlotte Amalie, St. Thomas, V. I. (Harry S. Truman Airport)

Within a 6-mile radius of Harry S. Truman Airport (lat. 18°20'26" N., long. 64°58'11" 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 Airport/Facility Directory.

Charlottesville, Va.

Within a 5-mile radius of the center, lat. 38°08'25" N., long. 78°27'09" W., of Charlottesville-Albemarle Airport, Charlottesville, Va., and within 2.5 miles each side of the Charlottesville-Albemarle Airport ILS localizer southwest course, extending from the 5-mile radius zone to 2.5 miles northeast of the Azalea Park RBN.

Chattanooga, Tenn.

Within a 5-mile radius of Lovell Field (latitude 35°02'05" N., longitude 85°12'10" W.); within 2 miles each side of Chattanooga ILS localizer north course, extending from the 5-mile radius zone to 2.5 miles southwest of Daisy RBN; within 1 mile each side of Chattanooga ILS localizer south course, extending from the 5-mile radius zone to 0.5 mile north of Chattanooga VORTAC 263° radial.

Cherry Point MCAS, N. C.

The airspace within a 5-mile radius of Cherry Point MCAS (latitude 34°54'30" N., longitude 76°53'00" W.); within 1.5 miles each side of the 316° bearing from Cherry Point RBN, extending from the 5-mile radius zone to 1.5 miles northwest of the RBN.

Chesterfield (Spirit of St. Louis), Mo.

Within a 5-mile radius of Spirit of St. Louis Airport (lat. 38°39'35"N., long. 90°38'45"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 Airport/Facility Directory.

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. (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.

Chicago, Ill. (O'Hare International Airport)

Within a 5-mile radius of O'Hare International Airport (latitude 41°58'57" N., longitude 87°54'25" 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.

Chico, Calif.

Within a 5-mile radius of Chico Municipal Airport (lat. 39°47'45"N., long. 121°51'25"W.); within 3 miles each side of the Chico VOR 316° radial, extending from the 5-mile radius zone to 8 miles northwest of the VOR and within 2 miles each side of the Chico Municipal Airport Runway 13 localizer northwest course extending from the 5-mile radius zone to 6.5 miles northwest of the airport, excluding the portion within a 1-mile radius of Ranchoero Airport, Chico, Calif., (lat. 39°43'10"N., long. 121°52'10"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 Airport/Facility Directory.

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 0730 to 1730 hours, local time, Monday through Friday, excluding Federal legal holidays.

Chino, Calif.

Within a 3-mile radius of Chino, Calif., Airport (lat. 33°58'30" N., long. 117°38'10" W.) and within 1.5 miles each side of the Ontario, Calif., VORTAC 303° radial, extending from the 3-mile radius area to 1 mile northwest of the VORTAC. This control zone shall be effective during the specific dates and times published in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Christiansted, St. Croix, V. I.

Within a 5-mile radius of Alexander Hamilton Airport (lat. 17°42'13" N., long. 64°47'54" W.); within 3 miles each side of St. Croix VOR 068° and 248° radials, extending from the 5-mile radius zone to 8.5 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 Airport/Facility Directory.

Cincinnati, Ohio

Within a 5-mile radius of Cincinnati Municipal-Lunken Field Airport (latitude 39°06'14" N., longitude 84°25'18" W.) within 2 miles each side of Runway 20L ILS localizer northeast course, extending from the 5-mile radius zone to 6.5 miles northeast of the airport; and within 1.5 miles each side of the 227° bearing from Lunken RBN, extending from the 5-mile radius zone to the RBN.

Clarksburg, W. Va.

Within a 5.5-mile radius of the center, lat. 39°17'44" N., long. 80°13'46" W. of Benedum Airport; within 3 miles each side of the Clarksburg VOR 219° radial, extending from the 5.5-mile radius zone to 8.5 miles southwest of the VOR; and within 2.5 miles each side of the Benedum Airport ILS localizer northeast course, extending from the 5.5-mile radius zone to 1 mile southwest of the OM. This control zone is effective during the specific days and times established in advance by a Notice to Airmen. The effective days and times will thereafter be published continuously in the Airport/Facility Directory.

Clarksville, Tenn.

Within a 5-mile radius of Outlaw Field (lat. 36°37'15"N., long. 87°24'52"W.); within 3 miles each side of Clarksville VOR 171° radial, extending from the 5-mile radius zone to 8.5 miles south of the VOR; excluding that portion which coincides with the Hopkinsville, Ky., 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 Airport/Facility Directory.

Cleveland, Ohio (Burke-Lakefront Airport)

Within a 5-mile radius of the Burke-Lakefront Airport (latitude 41°31'02" N., longitude 81°41'04" W.); within 2 miles each side of the Burke-Lakefront ILS localizer northeast course, extending from the 5-mile radius zone to the OM, excluding the portion overlying the Cleveland, Ohio (Cleveland-Hopkins 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 Airport/Facility Directory.

Cleveland, Ohio (Cleveland-Hopkins International Airport)

Within a 5-mile radius of the Cleveland-Hopkins International Airport (latitude 41°24'37" N., longitude 81°50'56" W.).

Cleveland, Ohio (Cuyahoga County Airport)

Within a 5-mile radius of the Cuyahoga County Airport (latitude 41°34'00" N., longitude 81°29'30" W.); within 2½ miles each side of the 050° bearing from the Cuyahoga County RBN extending from the 5-mile radius zone to 5 miles northeast of the RBN, excluding the portion within the Cleveland, Ohio (Burke-Lakefront 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 Airport/Facility Directory.

Clinton, Iowa

That airspace extending upward from the surface within a 5-mile radius of the Clinton Airport (lat. 41°49'55"N., long. 90°19'45"W.) and within 3 miles each side of Davenport VORTAC; 044° radial, extending from the 5-mile radius area to the VORTAC; and within 3 miles each side of the Clinton NDB 327° bearing from the airport, extending from the 5-mile radius area to 8½ miles northwest; and within 2½ miles each side of the 090° bearing from the Clinton Airport, extending from the 5-mile radius area to 6 miles northeast. 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 Airport/Facility Directory.

Clinton, Okla. (Clinton-Sherman Airport)

Within a 5-mile radius of Clinton-Sherman Airport (latitude 35°20'25" N., longitude 99°12'00" W.), and within 2 miles each side of the extended centerline of Clinton-Sherman Runways 17 and 35 extending from 7 miles north to 6 miles south of the ends of the runways. 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 Airport/Facility Directory.

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 north-east 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. This control zone will 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 Airport/Facility Directory.

Cocoa (Patrick AFB), Fla.

Within a 5-mile radius of Patrick AFB (lat. 28°14'21"N., long. 80°36'28"W.); excluding the portion south of a line connecting the 2 points of intersection within a 5-mile radius circle centered on Melbourne Regional Airport (lat. 28°06'06"N., long. 80°38'36"W.). This control zone is effective from 0700 to 2300 hours, local time, daily.

Cody, Wyo.

Within a 5-mile radius of the Cody Municipal Airport, Cody, Wyo. (latitude 44°31'09" N., longitude 109°01'25" W.), and within 1.5 miles each side of the Cody, Wyo., VOR 202° 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 Airport/Facility Directory.

Cold Bay, Alaska

Within a 5-mile radius of the Cold Bay Airport (lat. 55°12'06" N., long. 162°43'28" W.); within 3 miles each side of the 339° bearing from the Cold Bay LOM, extending from the 5-mile radius zone to 10.5 miles north of the LOM, and within 5 miles west and 2.5 miles east of the Cold Bay VORTAC 150° radial, extending from the 5-mile radius zone to 18 miles south of the VORTAC.

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 City of Colorado Springs Municipal Airport, Colorado Springs, Colo., (latitude 38°48'35" N., longitude 104°42'20" 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.

Colorado Springs, Colo.

Within a 6.5-mile radius of the City of Colorado Springs Municipal Airport (lat. 38°48'35"N., long. 104°42'20"W.); within 2 miles each side of the Colorado Springs VORTAC 205° radial extending from the 6.5-mile radius to the VORTAC; within 1.5 miles each side of the Colorado Springs Runway 17 ILS localizer course extending from the 6.5-mile radius to 9 miles north of the airport.

AMENDMENTS 1/24/80 44 F. R. 68446 (Rewritten)

Columbia, Mo. (Regional Airport)

Within a 5-mile radius of Columbia Regional Airport (latitude 38°48'49" N., longitude 92°13'12" W.).

Columbia, S. C.

Within a 5-mile radius of Columbia Metropolitan Airport (lat. 33°56'25.9" N., long. 81°07'11.2" W.); within 2 miles each side of Columbia ILS localizer west course, extending from the 5-mile radius zone to 1.5 miles east of the LOM.

Columbus, Ga. (Columbus Metropolitan Airport)

Within a 5-mile radius of Columbus Metropolitan Airport (lat. 32°30'55"N., long. 84°56'25" W.); within 1.5 miles each side of Columbus ILS localizer northeast course, extending from the 5-mile radius zone to the intersection of the Columbus VOR 102° radial; within 1.5 miles each side of Columbus VOR 149° radial, extending from the 5-mile radius zone to 1 mile southeast of the VOR; within 2 miles each side of Runway 5 extended centerline, extending from the 5-mile radius zone to 6 miles southwest of the runway end; within 2 miles each side of Runway 12 extended centerline, extending from the 5-mile radius zone to 6 miles northwest of the runway end.

Columbus, Ga. (Lawson AAF)

Within a 5-mile radius of Lawson AAF (lat. 32°20'20" N., long. 84°59'35" W.); within 2 miles each side of the 213° bearing from Lawson RBN, extending from the 5-mile radius zone to 6.5 miles southwest of the RBN; within 2 miles each side of Lawson VOR 339° radial, extending from the 5-mile radius zone to 1 mile south of the Columbus LOM; excluding the portion within Columbus Metropolitan Airport control zone.

Columbus, Miss.

Within a 5-mile radius of Columbus AFB, Miss. (latitude 33°38'38" N., longitude 88°26'39" W.); within 1.5 miles each side of the ILS localizer northwest course, extending from the 5-mile radius zone to 5 miles northwest of the runway end; within 1.5 miles each side of the Caledonia TACAN 141° and 312° radials, extending from the 5-mile radius zone to 6.5 miles southeast and northwest of the TACAN.

Columbus, Nebr.

Within a five-mile radius of the Columbus Municipal Airport (lat. 41°26'49"N., long. 97°20'31"W.), and within 4.5 miles each side of the 323° bearing from the Columbus Airport extending from the five-mile radius zone to 11 miles northwest of the airport, and within three miles each side of the 157° radial of the Columbus VOR extending from the five-mile radius zone to 8.5 miles southeast of the VOR. This control zone shall be effective during the times established by a Notice to Airmen or as published in the Airport/Facility Directory.

Columbus, Ohio (Bolton Field)

Within a 3-mile radius of Bolton Field (latitude 39°54'07" N., longitude 83°08'12" W.) and 2 miles either side of the 213° bearing from the airport extending from the 3-mile radius to 4 miles southwest of the airport excluding a 1-mile radius of Columbus Southwest Airport (latitude 39°54'45" N., longitude 83°11'00" 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 therefore be continuously published in the Airport/Facility Directory.

Columbus, Ohio (Lockbourne AFB)

Within a 5.5-mile radius of the center, lat. 39°49'00" N., long. 82°56'00" W. of Lockbourne AFB, Columbus, Ohio; within 1.5 miles each side of the Lockbourne TACAN 042° radial, extending from the 5.5-mile radius zone to 7 miles northeast of the TACAN; within 1.5 miles each side of the Lockbourne TACAN 229° radial, extending from the 5.5-mile radius zone to 6 miles southwest of the TACAN; within a 1.5-mile radius of center, lat. 39°53'11" N., long. 82°57'53" W. of South Columbus Airport, Columbus, Ohio.

Columbus, Ohio (Ohio State University Airport)

Within a 5-mile radius of the Ohio State University Airport (latitude 40°04'40" N., longitude 83°04'30" W.); within 3 miles each side of the 273° and 090° bearings from the airport extending from the 5-mile radius zone to 8½ miles west and east of the airport, excluding that portion within the Columbus, Ohio (Port Columbus 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 Airport/Facility Directory.

Columbus, Ohio (Port Columbus International Airport)

Within a 6-mile radius of the center lat. 39°59'41" N., long. 82°53'08" W. of Port Columbus International Airport, Columbus, Ohio; within 2 miles each side of the 094° bearing from the Grandview LOM, extending from the 6-mile radius zone to 2 miles east of the Grandview LOM and within a 1-mile radius of the center, lat. 39°58'00" N., long. 82°54'00" W. of Price Field, Columbus, Ohio, excluding the portion that coincides with the Columbus, Ohio (Lockbourne AFB), control zone.

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, lat. 43°12'16"N., long. 71°30'07"W., of Concord Municipal Airport, Concord, N. H.; within 1.5 miles each side of the 352°M(337°T) bearing from the Epsom, N. H., NDB, lat. 43°07'05"N., long. 71°27'13"W., extending from the 5-mile radius zone to the Epsom, N. H., NDB, and within 3 miles each side of the Concord, N. H., VORTAC 300°M(285°T) radial, extending from the 5-mile radius zone to 8 miles northwest of the VORTAC, and within 3 miles each side of the Concord, N. H., VORTAC 315°M(300°T) radial extending from the 5-mile radius zone to 8 miles northwest of the VORTAC.

Cordova, Alaska

Within a 5-mile radius of the Cordova (mile 13) airport, latitude 60°29'33" N., longitude 145°28'36" W.; within 2 miles each side of the 233° bearing from the Cordova (CDV) NDB extending from the 5-mile radius zone to the intersection of the 233° bearing from the Cordova (CDV) NDB and the Hinchinbrook, Alaska, RBN 106° bearing and within 2 miles each side of the Cordova localizer east course extending from the 5-mile radius zone to 10 miles east of the localizer.

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 202° 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, Tex. (NALF Cabaniss Field)

Within a 5-mile radius of NALF Cabaniss Field (latitude 27°42'06" N., longitude 97°26'17" W.) excluding that airspace designated as the Corpus Christi (CRP) and Navy Corpus Christi (NGP) control zones. This control zone will 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 Airport/Facility Directory.

Effective hours, local time, will be: 0600-2200 Monday through Friday.

Corpus Christi NAS, Tex.

That airspace within a 5-mile radius of NAS Corpus Christi (lat. 27°41'30"N., long. 97°17'15"W.) including the following extensions based on the Navy Corpus VORTAC (lat. 27°41'09"N., long. 97°17'40"W.): 3 miles each side of the 331° radial, extending from the 5-mile radius zone to 7 miles northwest of the VORTAC; 1.5 miles each side of the 016° radial, extending from the 5-mile radius zone to 5.5 miles north of the VORTAC; 3 miles each side of the 118° radial, extending from the 5-mile radius zone to 7 miles southeast of the VORTAC; and 1.5 miles each side of the 160° radial, extending from the 5-mile radius zone to 6.5 miles south of the VORTAC.

Cortez, Colo.

Within a 5-mile radius of Cortez-Montezuma County Airport, Cortez, Colo., (latitude 37°18'15" N., longitude 108°37'35" W.) and within 3 miles each side of the Cortez VOR 210° and 004° radials, extending from the 5-mile radius zone to 8 miles north of the VOR. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

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 266° radial extending from the 3-mile radius zone to 11 miles west of the VOR. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Covington, Ky.

Within a 5-mile radius of Greater Cincinnati Airport (lat. 39°02'56" N., long. 84°39'41" W.); within 1.5 miles each side of Runway 36 ILS localizer south course, extending from the 5-mile radius zone to the LOM.

Crescent City, Calif.

Within a 5-mile radius of Jack McNamara Field, Crescent City (lat. 41°46'50" N., long. 124°14'00" W.), within 3 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 1.5 miles each side of the Crescent City VORTAC 180° radial, extending from the 5-mile radius zone to 5.5 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 Airport/Facility Directory.

Crestview, Fla.

Within a 5-mile radius of Bob Sikes Airport (lat. 30°46'47" N., long. 86°31'21" W.); within 1.5 miles each side of 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 Hinch Mountain VORTAC 334° radial extending from the 5-mile radius zone to 1.5 miles northwest of the VORTAC.

Crows Landing, Calif.

Within a 5-mile radius of NALF Crows Landing (latitude 37°24'35"N., longitude 121°06'40"W.) excluding the portion within a 1-mile radius of Patterson Field, Patterson, California (latitude 37°28'05"N., longitude 121°10'06"W.) This control zone will 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 established as published in the Airport/Facility Directory.

Cut Bank, Mont.

Within a 5-mile radius of Cut Bank Airport (latitude 48°36'41" N., longitude 112°22'45" W.); within 3½ miles each side of the Cut Bank VORTAC 150° radial extending from the 5-mile radius zone to 10 miles southeast of the VORTAC.

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. This control zone is effective from 0600 to 2200 hours, local time, daily.

Dallas, Tex. (Love Field)

That airspace bounded by a line beginning at latitude 32°53'15" N., longitude 96°59'35" W.; thence northeast to latitude 32°56'30" N.; thence clockwise along the arc of a 5-mile radius circle centered at Addison Airport (latitude 32°58'05" N., longitude 96°50'05" W.) to latitude 32°59'30" N., longitude 96°55'30" W., through latitude 32°56'30" N., longitude 96°51'30" W., and continuing southeast along a line to latitude 32°54'00" N., longitude 96°46'30" W. until interception of the arc of a 5-mile radius circle centered at Addison Airport, southeast of Addison Airport; then clockwise along the arc of the 5-mile radius centered at Addison Airport to interception with and then clockwise along the arc of a 5-mile radius circle centered at Love Field (latitude 32°51'00" N., longitude 96°50'50" W.) to longitude 96°49'30" W., southeast of Love Field; thence south along longitude 96°49'30" W. to and counterclockwise along the arc of a 5-mile radius circle centered at Redbird Airport (latitude 32°40'50" N., longitude 96°52'00" W.) until interception with and then northeast along a line drawn between latitude 32°39'35" N. longitude 96°54'15" W., and longitude 96°53'30" W. and the arc of a 5-mile radius circle centered at Love Field, southwest of Love Field; thence clockwise along the arc of a 5-mile radius circle centered at Love Field to latitude 32°49'40" N., west of Love Field, to point of beginning; within 2 miles each side of the Love Field runway 31L ILS localizer southeast course, extending from the Love Field 5-mile radius zone to the OM; and excluding that airspace within the Dallas-Fort Worth, Tex. (Regional Airport), control zone.

Dallas, Tex. (NAS Dallas)

Within a 6-mile radius of NAS Dallas (lat. 32°44'00" N., long. 96°58'05" W.); within a 5-mile radius of Redbird Airport (lat. 32°40'50" N., long. 96°52'00" W.); excluding the portion within the Dallas-Fort Worth, Tex. (Regional Airport), and Dallas, Tex. (Love Field), control zones; and excluding the portion east of a line from latitude 32°37'00" N., longitude 96°56'00" W., to latitude 32°39'35" N., longitude 96°54'15" W., to latitude 32°48'00" N., longitude 96°53'45" W.

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 3.5 miles each side of the 165° bearing from the Redbird RBN extending from the 5-mile radius zone to 10 miles south of the RBN; excluding the portion west of a line from latitude 32°37'00" N., longitude 96°56'00" W., to latitude 32°39'35" N., longitude 96°54'15" W., to latitude 32°48'00" N., longitude 96°53'49" 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 Airport/Facility Directory.

Dallas-Fort Worth, Tex., Regional Airport

Within a 5-mile radius of Dallas/Fort Worth Regional Airport (lat. 32°53'53" N., long. 97°02'24" W.); within 2.5 miles west and 3.5 miles east of the runway 17R/35L ILS localizer courses extending from the 5-mile radius zone to the OMs, and within 2.5 miles each side of the runway 31 ILS localizer course extending from the 5-mile radius zone to the OM.

Danbury, Conn.

Within a 5-mile radius of the center latitude 41°22'15" N., longitude 73°29'00" W., of the Danbury Airport, Danbury, Conn., and within 2 miles each side of the Carmel VORTAC 038° radial extending from the 5-mile radius area to the Carmel VORTAC.

Within 2.5 statute miles each side of a 262° magnetic bearing from a point 41°25'05"N., 73°18'45"W., extending from the 5 statute mile radius zone to 3 statute miles west of said point; within 2.5 statute miles each side of a 082° magnetic bearing from a point 41°19'22"N., 73°39'19"W., extending from the 5 statute mile radius zone to 3 statute miles east of said point.

This control zone is effective from 0700 to 2300 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 Airport/Facility Directory.

Danville, Ill.

That airspace within a 5-mile radius of Vermillion County Airport (lat. 40°11'54" N., long. 87°35'49" 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 Airport/Facility Directory.

Danville, Va.

Within a 5-mile radius of the center, lat. 36°34'30" N., long. 79°20'11" W., of Danville Municipal Airport, Danville, Va.; within 3 miles each side of the Danville, Va., VOR 044° radial, extending from the 5-mile radius zone to 8.5 miles northeast of the VOR; within 3 miles each side of the Danville, Va., VOR 208° radial, extending from the 5-mile radius zone to 8.5 miles southwest of the VOR; within 1.5 miles each side of a 017° bearing from a point 36°34'48" N., 79°20'08" W., extending from said point to 5 miles north. This control zone is effective from 0600 to 2200 hours, local time, daily.

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 Cody RBN, extending from the 5-mile radius zone to 6½ miles southwest of the RBN; and within 2 miles each side of the Davenport 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 Airport/Facility Directory.

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 Stuebaker Farms Airport, Union, Ohio.

Dayton, Ohio (Wright-Patterson AFB)

Within a 5-mile radius of Wright-Patterson AFB (latitude 39°49'25" N., longitude 84°02'55" W.); within a 6-mile radius of the Springfield Municipal Airport (latitude 39°50'22" N., longitude 83°50'21" W.); within 3 miles each side of the 055° bearing from the airport extending from the 6-mile radius zone to 9 miles northeast and within 3 miles each side of the 243° bearing from the airport extending from the 6-mile radius zone to 8.5 miles southwest.

Daytona Beach, Fla.

Within a 5-mile radius of Daytona Beach Regional Airport (lat. 29°10'49" N., long. 81°03'23" W.); within a 5-mile radius of Municipal Airport, Ormond Beach, Fla. (lat. 29°18'00" N., long. 81°06'49" W.); within 5 miles each side Ormond Beach VORTAC 256° radial, extending from the 5-mile radius zone to 8.5 miles west of the VORTAC.

Deadhorse, Alaska

Within a 5-mile radius of the Deadhorse Airport (latitude 70°11'40" N., longitude 148°28'05" W.); within a 5-mile radius of the Prudhoe Bay Airport (latitude 70°15'05" N., longitude 148°20'13" W.); within 3.5 miles each side of the Deadhorse VOR 255° radial extending from the 5-mile radius zone to 9.5 miles W of the VOR; within 3.5 miles each side of the Deadhorse VOR 081° radial extending from the 5-mile radius zone to 8.5 miles E of the VOR; within 3 miles each side of the Prudhoe Bay NDB 075° bearing extending from the 5-mile radius zone to 8.5 miles E of the NDB; and within 3 miles each side of the Prudhoe Bay NDB 259° bearing extending from the 5-mile radius zone to 8.5 miles W of the NDB.

Decatur, Ill.

Within a 5-mile radius of Decatur Airport (latitude 39°50'05" N., longitude 88°51'50" 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 Airport/Facility Directory.

Del Rio, Tex.

Within a 5-mile radius of Laughlin AFB (latitude 29°21'35" N., longitude 100°46'35" W.) within 3 miles each side of the Laughlin VORTAC 305° radial extending from the 5-mile radius zone to 7 miles northwest of the VORTAC; within 3 miles each side of the Laughlin VORTAC 315° radial extending from the 5-mile radius zone to 14 miles northwest of the VORTAC; within 3 miles each side of the Laughlin VORTAC 148° radial extending from the 5-mile radius zone to 12 miles southeast 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 Airport/Facility Directory.

Deming, N. Mex.

Within a 5-mile radius of Deming Municipal Airport (lat. 32°15'40" N., long. 107°43'10" W.).

Denver, Colo.

Within a 9-mile radius of Stapleton International 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 4 miles each side of the Buckley ANGB VOR 152° radial extending from the 9-mile radius zone to 14 miles southeast of the VOR, 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 Des Moines Municipal Airport (latitude 41°32'10" N., longitude 93°39'27" W.); and within 1 mile each side of the Des Moines ILS localizer northwest course, extending from the 5-mile radius zone to 11½ miles northwest of the OM.

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.

Detroit, Mich. (Metropolitan Wayne County Airport)

Within a 5-mile radius of Detroit Metropolitan Wayne County Airport (latitude 42°13'07" N., longitude 83°20'55" 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.

Devils Lake, N. Dak.

Within a 5-mile radius of the Devils Lake Municipal Airport (latitude 48°06'55" N., longitude 98°54'30" W.); within 3½ miles each side of the Devils Lake VORTAC 134° radial extending from the 5-mile radius zone to 10 miles southeast of the VORTAC; within 3½ miles each side of the Devils Lake VORTAC 324° radial extending from the 5-mile radius zone to 10 miles northwest of the VORTAC; and within 3 nautical miles each side of the 026° bearing from the Devils Lake Municipal Airport extending from the 5-mile radius zone to 7 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 Airport/Facility Directory.

Dickinson, N. Dak.

Within a 5.5-mile radius of Dickinson Municipal Airport (lat. 46°47'45"N., long. 102°48'00"W.) and within 3 miles each side of the Dickinson VORTAC (lat. 46°51'36"N., long. 102°46'23"W.) 013° radial extending from a 5.5-mile radius area to 8 miles north 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 Airport/Facility Directory.

AMENDMENTS 7/10/80 45 F. R. 26034 (Rewritten)**Dillingham, Alaska**

Within a 5-mile radius of the Dillingham Airport (latitude 59°02'30" N., longitude 158°30'28" W.); within 2 miles each side of the Dillingham VORTAC 025° radial extending from the 5-mile radius zone to 13.5 miles north-east of the Dillingham VORTAC and within 2 miles each side of the Dillingham VORTAC 205° radial extending from the 5-mile radius zone to 9 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 U. S. Government Flight Information Publication, Supplement Alaska.

Dodge City, Kans.

Within a 5-mile radius of Dodge City Municipal Airport (latitude 37°45'42" N., longitude 99°57'51" W.).

Dothan, Ala.

Within a 5-mile radius of Dothan Airport (lat. 31°19'10"N., long. 85°27'30"W.); within 4.5 miles each side of Wiregrass VORTAC 157° radial, extending from the 5-mile radius zone to 10.5 miles SE of the VORTAC, within 3.5 miles each side of Wiregrass VORTAC 331° radial, extending from the 5-mile radius zone to 7.5 miles NW of the VORTAC.

Douglas, Ariz.

Within a 5-mile radius of Bisbee-Douglas International Airport (latitude 31°28'00" N., longitude 109°36'10" W.) and within 2 miles each side of the Douglas VORTAC 333° radial, extending from the 5-mile radius zone to 11.5 miles northwest of the VORTAC.

Dover, Del.

Within a 5-mile radius of the center, lat. 39°07'30" N., long. 75°28'00" W. of Dover AFB, Dover, Del.; within 3 miles each side of the Dover TACAN 178° radial, extending from the 5-mile radius zone to 6.5 miles south of the TACAN; within 3 miles each side of the Dover TACAN 012° radial, extending from the 5-mile radius zone to 6.5 miles north of the TACAN; within 3 miles each side of the Dover TACAN 132° radial, extending from the 5-mile radius zone to 6.5 miles southeast of the TACAN.

Du Bois, Pa.

Within a 5-mile radius of the center, 41°10'42" N., 78°53'50" W., of Du Bois-Jefferson County Airport, Du Bois, Pa.; within 3 miles each side of the Du Bois-Jefferson County Airport ILS localizer northeast course, extending from the 5-mile radius zone to 8.5 miles northeast of the OM; and within 2.5 miles each side of the Clarion, Pa., VORTAC 086° radial, extending from the 5-mile radius zone to 23 miles east of the Clarion, Pa., VORTAC, and within 2.5 miles each side of a 242° bearing from a point 41°10'30"N., 78°54'30"W., extending from said point to 5.5 miles southwest of said point.

Dubuque, Iowa

Within a 5-mile radius of Dubuque Municipal Airport (latitude 42°24'10" N., longitude 90°42'25" W.); within 3 miles each side of the Dubuque VORTAC 321° radial, extending from the 5-mile radius zone to 8 miles northwest of the VORTAC; and within 3 miles each side of the Dubuque VORTAC 126° radial, extending from the 5-mile radius zone to 8 miles southeast of the VORTAC; within 3 miles each side of the Dubuque VORTAC 182° radial, extending from the 5-mile radius zone to 8 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 Airport/Facility Directory.

Duluth, Minn.

Within a 6.5-mile radius of Duluth International Airport (latitude 46°50'30" N., longitude 92°11'25" W.); and within 3 miles each side of the Duluth VORTAC 197° radial extending from the 6.5-mile radius zone to 11 miles south of the VORTAC.

Durango, Colo.

Within a 5-mile radius of La Plata Field (latitude 37°09'12" N., longitude 107°45'04" W.) and within 3 miles each side of the Durango VOR 224° radial, extending from the 5-mile radius zone to 8 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 Airport/Facility Directory.

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.

Eagle, Colo.

Within a 5-mile radius of the Eagle County Airport (lat. 39°38'42"N., long. 106°54'43"W.); within 3 miles each side of the 072° and 252° bearings from the Wolcott NDB (lat. 39°40'33"N., long. 106°45'34"W.); extending from the 5-mile radius area to 13 miles northeast of the Wolcott NDB.

AMENDMENTS 10/30/80 45 F. R. 59839 (Rewritten)

PENDING AMENDMENT

The Eagle, Colo., control zone is amended by deleting "13 miles northeast" and substituting "9 miles northeast" therefor.

AMENDMENTS 12/25/80 45 F. R. 70235 (Changed)

Eastover, S. C.

Within a 5-mile radius of McEntire ANGB (lat. 33°55'26" N., long. 80°48'14" W.); within 2 miles each side of McEntire ANG TACAN 138° radial, extending from the 5-mile radius zone to 7 miles southeast of the TACAN.

East St. Louis, Ill.

Within a 5-mile radius of the Bi State Parks Airport (latitude 38°34'30" N., longitude 90°10'00" W.) and within 3 miles each side of the 129° bearing from the airport extending from the 5-mile radius area to 8 miles southeast. 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 Airport/Facility Directory.

Eau Claire, Wis.

Within a 5-mile radius of Eau Claire Municipal Airport (latitude 44°51'50" N., longitude 91°20'10" W.); within 2½ miles each side of the 304° bearing from Eau Claire Municipal Airport extending from the 5-mile radius zone to 5½ miles northwest of the airport; within 2½ miles each side of the 041° bearing from the Eau Claire Municipal Airport, extending from the 5-mile radius zone to 5½ miles northeast of the airport; and within 2½ miles each side of the 274° bearing from the Eau Claire Municipal Airport, extending from the 5-mile radius zone to 5½ miles west of the airport.

Edwards AFB, Calif.

Within an 8-mile radius of Edwards AFB (latitude 34°54'20"N., longitude 117°52'58"W.).

Eglin AFB, Fla.

Within a 5-mile radius of Eglin AFB (lat. 30°29'07" N., long. 86°31'35" W.); within 1 mile each side of the ILS localizer southeast course, extending from the 5-mile radius zone to 4.5 miles southeast of the runway end; within a 3-mile radius of Destin-Fort Walton Beach Airport (lat. 30°23'57" N., long. 86°28'47" W.); within 2 miles each side of the extended centerline of runway 14/32, extending from the 3-mile radius zone to 4 miles southeast of the airport.

Eglin AF Aux No. 3 (Duke Field), Fla.

Within a 5-mile radius of Eglin AF Aux No. 3 (Duke Field); (latitude 30°39'01" N., longitude 86°31'25" W.). The portion within a 5-mile radius of Bob Sikes Airport (latitude 30°46'47" N., longitude 86°31'21" W.) 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 Airport/Facility Directory.

Eglin AF Aux No. 9 (Hurlburt Field), Fla.

Within a 5-mile radius of Eglin AF Aux No. 9 (Hurlburt Field) (lat. 30°25'42" N., long. 86°41'05" W.); within 2 miles each side of the Eglin VOR 285° radial, extending from the 5-mile radius zone to 1 mile west of the VOR; excluding the portion within Eglin AFB control zone.

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 3 miles each side of Elizabeth City VOR 188° radial, extending from the 5-mile radius zone to 10 miles south of the VOR; within 2.5 miles each side of Elizabeth City VOR 357° radial, extending from the 5-mile radius zone to 8.5 miles north of the VOR. This control zone is effective from 0700 to 2200 hours, local time, daily.

Elkhart, Ind.

Within a 5-mile radius of the Elkhart Municipal Airport (latitude 41°43'11" N., longitude 85°59'41" W.), within 2 miles each side of the 264° bearing from the airport extending from the 5-mile radius zone to 8 miles west, excluding that airspace within a 1-mile radius of the Mishawaka Pilots Club Airport (latitude 41°39'25" N., longitude 86°02'05" 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 Airport/Facility Directory.

Elkins, W. Va.

Within a 5-mile radius of the center, lat. 38°53'20" N., long. 79°51'24" W. of Elkins-Randolph County-Jennings Randolph Field, Elkins, W. Va., and within 3 miles each side of the 011° bearing from the Randolph County RBN, extending from the 5-mile radius zone to 8.5 miles north of the RBN. This control zone is effective from sunrise to sunset, daily.

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 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.

AMENDMENTS 8/11/80 45 F. R. 53090 (Changed)

El Monte, Calif.

Within a 3-mile radius of El Monte Airport (latitude 34°05'05" N., longitude 118°02'00" W.) and within 2 miles each side of the Pomona VORTAC 271° radial, extending from the 3-mile radius zone to 8 miles west 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 Airport/Facility Directory.

El Paso, Tex.

That airspace bounded by a line beginning at latitude 31°45'45" N., longitude 106°27'43" W.; thence clockwise along the arc of a 6-mile radius circle centered at the El Paso International Airport (latitude 31°48'35" N., longitude 106°22'55" W.) to latitude 31°49'46" N., longitude 106°28'34" W.; thence clockwise along the arc of a 6-mile radius circle centered at latitude 31°50'55" N., longitude 106°22'45" W.; to latitude 31°55'12" 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, excluding the portions within the Santa Ana, Calif. (Orange County), and Santa Ana (MCAS), Calif., 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 Airport/Facility Directory.

Emporia, Kans.

Within a 5-mile radius of the Emporia, Kans., Municipal Airport (lat. 38°20'00"N., long. 96°11'15"W.) and 1.5 miles either side of the 010° bearing from the airport extending from the 5-mile radius to 6 miles north. 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 Airport/Facility Directory.

Enid, Okla. (Vance AFB)

That airspace within a 5-mile radius of Vance AFB (lat. 36°20'20"N., long. 97°55'00"W.) and within 3 miles west and 3 miles east of the Vance VORTAC (lat. 36°20'43"N., long. 97°55'04"W.) 178.5° radial extending from the 5-mile radius zone to the 7 DME fix; and within 4 miles west and 5 miles east of the Vance VORTAC 358.5° radial extending from the 5-mile radius zone to the 6 DME fix; and within a 5-mile radius of Enid Woodring Municipal Airport (lat. 36°22'46"N., long. 97°47'28"W.) and within 2 miles each side of the Woodring VOR (lat. 36°22'26"N., long. 97°47'17"W.) 354.5° radial, extending from the 5-mile radius zone to 8 miles north of the VOR; and within 2 miles east and 4 miles west of the Woodring VOR 184.5° radial, extending from the 5-mile zone to 8 miles south of the VOR; excluding that portion of airspace east of long. 97°51'00"W., when the Woodring Municipal Airport control zone is in effect. 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 Airport/Facility Directory.

Enid, Okla. (Woodring Municipal Airport)

That airspace within a 5-mile radius of Enid Woodring Municipal Airport (lat. 36°22'46"N., long. 97°47'28"W.) and within 2 miles each side of the Woodring VOR (lat. 36°22'26"N., long. 97°47'17"W.) 354.5° radial, extending from the 5-mile radius zone to 8 miles north of the VOR; and within 2 miles east and 4 miles west of the Woodring VOR 184.5° radial, extending from the 5-mile zone to 8 miles south of the VOR; excluding that portion of airspace west of long. 97°51'00"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 Airport/Facility Directory.

Ephrata, Wash.

Within a 5-mile radius of Ephrata Municipal Airport (latitude 47°18'27" N., longitude 119°30'38" W.) and within 3 miles each side of the Ephrata VORTAC 043° and 223° radials, extending from the 5-mile radius zone to 8 miles northeast of the VORTAC. This control zone is effective during specific dates and times established in advance by Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Erie, Pa.

Within a 5-mile radius of the center, lat. 42°04'53" N., long. 80°10'43" W. of Erie International Airport, Erie, Pa.; within a 6-mile radius area of the center of the airport, extending clockwise from a 060° bearing to a 235° bearing from the airport; within a 9.5 mile radius of the center of the airport, extending clockwise from a 090° bearing to a 175° bearing from the airport; within 3.5 miles each side of the Erie ILS localizer NE course extending from the 5-mile radius area to 8 miles NE of the OM.

Escanaba, Mich.

Within a 5-statute mile radius of Escanaba VORTAC (lat. 45°43'19"N., long. 87°05'31"W.); within 3 statute miles each side of the Escanaba VORTAC 007° and 101° radials, extending from the 5-mile radius zone to 8.5 statute miles north and east of the VORTAC; within 3 statute miles each side of the Escanaba VORTAC 266° radial extending from the 5-mile radius zone to 8 statute miles west of the VORTAC.

Eugene, Oreg.

Within a 5-mile radius of Mahlon-Sweet Field (latitude 44°07'25" N., longitude 123°13'05" W.), within 3 miles each side of the Eugene VORTAC 008° radial, extending from the 5-mile radius zone to 8 miles north of the VORTAC, and within 2.5 miles each side of the Eugene VORTAC 172° radial, extending from the 5-mile radius zone to 9 miles south of the VORTAC. 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 Airport/Facility Directory.

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.

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 3 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 Airport/Facility Directory.

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 localizer S course extending from the 5-mile radius zone to the Eielson outer marker; and within 2 miles SW and 3 miles NE of the Eielson TACAN 324° radial extending from the Eielson 5-mile radius zone to 6 miles NW of the TACAN.

Fairbanks, Alaska (Fairbanks International)

Within a 5-mile radius of Fairbanks International Airport (lat. 64°49'09"N., long. 147°51'14"W.); within 2 miles each side of the Fairbanks localizer NE course, extending from the Fairbanks 5-mile radius zone to the outer marker; within 2 miles each side of the Fairbanks localizer SW course, extending from the Fairbanks 5-mile radius zone to 5 miles SW of the localizer antenna (lat. 64°48'11"N., long. 147°53'01"W.).

Fairbanks, Alaska (Fort Wainwright AAF)

Within a 5-mile radius of the Fort Wainwright AAF (lat. 64°50'13"N., long. 147°36'52"W.); and within 2 miles each side of the Chena, Alaska, RBN 089° bearing, extending from the Fort Wainwright 5-mile radius zone to 5 miles E of the RBN; excluding the portion within the Fairbanks, Alaska, (Fairbanks International) 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 U. S. Government Flight Information Publication, Supplement Alaska.

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 220° 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°38'41" N., longitude 94°25'04" W.); within 2½ miles each side of the 132° bearing from the Fairmont Municipal Airport, extending from the 5-mile radius zone to 6½ miles southeast of the airport, and within 2½ miles each side of the 319° bearing from the Fairmont Municipal Airport, extending from the 5-mile radius zone to 6½ 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 Airport/Facility Directory.

Falcon Field, Mesa, Ariz.

Within a 3-mile radius of Falcon Field Airport (lat. 33°27'35"N., long. 111°43'39"W.) excluding the portion within the Chandler, Ariz. (Williams Air Force Base) control zone and control zone extension. This control zone is effective from 0600 to 2100 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 Airport/Facility Directory.

AMENDMENTS 10/30/80 45 F. R. 53087 (Added)

Fallon, Nev.

Within a 5-mile radius of NAAS Fallon (latitude 39°25'10" N., longitude 118°42'00" W.); within 2 miles each side of the NAAS Fallon TACAN 139° radial, extending from the 5-mile radius zone to 8 miles SE of the TACAN, and within 2 miles NE and 2.5 miles SW of the Fallon TACAN 296° radial, extending from the 5-mile radius zone to 5.5 miles NW of the TACAN.

Falmouth, Mass.

Within a 5-mile radius of Otis AFB, Falmouth, Mass. (latitude 41°39'30" N., longitude 70°31'35" W.); within 2 miles each side of the extended centerline of Runway 5, extending from the 5-mile radius zone to 6 miles NE of the end of Runway 5; within 2 miles each side of the Otis TACAN 030° radial, extending from the 5-mile radius zone to 8 miles NE of the TACAN; within 2 miles each side of the extended centerline of Runway 14, extending from the 5-mile radius zone to 5 miles SE of the end of Runway 14; within 2 miles each side of the Otis TACAN 139° radial, extending from the 5-mile radius zone to 7 miles SE of the TACAN; within 2 miles each side of the extended centerline of Runway 23, extending from the 5-mile radius zone to 5 miles SW of the end of Runway 23; within 2 miles each side of the Otis TACAN 224° radial, extending from the 5-mile radius zone to 8 miles SW of the TACAN; within 2 miles each side of the extended centerline of Runway 32, extending from the 5-mile radius zone to 5 miles NW of the end of Runway 32; within 2 miles each side of the Otis TACAN 299° radial, extending from the 5-mile radius zone to 7 miles NW of the TACAN.

Farewell, Alaska

Within a 5-mile radius of the Farewell Airport (latitude 62°30'30" N., longitude 153°52'30" W.); and within 3.5 miles each side of the 306° bearing from the Farewell RBN extending from the 5-mile radius zone to 8.5 miles northwest of the RBN. This control zone is effective from 0745 to 1545 local time daily, 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 Flight Information Publication, Supplement Alaska.

Fargo, N. Dak.

Within a 7-mile radius of Hector Field (lat. 46°54'57" N., long. 96°48'53" W.); and within 2 miles each side of the Fargo VORTAC 009° radial, extending from the 7-mile radius zone to the VORTAC.

Farmingdale, N. Y.

Within a 5-mile radius of Republic Airport, Farmingdale, N. Y., (latitude 40°43'45" N., longitude 73°24'50" W.), extending clockwise from 065° bearing to the 270° bearing and within a 6-mile radius extending clockwise from the 270° to the 065° bearing from the airport. This control zone shall be in effect from 0700 to 2300 hours, local time, daily.

Farmington, N. Mex.

Within a 5-mile radius of Farmington Municipal Airport (lat. 36°44'28" N., long. 108°13'39" W.); and within 3 miles each side of the Farmington VORTAC 086° and 267° radials extending from the 5-mile radius zone to 8 miles east of the Farmington, N. Mex., VORTAC.

Fayetteville, Ark.

Within a 5.5-mile radius of Drake Field (latitude 36°00'13" N., longitude 94°10'12" W.), within 3 miles each side of the Drake VOR 325° radial extending from the 5.5-mile radius zone to 8 miles northwest of the VOR; and within 2 miles each side of the Fayetteville ILS localizer north course 349° bearing extending from the 5.5-mile radius zone to 11.5 miles north of the localizer site (latitude 35°59'37.5" N., longitude 94°10'02" W.).

Fayetteville, N. C.

Within a 5-mile radius of Fayetteville Municipal Airport (Grannis Field) (lat. 34°59'22" N., long. 78°52'52" W.); within 3 miles each side of Fayetteville VOR 015°, 080° and 233° radials, extending from the 5-mile radius zone to 8.5 miles north, east, and southwest of the VOR; excluding the portion within Simmons AAF control zone.

Findlay, Ohio

Within a 5-mile radius of the Findlay Airport (latitude 41°00'40" N., longitude 83°40'30" W.) excluding that portion within a 1-mile radius of the Lutz Airport (latitude 40°57'42" N., longitude 83°35'43" W.) within 3 miles each side of the 179° bearing from the Findlay Airport extending from the 5-mile radius zone to 8.5 miles south of the airport; within 3 miles each side of the 063° bearing from the Findlay Airport extending from the 5-mile radius zone to 8.5 miles northeast of the airport; within a 5-mile radius of Bluffton Flying Service Airport (latitude 40°53'09" N., longitude 83°52'04" W.) and within 2 miles each side of the Findlay VORTAC 231° radial extending from the 5-mile radius zone to the Findlay, Ohio, Airport 5-mile radius zone.

Flagstaff, Ariz. (Pulliam Airport)

Within a 7-mile radius of Pulliam Airport (latitude 35°08'16" N., longitude 111°40'17" W.) and within 2 miles each side of the Flagstaff VOR 127° radial, extending from the 7-mile radius zone to 10 miles southeast of the VOR. This control zone is effective from 0430 to 2030 hours, local time daily, or during specific dates and times established in advance by a Notice to Airmen which thereafter will be continuously published in the Airport/Facility Directory.

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 Florence City-County Airport (lat. 34°11'17" N., long. 79°43'28" W.); within 3.5 miles each side of Florence VORTAC 049° and 229° radials, extending from the 5-mile radius zone to 8 miles northeast of the VORTAC.

Pt. Belvoir, Va.

Within a 5-mile radius of the center, 38°42'55" N., 77°10'55" W., of Davison AAF, Fort Belvoir, Va.; within 1-mile each side of the Davison AAF localizer southeast course, extending from the 5-mile radius zone to the OM; within 2 miles each side of the extended centerline of Runway 32, extending from the northwest end of Runway 32 to 5 miles northwest, excluding the portion within P-73.

Fort Bragg, N. C.

Within a 5-mile radius of Pope AFB (lat. 35°10'15"N., long. 79°00'55"W.), excluding the portion southeast of a line extending from lat. 35°11'15"N., long. 78°56'05"W., to lat. 35°05'55"N., long. 79°00'50"W.

Fort Carson, Colo.

Within a 5-mile radius of Butts Army Airfield (latitude 38°40'46" N., longitude 104°45'41" W.), excluding the portion within the Colorado Springs, Colo., 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 Airport/Facility Directory.

Fort Devens, Mass.

Within a 4-mile radius of the center of Devens AAF, Fort Devens, Mass., (lat. 42°34'15"N., long. 71°36'20"W.) excluding that portion within 1-mile radius of the center of Shirley Airport, Shirley, Mass., (lat. 42°31'30"N., long. 71°39'55"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 Airport/Facility Directory.

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 Airport/Facility Directory.

Fort Eustis, Va.

Within a 5-mile radius of the center, lat. 37°07'45" N., long. 76°36'45" W., of Felker AAF, Fort Eustis, Va., and within 3 miles each side of the 323° bearing from the Felker AAF RBN, extending from the 5-mile radius zone to 8.5 miles northwest of the RBN, excluding the portion that coincides with the Newport News, Va., control zone. This control zone is effective from 0600 to 2300 hours, local time, daily.

Fort Huachuca, Ariz.

Within a 5-mile radius of Libby AAF, Fort Huachuca, AZ. (latitude 31°35'00" N., longitude 110°20'30" W.), within 5 miles each side of the Libby AAF VOR 093° radial, extending from the VOR to 12 miles east of the VOR. This control zone will 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 Airport/Facility Directory.

Fort Indiantown Gap, Pa.

Within a 5-mile radius of the center 40°26'00"N., 76°34'00"W., of Muir AAF, Fort Indiantown Gap, Pa., within a 7-mile radius of the center of the airport, extending clockwise from a 215° bearing to a 290° bearing from the airport; within a 7.5-mile radius of the center of the airport, extending clockwise from a 032° bearing to a 075° bearing from the airport; within 2.5 miles each side of the 097° bearing from the Bellgrove, Pa., RBN, extending from the RBN to 6 miles east of the RBN. This control zone is effective from 0800 to 1630 hours, local time, Sunday and Monday and from 0800 to 2300 hours, local time, Tuesday through Saturday, excluding Federal legal holidays, or during the specific dates and times established in advance by a Notice to Airmen which thereafter will be continuously published in the Airport/Facility Directory.

Fort Knox, Ky.

Within a 5-mile radius of Godman AAF (lat. 37°54'27" N., long. 85°58'21" W.); within 3 miles each side of the 354° bearing from Fort Knox RBN, extending from the 5-mile radius zone to 8.5 miles north of the RBN; within 3 miles each side of Fort Knox VOR 001°, 172° and 324° radials, extending from the 5-mile radius zone to 8.5 miles north, south and northwest of the VOR.

Fort Lauderdale, Fla.

Within a 5-mile radius of Fort Lauderdale-Hollywood International Airport (lat. 26°04'26" N., long. 80°09'10" W.); within 3 miles each side of Fort Lauderdale VOR 084°, 276° and 306° radials, extending from the 5-mile radius zone to 8.5 miles east, west, and northwest of the VOR.

Fort Lauderdale, Fla. (Executive Airport)

Within a 5-mile radius of Fort Lauderdale Executive Airport (lat. 26°11'41" N., long. 80°10'15" W.); within 2 miles each side of the 084° bearing from Tropic RBN (lat. 26°11'08"N., long. 80°17'49"W.), extending from the 5-mile radius zone to 1.5 miles east of the RBN; excluding the portion within Fort Lauderdale-Hollywood International Airport (lat. 26°04'26" N., long. 80°09'10" W.) control zone and the portion northeast of a line 3 miles southwest of and parallel to Pompano Beach VOR 319° radial, and the portion east of Fort Lauderdale Executive Airport, north of a line 1 mile north of and parallel to the extended centerline of Runway 8/26. 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 Airport/Facility Directory.

Fort Leonard Wood, Mo.

Within a 4-mile radius of Forney AAF (latitude 37°44'30" N., longitude 92°08'25" W.); within 3 miles each side of the Forney AAF VOR 323° radial extending from the 4-mile radius zone to 7½ miles northwest of the VOR; and within 3 miles each side of the 146° bearing from the Forney AAF RBN extending from the 4-mile radius zone to 7½ miles southeast of the Forney AAF 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 Airport/Facility Directory.

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, Washington (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 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 Airport/Facility Directory.

Fort Meade, Md.

Within a 5-mile radius of the center 39°05'04"N., 76°45'37"W., of Tipton AAF, Fort Meade, Md., and within 3 miles each side of a line bearing 091° from the Fort Meade RBN (lat. 39°05'04" N., 76°45'37" W.) extending from the 5-mile radius zone to 8 miles east of the RBN excluding that airspace that coincides with the Baltimore, Md., control zone and a 1-mile radius centered on Beltsville, Md., (USDA), Airport (39°01'27"N., 76°49'21" W.). This control zone shall be in effect from 0700 to 2200 hours, local time Monday through Friday and 0800 to 1600 hours, local time Saturdays, Sundays, and Federal holidays.

Fort Myers, Fla.

Within a 5-mile radius of Page Field (lat. 26°35'09" N., long. 81°51'51" W.); within 3 miles each side of Fort Myers VORTAC 062°, 213°, and 318° radials, extending from the 5-mile radius zone to 8.5 miles northeast, southwest, and northwest of the VORTAC.

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 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 Airport/Facility Directory.

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 Airport/Facility Directory.

Fort Riley, Kans.

Within a 5-mile radius of Marshall AAF, Fort Riley, Kans. (lat. 39°03'15"N., long. 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-3802 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. 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 Airport/Facility Directory.

Fort Rucker, Ala.

Within a 5-mile radius of lat. 31°18'30"N., long. 85°42'20"W.; 3 miles each side of Cairns VOR 233° radial, extending from the 5-mile radius to 8.5 miles southwest of the VOR; within 2 miles each side of Cairns Army Air Field Runway 36 extended centerline, extending from the 5-mile radius to 5 miles south of the runway end.

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.).

Fort Stewart, Ga.

Within a 5-mile radius of Lyle H. Wright AAF (lat. 31°53'20"N., long. 81°33'45"W.). This control zone is effective from 0700 to 2300 hours, local time, daily.

Fort Wayne, Ind.

Within a 5-mile radius of Baer Field (latitude 40°58'45" N., longitude 85°11'25" W.); within 3 miles each side of the Fort Wayne VORTAC 229° radial, extending from the 5-mile radius zone to 8½ miles southwest of the VORTAC; within 3 miles each side of the Fort Wayne VORTAC 320° radial, extending from the 5-mile radius zone to 8½ miles northwest of the VORTAC; within 3 miles each side of the Fort Wayne VORTAC 038° radial, extending from the 5-mile radius zone to 8½ miles northeast of the VORTAC; and within 3½ miles each side of the Fort Wayne VORTAC 265° radial, extending from the 5-mile radius zone to 10 miles west 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 Carswell AFB TACAN 358° radial extending from the TACAN to 14 miles north; within 2 miles each side of the Carswell ILS localizer S course extending from the 5-mile radius zone to 9 miles south of the airport; 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. (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°34'16" N., longitude 145°14'59" W.) and within 3 miles south and 4.5 miles north of the Fort Yukon 076° radial extending from the 5-mile radius zone to 10.5 miles east of the Fort Yukon VORTAC and within 3 miles each side of the Fort Yukon VORTAC 214° radial extending from the 5-mile radius zone to 8.5 miles southwest of the VORTAC. This control zone is effective from 0800 to 1700 hours local time daily or during the specific days and times established in advance by Notice to Airmen. The effective times will thereafter be continuously published in the Flight Information Publication Supplement Alaska.

Franklin, Pa.

Within a 5-mile radius of the center, lat. 41°22'45" N., long. 79°51'40" W. of Chess-Lamberton Airport, Franklin, Pa.; within 3 miles each side of the Franklin, Pa. VOR 360° and 180° radials extending from the 5-mile radius zone to 8.5 miles north of the VOR. This control zone is effective during the specific days and times established in advance by a Notice to Airmen. The effective days and times will thereafter be continuously published in the Airport/Facility Directory.

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 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 Airport/Facility Directory.

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.) and within 2.5 miles each side of the Fullerton Municipal Airport Runway 24 centerline extended, extending from the 3-mile radius zone to 5.5 miles east of Runway 24 threshold, excluding the portion within the Long Beach, California 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 Airport/Facility Directory.

Gadsden, Ala.

Within a 5-mile radius of the Gadsden Municipal Airport (lat. 33°58'26"N., long. 86°05'28"W.). This control zone is effective during the specific dates and times established at least 24 hours in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

AMENDMENTS 1/24/80 44 F. R. 72104 (Added)

Corr: 45 F. R. 2011

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 Regional Airport (lat. 29°41'22"N., long. 82°16'28"W.); within 1.5 miles each side of Gainesville VORTAC 034° 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 the Galesburg Municipal Airport, Galesburg, Ill., (lat. 40°56'24"N., long. 90° 25'46"W.); within 2 miles each side of the Galesburg VOR 031° radial extending from the 5-mile radius zone to 8 miles north of the VOR; and within 2 miles each side of the Galesburg VOR 199° radial extending from the 5-mile radius zone to 8 miles southwest of the VOR. This control zone shall be effective during the times established by a Notice to Airmen and published in the Airport/Facility Directory.

AMENDMENTS 7/10/80 45 F. R. 31055 (Rewritten)

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 3.5 miles each side of the Gallup, N. Mex., VORTAC 242° and 062° radials extending from the 5-mile radius zone to a point 10.5 miles southwest of the VORTAC.

Galveston, Tex.

Within a 5-mile radius of Scholes Field, Galveston, Tex., (Lat. 29°15'55" N., long. 94°51'35" W.); and within 2 miles either side of the Scholes VORTAC 119° radial extending from the 5-mile radius zone to 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 Airport/Facility Directory.

Garden City, Kans.

Within a 5-mile radius of the Garden City Municipal Airport (latitude 37°55'49" N., longitude 100°43'40" W.), and within 2 miles each side of the 144° bearing from the Holcomb RBN, extending from the 5-mile radius zone to 2 miles southeast of the RBN; and within 2½ miles each side of the 004° radial of the Garden City VORTAC extending from the 5-mile radius zone to 8 miles north of the VORTAC; and within 2½ miles each side of the 171° radial of the Garden City VORTAC extending from the 5-mile radius zone to 5 miles south of the VORTAC.

Gary, Ind.

Within a 5-mile radius of Gary Municipal Airport (latitude 41°36'54" N., longitude 87°24'37" 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 Airport/Facility Directory.

Gillette, Wyo.

Within a 5-mile radius of the Gillette-Campbell County Airport (lat. 44°20'52"N., long. 105°32'34"W.); and within 3.5 miles each side of the Gillette VOR 171° radial extending from the 5-mile radius to 1.4 miles south of the airport. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective time will thereafter be continuously published in the Airport/Facility Directory.

AMENDMENTS 1/24/80 44 F. R. 67105 (Rewritten)

Glasgow, Mont.

Within a 5-mile radius of Glasgow International Airport (latitude 48°12'50" N., longitude 106°37'10" W.); 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; within 2½ miles each side of the Glasgow VOR 327° radial, extending from the 5-mile radius zone to 5½ miles northwest of the VOR; and within 2½ miles each side of the Glasgow VOR 127° radial, extending from the 5-mile radius zone to 5½ miles southeast of the VOR.

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., extending clockwise from a 357° bearing to a 275° bearing from the airport; within an 11-mile radius of the center of the airport extending clockwise from a 275° bearing to a 307° bearing from the airport; within a 7.5-mile radius of the center of the airport extending clockwise from a 307° bearing to a 357° bearing from the airport; within 2 miles each side of the Glens Falls VORTAC 005° radial extending from the VORTAC to 5.5 miles north of the VORTAC; and within 4 miles each side of the Glens Falls VORTAC 172° radial extending from the VORTAC to 12.5 miles south of the VORTAC.

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 162° and 140° radials extending from the Chicago, Ill., (O'Hare International Airport), and the Glenview, Ill., 5-mile radius zones to 3½ miles south and 3½ miles southeast of the VOR; two miles north and four miles south 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.

Goldsboro, N. C.

Within a 5-mile radius of Seymour Johnson AFB (latitude 35°20'20" N., longitude 77°57'50" W.); within 2 miles each side of Seymour Johnson TACAN 073° radial, extending from the 5-mile radius zone to 4.5 miles east of the TACAN; within 2 miles each side of Seymour Johnson TACAN 253° radial, extending from the 5-mile radius zone to 8.5 miles west of the TACAN.

Goodland, Kans.

Within a 5-mile radius of Renner Field-Goodland Municipal Airport (latitude 39°22'10" N., longitude 101°41'55" W.).

Grand Canyon, Ariz. (Grand Canyon National Park Airport)

Within a 5-mile radius of Grand Canyon National Airport (lat. 35°57'16" N., long. 112°08'37" W.) and within 3 miles each side of the Grand Canyon VOR 211° radial, extending from the 5-mile radius 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 Airport/Facility Directory.

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 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.), within 2.5 miles each side of the Grand Forks VORTAC 012° radial, extending from the 5-mile radius zone to 6.5 miles north of the VORTAC and within 3 miles each side of the Grand Forks VORTAC 173° radial, extending from the 5-mile radius zone to 8 miles south of the VORTAC.

Grand Island, Nebr.

Within a 5-mile radius of Grand Island County Airport (latitude 40°58'03" N., longitude 98°18'30" W.); within 3 miles each side of the Grand Island VORTAC 303° radial, extending from the 5-mile radius zone to 8½ miles northwest of the VORTAC; and within 3 miles each side of the Grand Island VORTAC 360° radial, extending from the 5-mile radius zone to 8½ miles north 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.

Grand Rapids, Mich.

Within a 5-mile radius of Kent County Airport (latitude 42°52'50" N., longitude 85°31'25" W.).

Grandview, Mo.

Within a 5-mile radius of Richards-Gebaur AFB (latitude 38°50'50" N., longitude 94°33'20" W.); within 2½ miles each side of the Richards-Gebaur AFB ILS localizer south course, extending from the 5-mile radius zone to 1 mile south of the OM; and within 2½ miles each side of the Richards-Gebaur AFB TACAN 195° radial, extending from the 5-mile radius zone to 5½ miles south of the TACAN, excluding the area north of latitude 38°52'30" N., and west of longitude 94°35'50" 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 Airport/Facility Directory.

Grant County, Wash.

Within a 5-mile radius of the Grant County Airport, Moses Lake, Washington (latitude 47°12'29" N., longitude 119°19'05" W.), within 2 miles each side of the Ephrata VORTAC 156° radial extending from the 5-mile radius to 3 miles southeast of the VORTAC, excluding the Ephrata, Washington, control zone, within 2 miles each side of the Grant County ILS localizer south course, extending from the 5-mile radius zone to the Pelican Radio Beacon, within 2.5 miles each side of the Moses Lake VOR 050° radial extending from the 5-mile radius zone to 15.5 miles northeast and within 4 miles each side of the Moses Lake VOR 063° radial extending from the 5-mile radius 14.8 miles northeast. 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 Airport/Facility Directory.

Great Falls, Mont. (International Airport)

Within a 5-mile radius of the Great Falls International Airport (latitude 47°29'00" N., longitude 111°22'03" W.) within 3½ miles each side of the Great Falls VORTAC 225° radial, extending from the 5-mile radius zone to 10 miles southwest of the VORTAC; within 3½ miles each side of the Great Falls VORTAC 045° radial, extending from the 5-mile radius zone to 19 miles northeast of the VORTAC.

Great Falls, Mont. (Malmstrom Air Force Base)

Within a 5-mile radius of the Malmstrom AFB (latitude 47°30'05" N., longitude 111°11'20" W.); within 3½ miles each side of the Sand Coulee VOR 037° radial, extending from the 5-mile radius zone to 15½ miles northeast of the VOR; within 3½ miles each side of the Malmstrom AFB TACAN 227° radial, extending from the 5-mile radius zone to 7 miles southwest of the TACAN; excluding those portions within the Great Falls International Airport control zone.

Green Bay, Wis.

That airspace within a 5-mile radius of Austin-Straubel Airport, Green Bay, Wis., (latitude 44°29'16" N., longitude 88°07'49" W.).

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 Greensboro VORTAC 035° radial, extending from the 5-mile radius zone to 12 miles northeast of the VORTAC; within 2 miles each side of Greensboro ILS localizer northwest course, extending from the 5-mile radius zone to 1 mile southeast of the LOM.

Greenville, Miss.

Within a 5-mile radius of the Greenville International Airport (lat. 33°29'05"N., long. 90°59'06"W.); within 3 miles each side of the Greenville VOR 358° radial extending from the 5-mile radius zone to 8.5 miles N 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 Airport/Facility Directory.

AMENDMENTS 1/24/80 44 F. R. 69282 (Changed)**PENDING AMENDMENT**

The Greenville, Miss., control zone is amended by deleting the "Greenville International Airport" and substituting the "Greenville Municipal Airport" therefor.

AMENDMENTS 12/25/80 45 F. R. 70855 (Changed)**Greenville, S. C.**

Within a 5-mile radius of Greenville Municipal Downtown Airport (lat. 34°50'54" N., long. 82°21'01" W.); excluding the portion within a 5-mile radius of Greenville-Spartanburg Airport (lat. 34°53'45"N., long. 82°13'04"W.); effective from 0700 to 2300 hours local time daily.

Greenville, Tex.

Within a 5-mile radius of the Majors Field Airport (lat. 33°04'00"N., long. 96°03'45"W.). This control zone will be effective during specific dates and times established in advance by a Notice to Airmen. The effective dates and times will thereafter be continuously published in the Airport/Facility Directory.

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.

Greenwood Village, Colo.

That airspace within a 5-mile radius of the Arapahoe County Airport (lat. 39°34'28"N., long. 104°51'02"W.) and within 2.07 miles each side of the Arapahoe ILS localizer south course extending from the 5-mile radius zone to 6.5 miles south of the airport, 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 Airport/Facility Directory.

Greer, S. C.

Within a 5-mile radius of Greenville-Spartanburg Airport (lat. 34°53'45"N., long. 82°13'04"W.).

Grissom AFB, Ind.

Within a 5-mile radius of Grissom AFB (lat. 40°38'55"N., long. 86°09'10"W.).

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 Trumbull VOR 047° radial extending from the 4-mile radius zone to 7 miles NE of the VOR; within 2 miles each side of the Trumbull VOR 190° radial extended from the 4-mile radius zone to 6.5 miles south of the VOR. Excluding that portion within a 1-mile radius of the center 41°15'15" N., 72°02'00" W. of the Elizabeth New York Airport. This control zone is effective from 0600 to 2300 hours daily, local time, and during specific dates and times established in advance by a Notice to Airmen.

Guam Island (Andersen AFB)

Within a 5-mile radius of Andersen AFB (lat. 13°35'00"N., long. 144°55'00"W.); within 2 miles each side of the Andersen 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 Andersen 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 each side of Agana VORTAC 244°R. (245° T.), extending from the 5-mile radius zone to 8 miles southwest of the VORTAC, and within 1 mile northwest and 2 miles southeast of the Guam RBN 026° bearing, extending from the 5-mile radius zone to 2 miles northeast of the RBN.

Gulfport, Miss.

Within a 5-mile radius of Gulfport-Biloxi Regional Airport (lat. 30°24'28"N., long. 89°04'05"W.); within 3.5 miles each side of Gulfport VORTAC 050°, 129°, 213° and 319° radials, extending from the 5-mile radius zone to 9.5 miles northeast, southeast, southwest and northwest of the VORTAC; excluding that portion within 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 will thereafter be continuously published in the Airport/Facility Directory.

Gulkana, Alaska

Within a 5-mile radius of the Gulkana Airport (latitude 62°09'19" N., longitude 145°27'08" W.); within 3.5 miles each side of the Gulkana VORTAC 346° radial extending from the 5-mile radius zone to 11.5 miles N of the VORTAC; and within 3 miles each side of the Gulkana VORTAC 181° radial extending from the 5-mile radius zone to 8.5 miles S of the VORTAC.

Hagerstown, Md.

Within a 5-mile radius of the center, 39°42'27" N., 77°43'50" W., of Hagerstown Regional Airport, Hagerstown, Md.; within 3 miles each side of the Hagerstown, Md., VOR 239° radial and 059° radial, extending from 8.5 miles southwest of the VOR to 2 miles northeast of the VOR; within 3 miles each side of the Hagerstown, Md., VOR 084° radial, extending from the 5-mile radius zone to the VOR; within 4.5 miles each side of the Hagerstown Regional Airport ILS Runway 27 localizer course, extending from the localizer to 13.5 miles east of the localizer. This control zone is effective from 0600 to 2230 hours, local time, daily.

Hampton Roads, Va.

Within a 5-mile radius of Langley AFB, Hampton Roads, Va. (lat. 37°05'05"N., long. 76°21'25"W.).

AMENDMENTS 8/11/80 45 F. R. 53089 (Rewritten)

Harlingen, Tex.

Within a 5-mile radius of Harlingen Industrial Airport (latitude 26°13'37" N., longitude 97°39'12" W.); and within 2 miles each side of the Harlingen VOR 117° radial, extending from the 5-mile radius zone to 1 mile southeast of the VOR. This part-time control zone will be 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 Airport/Facility Directory. Tentative dates and times will be: From 0600 to 2200 local time of a daily basis.

Harrisburg, Pa.

Within a 6.5-mile radius of the center, 40°12'59" N., 76°51'03" W., of Capital City Airport, Harrisburg, Pa.; within 2 miles each side of the extended centerline of Capital City Airport Runway 26, extending from the west end of Runway 26 to 6.5 miles west of the west end of Runway 26; within 2 miles each side of the Harrisburg, Pa., VORTAC 100° radial, extending from the 6.5-mile radius zone to 2.5 miles east of the VORTAC; excluding the portion that coincides with the Middletown, Pa., control zone east of the direct lines described as follows: a line bearing 028° from a point 40°12'23" N., 76°48'38" W., extending from said point to the point of intersection with the Harrisburg, Pa., 6.5-mile radius zone and a line bearing 191° from a point 40°12'23" N., 76°48'38" W., extending from said point to the point of intersection with the Harrisburg, Pa., 6.5-mile radius zone.

Harrison, Ark.

Within a 5-mile radius of Boone County Airport (latitude 36°15'55" N., longitude 93°09'14" W.), within a 7.5-mile radius of the airport extending from the Harrison VOR 165° radial clockwise to the 230° radial, and within 1.5 miles each side of the Harrison VOR 140° radial extending from the 5-mile radius zone to the VOR and within 3 miles each side of the ILS localizer south course extending from the 5-mile radius zone to 8.5 miles south of the LOM (lat. 36°11'28"N., long. 93°09'36"W.).

Hartford, Conn.

Within a 5-mile radius of Hartford-Brainard Airport (lat. 41°44'10" N., long. 72°39'02" W.); within a 5-mile radius of Rentschler Field, East Hartford, Connecticut (lat. 41°45'10" N., long. 72°37'25" W.); within 3.5 miles each side of the Brainard (ADQ) NDB (lat. 41°42'51" N., long. 72°36'48" W.) 130° bearing from the NDB extending from the 5-mile radius zone to 7 miles southeast of the NDB; within 4.5 miles each side of the Hartford, Connecticut, VORTAC 327° radial extending from the 5-mile radius zone to the VORTAC; 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 the 182° bearing from the Brainard NDB extending from the 5-mile radius zone to 7 miles south of the NDB and within 2 miles each side of the Hartford VOR 327° 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 Airport/Facility Directory.

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.

This control zone is effective during specific dates and times established in advance by a Notice to Airmen. The effective date and time thereafter will be continuously published in the Airport/Facility Directory.

Hayden, Colo.

Within a 5-mile radius of Yampa Valley Airport (latitude 40°28'53" N., longitude 107°13'08" W.), within 3.5 miles each side of the Hayden VOR 301° radial extending from the 5-mile radius zone to 11.5 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 Airport/Facility Directory.

Hays, Kans.

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, Kans., 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 Airport/Facility Directory.

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.

Helena, Mont.

Within a 5-mile radius of the Helena County-City Airport (lat. 46°36'27"N., long. 111°58'45"W.), within 2½ miles each side of the Helena VORTAC 102° radial extending from the 5-mile radius zone to ½ miles east of the VORTAC, and within 1 mile each side of the 282° bearing from the airport reference point, from the 5-mile radius zone 8 miles west of the VORTAC.

Hibbing, Minn.

That airspace within a 5-mile radius of Chisholm-Hibbing Airport (latitude 47°23'10" N., longitude 92°50'15" W.); within 2 miles each side of the Hibbing VORTAC 313° radial extending from the 5-mile radius zone to 15 miles northwest of the VORTAC; within 1½ miles each side of the Hibbing VORTAC 313° radial extending from the 5-mile radius zone to the VORTAC.

Hickory, N. C.

Within a 5-mile radius of Hickory Municipal Airport (latitude 35°44'30"N., longitude 81°23'20"W.); within 1 mile each side of the ILS localizer northeast course, extending from the 5-mile radius zone to the outer marker.

Hillsboro, Oreg.

Within a 5-mile radius of Portland-Hillsboro Airport (latitude 45°32'15" N., longitude 122°56'46" W.); within 2 miles each side of the Newburg VORTAC 007° radial, extending from the 5-mile radius area to 8 miles south of the airport; within 2 miles each side of the 039° bearing from the airport reference point, extending from the 5-mile radius area to 9.5 miles northeast of the airport; and within 3.5 miles each side of the 323° bearing from the airport reference point, extending from the 5-mile radius area to 16 miles northwest.

Hilo, Hawaii

Within a 5-mile radius of General Lyman Field, Hilo, Hawaii (lat. 19°43'15" N., long. 155°02'55" W.), and within 3.5 miles each side of the Hilo VORTAC 090° radial, extending from the 5-mile radius zone to 10 miles east of the VORTAC.

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 the Lea County Airport (latitude 32°41'19" N., longitude 103°13'01" W.), and within 3.5 miles each side of the Hobbs VORTAC 222° radial, extending from the 5-mile radius zone to 10.5 miles SW 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 Airport/Facility Directory.

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 Airport/Facility Directory.

Homer, Alaska

Within a 5-mile radius of the Homer Airport (latitude 59°38'43" N., longitude 151°28'31" W.); within 2 miles each side of the 266° bearing from the Kachemak NDB extending from the 5-mile radius zone to 4.5 miles W of the NDB; and within 1.5 miles each side of the Homer localizer SW course extending from the 5-mile radius zone to 11 miles SW of the localizer antenna site (latitude 59°39'08" N., longitude 151°27'22" 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 U. S. Flight Information Publication Supplement Alaska.

Homestead, Fla.

Within a 5-mile radius of Homestead AFB (lat. 25°29'15" N., long. 80°23'00" W.); within 2 miles each side of the ILS localizer southwest course, extending from the 5-mile radius zone to 5 miles southwest of the runway end.

Honolulu, Hawaii

Within a 5-mile radius of Honolulu International Airport (lat. 21°19'15"N., long. 157°55'45"W.); within a 5-mile radius of NAS Barbers Point (latitude 21°18'35" N., longitude 158°04'30" W.); within 2 miles each side of the Honolulu VORTAC 089° radial, extending from the VORTAC to the Honolulu 5-mile radius zone; within 3 miles northwest and 4.5 miles southeast of the Honolulu VORTAC 242° radial, extending from the NAS Barbers Point 5-mile radius zone to 13 miles southwest 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 Campbell AAF (lat. 36°40'23"N., long. 87°29'27"W.); within 1.5 miles each side of the 224° bearing from Campbell RBN, extending from the 5-mile radius zone to 0.5 mile southwest of the RBN; excluding that airspace 3 miles southeast of, and parallel to, Campbell AAF Runway 4/22 centerline and centerline extended; within a 3-mile radius of Sabre Army Helixport (lat. 36°34'14"N., long. 87°28'50"W.).

Hoquiam, Wash.

Within a 5-mile radius of Bowerman Field, Hoquiam, Wash. (lat. 46°58'15" N., long. 123°56'05" W.), within 1.5 miles each side of the Hoquiam VORTAC 081° radial, extending from the 5-mile radius zone to the VORTAC and within 4 miles each side of the 081° radial, extending from the 5-mile radius zone to 20 miles east of the VORTAC.

Hot Springs, Ark.

Within a 9-mile radius of Memorial Field (latitude 34°28'40" N., longitude 93°05'45" W.), and within 3 miles each side of the 248° bearing from the Hot Springs RBN extending from the 9-mile radius zone to 8.5 miles west of the RBN. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Hot Springs, Va.

Within a 6-mile radius of the center, lat. 37°57'04" N., long. 79°50'02" W. of Ingalls Field, Hot Springs, Va. This control zone is effective during the specific days and times established in advance by a Notice to Airmen. The effective times will thereafter be published in the Airport/Facility Directory.

Houghton, Mich.

Within a 6-mile radius of Houghton County Memorial Airport (latitude 47°10'06" N., longitude 88°29'20" W.); within 3 miles each side of the 020° bearing from the Calumet RBN, extending from the 6-mile-radius zone to 6½ miles north of the RBN.

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. (David Wayne Hooks Memorial Airport)

Within a 5-mile radius of the David Wayne Hooks Memorial Airport (lat. 30°04'00"N., long. 95°33'00"W.). The 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 Airport/Facility Directory.

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 Hobby 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 Hobby 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.

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.

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 Hobby VORTAC 306° radial extending from the 5-mile radius zone to 6 miles NW of the VORTAC, within 2 miles each side of the Hobby VORTAC 025° radial extending from the 5-mile radius zone to 6 miles NE of the VORTAC, within 2 miles each side of the Hobby VORTAC 239° radial extending from the 5-mile radius zone to 6 miles SW of the VORTAC, within 2 miles each side of the Hobby 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 Hobby DF station (latitude 29°38'48" N., longitude 95°16'42" W.) extending from the 5-mile radius zone to 8 miles SW of the DF station, excluding the portion E of a line from the intersecting point of 5-mile radius circles centered on William P. Hobby Airport and Ellington AFB (latitude 29°36'25" N., longitude 95°09'20" W.) NE of William P. Hobby Airport, through the intersecting point of such 5-mile radius circles SE of William P. Hobby Airport, to latitude 29°32'00" N., longitude 95°15'00" W.

Huntington, W. Va.

Within a 6-mile radius of the center, latitude 38°22'00" N., longitude 82°33'20" W. of Tri-State Airport (Walker-Long Field), Huntington, West Virginia, and within 3.5 miles each side of the Tri-State Airport (Walker-Long Field) ILS localizer east course, extending from the 6-mile radius zone to 4.5 miles east of the Shoals, West Virginia, FM.

Huntsville, Ala.

Within a 5-mile radius of Huntsville-Madison County Jetport-Carl T. Jones (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 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 358° 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.

Huron, S. Dak.

Within a 5-mile radius of Huron Regional Airport (latitude 44°23'05" N., longitude 98°13'35" W.); and within 1½ 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°06'56" N., longitude 97°51'37" 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 Airport/Facility Directory.

Hyannis, Mass.

Within a 5-mile radius of the center, 41°40'10" N., 70°16'45" W., of Barnstable Municipal Airport, Hyannis, Mass., and within 2 miles each side of the Hyannis VORTAC 227° radial, extending from the 5-mile radius zone to 10.5 miles southwest of the VORTAC. This control zone is effective from 0600 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 Airport/Facility Directory.

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 a 1-mile radius of Rigby, Idaho, Airport (latitude 43°38'45" N., longitude 111°55'45" W.); within 3.5 miles each side of the Idaho Falls VOR 223° radial extending from the 5-mile radius zone to 10.5 miles southwest of the VOR; within 4 miles each side of the Idaho Falls VOR 030° radial, extending from the 5-mile radius zone to 11 miles northeast of the VOR.

Iliamna, Alaska

Within a 5-mile radius of the Iliamna Airport (lat. 59°45'12"N., long. 154°54'54"W.); and within 2.5 miles each side of the 189° bearing from the Iliamna NDB, extending from the 5-mile radius zone to 9.5 miles south of the NDB. 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 U. S. Government Flight Information Publication, Supplement Alaska.

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, excluding the portion east of longitude 117°01'00" W., when the San Diego, Calif. (Brown Field) control zone is effective.

Indianapolis, Ind.

Within a 5-mile radius of Indianapolis Municipal (Weir-Cook) Airport (latitude 39°43'35" N., longitude 86°17'05" W.); within 2 miles each side of the Indianapolis runway 4L ILS localizer southwest course, extending from the 5-mile radius zone to 1 mile northeast of the OM; within 2 miles each side of the Indianapolis runway 31L ILS localizer southeast course, extending from the 5-mile radius zone to 1 mile northwest of the OM; and within 2½ miles each side of the Indianapolis runway 22R ILS localizer northeast course, extending from the 5-mile radius zone to 14½ miles northeast of the OM.

International Falls, Minn.

Within a 5-mile radius of International Falls Airport (latitude 48°33'55" N., longitude 93°24'05" W.); within 2½ miles each side of the International Falls VOR 129° radial extending from the 5-mile radius zone to 7 miles southeast of the VOR; and within 2½ miles each side of the International Falls VOR 320° radial, extending from the 5-mile radius zone to 7 miles northwest of the VOR, excluding the portion outside the United States.

Iron Mountain, Mich.

Within a 7-mile radius of Ford Airport (latitude 45°48'57" N., longitude 88°06'56" W.); within 3 miles each side of the Iron Mountain VORTAC 192° radial, extending from the 7-mile radius zone to 8 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 Airport/Facility Directory.

Ironwood, Mich.

Within a 6½-mile radius of Gogebic County Airport (latitude 46°31'32" N., longitude 90°07'54" W.); within 3 miles each side of the Ironwood VORTAC 258° radial, extending from the 6½-mile radius zone to 8 miles west 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 Airport/Facility Directory.

Islip, N. Y.

Within a 5-mile radius of the center, 40°47'50"N., 73°06'01"W., of Long Island MacArthur Airport, Islip, N. Y.; within a 6-mile radius of the center of the airport extending clockwise from a 260° to 076° bearing from the airport.

Ithaca, N. Y.

Within a 5-mile radius of the center, 42°29'29" N., 76°27'30" W., of Tompkins County Airport, Ithaca, N. Y., extending clockwise from a 196° bearing to a 329° bearing from the airport; within a 6.5-mile radius of the center of the airport, extending clockwise from a 329° bearing to a 081° bearing from the airport; within a 10-mile radius of the center of the airport, extending clockwise from a 081° bearing to a 137° bearing from the airport; within a 7.5-mile radius of the center of the airport, extending clockwise from a 137° bearing to a 170° bearing from the airport; within a 6.5-mile radius of the center of the airport, extending clockwise from a 170° bearing to a 196° bearing from the airport; within 3 miles each side of the Ithaca, N. Y., VORTAC 305° radial, extending from the VORTAC to 8.5 miles northwest of the VORTAC. This control zone is effective during specific days and times established in advance by a Notice to Airmen. The effective days and times will thereafter be published continuously in the Airport/Facility Directory.

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 2.5 miles each side of Jackson VORTAC 157° and 160° radials, extending from the 5-mile radius zone to 20 miles SE and S of the VORTAC; within a 5-mile radius of Hawkins Field (latitude 32°20'10" N., longitude 90°13'15" W.); within 3 miles each side of the 008° bearing from Hawkins RBN, extending from the 5-mile radius zone to 8.5 miles N of the RBN; within 1.5 miles each side of the Jackson VORTAC 195° radial, extending from the 5-mile radius zone to 0.5 mile S of the VORTAC; within a 5-mile radius of Bruce Campbell Field (latitude 32°26'15" N., longitude 90°06'05" W.).

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 206° radial, extending from the 5-mile radius zone to 6.5 miles southwest of the VOR.

Jacksonville, Fla. (Craig Municipal Airport)

Within a 5-mile radius of Craig Municipal Airport (lat. 30°20'15" N., long. 81°31'00" W.); excluding the portion northeast of a line connecting the two points of intersection with a 5-mile radius circle centered on NS Mayport (lat. 30°23'25" N., long. 81°25'15" W.) control zone.

Jacksonville, Fla. (International Airport)

Within a 5-mile radius of Jacksonville International Airport (lat. 30°29'26" N., long. 81°41'19" W.); within 2 miles each side of the ILS localizer west course, extending from the 5-mile radius zone to 1.5 miles east of the LOM.

Jacksonville, Fla. (NAS Jacksonville)

Within a 5-mile radius of NAS Jacksonville (lat. 30°14'00" N., long. 81°40'30" W.); within 3 miles each side of Navy Cecil VOR 084° radial, extending from the 5-mile radius zone to the NAS Cecil Field (lat. 30°13'00" N., long. 81°52'45" W.) control zone.

Jacksonville, Fla. (NAS Cecil Field)

Within a 5-mile radius of NAS Cecil Field (lat. 30°13'00" N., long. 81°52'45" W.); within 3.5 miles each side of Navy Cecil VOR 285° radial and the 285° bearing from Navy Cecil RBN, extending from the 5-mile radius zone to 11.5 miles west of the VOR and RBN; within 2 miles each side of Navy Cecil TACAN 184° radial, extending from the 5-mile radius zone to 14 miles south of the TACAN; within 1.5 miles each side of Navy Cecil TACAN 355° radial, extending from the 5-mile radius zone to 5.5 miles north of the TACAN.

Jacksonville, N. C.

Within a 5-mile radius of New River MCAS (latitude 34°42'25"N., longitude 77°26'35"W.); within 3 miles each side of the 226° bearing from New River RBN, extending from the RBN to 8.5 miles southwest of the RBN; within 2 miles each side of New River TACAN 236° radial, extending from the 5-mile radius zone to 9.5 miles southwest of the TACAN. This control zone is effective from 0700 hours, local time, to sunset, Monday through Friday; 0700 to 1200 hours, local time, Saturday; 1600 to 2000 hours, local time, Sunday, and closed on holidays.

Jacksonville, N.C. (Albert J. Ellis Airport)

Within a 5-mile radius of Albert J. Ellis Airport (Lat. 34°49'49"N., Long. 77°36'42"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 Airport/Facility Directory.

Jamestown, N. Y.

Within a 5-mile radius of the center, 42°09'07" N., 79°15'26" W., of Chautauqua County 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 is effective during specific days and times established in advance by a Notice to Airmen. The effective days and times will thereafter be published continuously in the Airport/Facility Directory.

Jamestown, N. Dak.

Within a 5-mile radius of Jamestown Municipal Airport (latitude 46°55'55" N., longitude 98°40'40" W.); within 3 miles each side of the Jamestown VORTAC 140° radial, extending from the 5-mile radius zone to 7.5 miles southeast of the VORTAC; and within 3 miles each side of the Jamestown VORTAC 308° radial, extending from the 5-mile radius zone to 8 miles northwest of the VORTAC.

Janesville, Wis.

Within a 5-mile radius of the Rock County Airport (latitude 42°37'12" N., longitude 89°02'28" W.); within 3 miles each side of a 125° bearing from the Rock County Airport extending from the 5-mile radius zone to 6½ miles southeast of the airport; and within 3 miles each side of a 321° bearing from the Rock County Airport extending from the 5-mile radius zone to 6½ 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 Airport/Facility Directory.

Jefferson City, Mo.

Within a 5-mile radius of the Jefferson City Memorial Airport (latitude 38°35'33" N., longitude 92°09'39" W.), and within 2 miles each side of the Jefferson City VOR 308° radial, extending from the 5-mile radius zone to 8 miles northwest of the VOR, and within 2.5 miles each side of the 118° bearing from the Jefferson City RBN facility (latitude 38°33'20" N., longitude 92°04'40" W.) and 2.5 miles each side of the 124° bearing from the Jefferson City RBN, extending from the 5-mile radius zone to 16 miles southeast of the VOR. This control zone shall be effective during the times established by Notice to Airmen and continuously published in the Airport/Facility Directory.

Johnstown, Pa.

Within a 5.5-mile radius of the center, lat. 40°19'00" N., long. 78°50'00" W. of Johnstown-Cambria County Airport, Johnstown, Pa.; within 3.5 miles each side of the Johnstown VORTAC 044° radial, extending from the 5.5-mile radius zone to 10 miles northeast of the VORTAC; within 3 miles each side of the Johnstown VORTAC 216° radial, extending from the 5.5-mile radius zone to 8.5 miles southwest of the VORTAC, and within 3.5 miles each side of the Johnstown VORTAC 320° radial, extending from the 5.5-mile radius zone to 10.5 miles northwest of the VORTAC. This control zone is effective from 0630 to 2330 hours, local time, daily.

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 Airport/Facility Directory.

Joplin, Mo.

Within a 5-mile radius of the Joplin Municipal Airport (latitude 37°09'05" N., longitude 94° 29' 55" W.).

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°54'05" N., longitude 156°26'05" W.); within 4 miles each side of the Maui VORTAC 038° radial, extending from the 5-mile radius zone to 14 miles northeast of the VORTAC; within 2 miles each side of the Maui VORTAC 201° radial, extending from the 5-mile radius zone to 11 miles south of the VORTAC and within 2 miles each side of the extended centerline of Runway 2/20, extending from the 5-mile radius zone to 11 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 Pacific Chart Supplement.

Kalamazoo, Mich.

Within a 5-mile radius of the Kalamazoo Municipal Airport (lat. 42°14'07"N., long. 85°33'10"W.); within 2 miles each side of the Kalamazoo VOR 001° and 167° radials, extending from the 5-mile radius zone to 7 miles north and south of the VOR, and within 2 miles each side of the Kalamazoo ILS localizer south 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 Airport/Facility Directory.

AMENDMENTS 9/4/80 45 F. R. 48598 (Rewritten)

Kalispell, Mont.

Within a 5-mile radius of the Glacier Park International Airport (latitude 48°18'49" N., longitude 114° 15'18" W.); within 2 miles each side of the 035° bearing from the Smith Lake NDB (latitude 48°06'26" N., longitude 114°27'37" W.); extending from the 5-mile radius zone to 4 miles northeast of the NDB (12.5 miles southwest of the airport).

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 5-mile radius of the Kansas City Downtown Airport (lat. 39°07'20.7"N., long. 94°35'30"W.) within 1.5 miles each side of the Riverside, Mo., VOR 043° radial extending from the 5-mile radius zone to 6 miles northeast of the VOR, within 1.5 miles each side of the Riverside, Mo., VOR 219° radial extending from the 5-mile radius zone to 6 miles southwest of the VOR, and within 2 miles each side of the Riverside, Mo., VOR 013° radial extending from the 5-mile radius zone to 10.5 miles north of the VOR, excluding that area which overlies the Kansas City, Mo., International Airport control zone.

Kansas City, Mo. (International Airport)

Within a 5-mile radius of the Kansas City International Airport (latitude 39°18'18" N., longitude 94°42'40" W.), and within 2 miles either side of the Rwy 9 ILS localizer west course extending from the 5-mile radius zone to the Rondell OM; and within 2 miles either side of the Rwy 19 ILS localizer north course extending from the 5-mile radius zone to 12 miles north of the Wyandotte OM; and within 1.5 miles either side of the 268° radial of the Kansas City VORTAC extending from the 5-mile radius zone to the VORTAC; and within 2 miles either side of the Rwy 1 ILS localizer south course extending from the 5-mile radius zone to 1.5 miles south of the Wyandotte OM.

Ke-ahole, Kona, Hawaii

Within a 5-mile radius of the Ke-ahole Airport (latitude 19°44'35" N., longitude 156°03'00" W.) and within 1.5 miles each side of the Kona VORTAC 340° radial, extending from the 5-mile radius zone to the VORTAC. This control zone is effective from 0600 to 2200 hours, local time, daily.

Kearney, Nebr.

Within a 5-mile radius of Kearney Municipal Airport (latitude 40°43'45" N., longitude 98°59'55" W.); within 3½ miles each side of the Kearney VOR 194° radial, extending from the 5-mile radius zone to 10½ miles south of the VOR; and within 3½ miles each side of the Kearney VOR 360° radial, extending from the 5-mile radius zone to 11½ 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 Airport/Facility Directory.

Kenai, Alaska

Within a 5-mile radius of the Kenai Municipal Airport (latitude 60°34'21" N., longitude 151°14'44" W.), and within 2 miles northwest and 2.5 miles southeast of the Kenai VORTAC 031° radial, extending from the 5-mile radius zone to 8.5 miles northeast of the VORTAC.

Ketchikan, Alaska

Within a 3-mile radius of the Ketchikan Airport (lat. 55°21'09" N., long. 131°42'22" W.) extending clockwise from the 316° bearing to the 136° bearing from the airport; with a 4-mile radius of the Ketchikan Airport extending clockwise from the 136° bearing to the 316° bearing from the airport; and within 1 mile each side of the Ketchikan localizer northwest/southeast courses extending from the radius zone to 8 miles northwest and 5.5 miles southeast of the Ketchikan localizer. This control zone is effective from 0600 to 2200 hours local time daily, 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 Flight Information Publication Supplement Alaska.

Key West, Fla.

Within a 5-mile radius of Key West International Airport (lat. 24°33'22" N., long. 81°45'35" W.); within 3 miles each side of the 268° bearing from Fish Hook RBN, extending from the 5-mile radius zone to 8.5 miles west of the RBN; within 4 miles each side of Key West VORTAC 309° radial, extending from the 5-mile radius zone to 8.5 miles northwest of the VORTAC; within a 5-mile radius of Key West NAS (Boca Chica) (lat. 24°34'30" N., long. 81°41'15" W.); within 3.5 miles each side of the 251° bearing from Key West NAS UHF RBN, extending from the 5-mile radius zone to 10.5 miles west of the RBN.

Killeen, Tex.

Within a 5-mile radius of Fort Hood AAF (lat. 31°08'15"N., long. 97°42'50"W.); within a 4-mile radius of Killeen Municipal Airport (lat. 31°05'10"N., long. 97°41'05"W.); within 3 miles each side of the Hood VOR 219° radial extending from the 4-mile radius zone to 8 miles southwest of the VOR; within a 5-mile-radius of Robert Gray AAF (lat. 31°04'20"N., long. 97°49'45"W.); within 3.5 miles each side of the 341° bearing from the NDB (lat. 31°10'03"N., long. 97°52'41"W.), extending from the 5-mile-radius zone to 8 miles north of the NDB.

King Salmon, Alaska

Within a 5-mile radius of the King Salmon, Alaska, airport (latitude 58°40'43" N., longitude 156°38'50" W.), within 2.5 miles each side of the King Salmon VORTAC 312° and 132° radials, extending from the 5-mile radius zone to 12.5 miles northwest of the VORTAC; and within 2 miles each side of the King Salmon VORTAC 132° radial, extending from the 5-mile radius zone to 11.5 miles southeast 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.

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 Part 3 of the Airport/Facility Directory.

Kinston, N. C.

Within a 5-mile radius of Stallings Field (lat. 35°19'36" N., long. 77°37'02" 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 Airport/Facility Directory.

Kirksville, Mo.

Within a 5-mile radius of Clarence Cannon Memorial Airport (lat. 40°05'45" N., long. 92°32'50"W.). This control zone will be effective initially 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 Airport/Facility Directory.

K. I. Sawyer AFB, Mich.

Within a 5-statute mile radius of the K. I. Sawyer Airport (lat. 46°21'N., long. 87°24'W.); within 2 statute miles each side of the extended centerline of Runway 01/19, extending from the 5-mile radius zone to 7.5 statute miles north and south of the airport.

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.

Knob Noster, Mo. (Whiteman AFB)

Within a 5-mile radius of Whiteman AFB, Knob Noster, Mo. (lat. 38°43'50"N., long. 93°33'00"W.); within 2 miles each side of Whiteman VOR 010° radial, extending from the 5-mile radius to 2 miles north of the Whiteman VOR, and within 2 miles each side of the Whiteman TACAN 185° radial, extending from the 5-mile radius to 7 miles south 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 Airport/Facility Directory.

Knoxville, Tenn. (Downtown Island Airport)

Within a 5-mile radius of Downtown Island Airport (lat. 35°57'45" N., long. 83°52'30" W.); excluding the portion within the Knoxville 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 Airport/Facility Directory.

Knoxville, Tenn.

Within a 5-mile radius of McGhee-Tyson Airport (latitude 35°48'40" N., longitude 83°59'35" W.); within 2 miles each side of Knoxville ILS localizer southwest course, extending from the 5-mile radius zone to 1 mile northeast of the LOM; within 1.5 miles each side of Knoxville VORTAC 220° radial, extending from the 5-mile radius zone to 1.5 miles southwest of the VORTAC.

Kodiak, Alaska

Within a 5-mile radius of the Kodiak Airport (latitude 57°45'02" N., longitude 152°29'19" W.), and within 3 miles north and 3.5 miles south of the Kodiak VORTAC 072° and 252° radials extending from the 5-mile radius zone to 9.5 miles east of the VORTAC.

Kotzebue, Alaska

Within a 5-mile radius of Wien Memorial Airport, Kotzebue, Alaska. (latitude 66°53'02" N., longitude 162°36'05" W.), within 3 miles each side of the Q48° bearing from the Hotham NDB extending from the 5-mile radius zone to 7 miles northeast of the NDB; within 3 miles each side of the Kotzebue VORTAC 278° radial extending from the 5-mile radius zone to 10 miles west of the VORTAC; and within 3 miles each side of the Kotzebue VORTAC 090° radial extending from the 5-mile radius zone to 8 miles east of the VORTAC.

This control zone is effective from 0800 to 2400 hours local time daily, 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 Flight Information Publication Supplement Alaska.

Kwajalein Island, Marshall Islands

Within a 5-mile radius of the Bucholz AAF (lat. 08°43'32" N., long. 167°44'03" E.); within 2.5 miles each side of the Kwajalein TACAN 248° radial, extending from the 5-mile radius zone to 6 miles west of the TACAN; and within 3.5 miles each side of the 078° bearing from the Kwajalein RBN, extending from the 5-mile radius zone to 11 miles east of the RBN.

This control zone is effective during specific dates and times established in advance by a Notice to Airmen. The date and time will thereafter be continuously published in the Pacific Chart Supplement.

La Crosse, Wis.

That airspace within a 5-mile radius of La Crosse Municipal Airport (latitude 43°52'38" N., longitude 91°15'21" W.); within 3 miles each side of the La Crosse VOR 322° radial extending from the 5-mile radius zone to 11½ miles northwest of the VOR; and within 2½ miles each side of the La Crosse VOR 185° radial extending from the 5-mile radius zone to 5½ miles south of the VOR; and within 2 miles each side of the La Crosse ILS localizer north course, extending from the 5-mile radius zone to 9 miles north of the airport.

Lafayette, Ind.

Within a 5-mile radius of Purdue University Airport (latitude 40°24'45" N., longitude 86°56'06" W.). This control zone will 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 Airport/Facility Directory.

Lafayette, La.

That airspace within a 5-mile radius of Lafayette, La., Airport (lat. 30°12'00"N., long. 91°59'40"W.).

Lake Charles, La.

That airspace within a 5-mile radius of Lake Charles Municipal Airport (lat. 30°07'32"N., long. 93°13'22"W.) within 2.5 miles each side of the Lake Charles VORTAC 256° radial extending from the 5-mile radius area to 6 miles east of the airport.

AMENDMENTS 5/15/80 45 F. R. 17003 (Rewritten) CORRECTION 7/10/80 45 F. R. 30423

Lakehurst, N. J.

Within a 5-mile radius of the center 40°02'00"N., 74°21'00"W., of NABC Lakehurst, Lakehurst, N. J.; within 3 miles each side of the 050° bearing from the Navy Lakehurst UHF RBN, extending from the 5-mile radius zone to 8.5 miles northeast of the RBN. 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. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Lakeland, Fla.

Within a 5-mile radius of the Lakeland Municipal Airport (lat. 27°59'20"N., long. 82°00'53"W.); excluding that airspace within a 1.5-mile radius of the Circle X Airport (lat. 27°55'59"N., long. 82°02'39"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 Airport/Facility Directory.

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 Airport/Facility Directory.

Lanai, Hawaii

Within a 5-mile radius of Lanai Airport (lat. 20°47'30" N., long. 156°57'00" 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 Pacific Chart Supplement.

Lancaster, Calif. (Fox Field)

Within a 5-mile radius of General William J. Fox Airfield (lat. 34°44'26" N., long. 118°13'04" W.), and within 2 miles each side of the Palmdale VORTAC 311° radial extending from the 5-mile radius zone to the Palmdale, Calif., 5-mile radius 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 Airport/Facility Directory.

Lancaster, Pa.

Within a 5-mile radius of the center, 40°07'16" N., 76°17'47" W., of Lancaster Airport, Lancaster, Pa.; within 3 miles each side of the Lancaster VORTAC 260° radial, extending from the VORTAC to 8.5 miles west; within 3 miles each side of the Lancaster VORTAC 128° radial, extending from the VORTAC to 8.5 miles southeast; within 2 miles each side of the Lancaster VORTAC 055° radial, extending from the VORTAC to 5 miles northeast. This control zone is effective from 0630 to 2330 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, Wyoming (lat. 41°18'50" N., long. 105°40'25" W.); within 4 miles each side of the Laramie VORTAC 301° radial, extending from the 5-mile radius zone to 8 miles northwest of the VORTAC and within 4.5 miles each side of the Laramie VORTAC 126° radial, extending from the 5-mile radius zone to 20 miles southeast of the VORTAC.

Laredo, Tex.

Within a 5-mile radius of the Laredo International Airport (lat. 27°32'40"W., long. 99°27'40"W.); within 1.5 miles each side of the Laredo VORTAC 141° radial extending from the 5-mile radius area to 1 mile southeast; within a 5-mile radius of the Laredo Municipal Airport (lat. 27°36'56"N., long. 99°31'12" W.); within 1.5 miles each side of the Laredo ILS localizer northwest course extending from the ILS localizer site (latitude 27°36'12.6" N., longitude 99°30'50.2" W.) to 7 miles northwest, excluding that portion outside the United States. This control will be effective during specific dates and times established in advance by a Notice to Airmen. The effective dates and times will thereafter be continuously published in the Airport/Facility Directory.

Lewisburg, W. Va.

Within a 6-mile radius of the center, lat. 37°51'35" N., long. 80°23'55" W. of Greenbrier Valley Airport, Lewisburg, W. Va., extending clockwise from a 110° bearing from the airport to a 275° bearing from the airport; within a 6.5-mile radius of the center of the airport, extending clockwise from a 275° bearing from the airport to a 040° bearing from the airport; within a 7-mile radius of the center of the airport, extending clockwise from a 040° bearing from the airport to a 110° bearing from the airport and within 3 miles each side of the Greenbrier Valley Airport ILS localizer southwest course, extending from the 6-mile radius arc to 8.5 miles southwest of the OM.

This control zone is effective during the specific days and times established in advance by a Notice to Airmen. The effective times will thereafter be published in the Airport/Facility Directory.

Lewiston, Idaho

Within a 5-mile radius of Lewiston-Nez Perce County Airport (lat. 46°22'29" N., long. 117°00'52" W.); and within 3 miles each side of the Lewiston-Nez Perce ILS localizer course, extending from the 5-mile radius zone to 16.5 miles east 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 Airport/Facility Directory.

Lewistown, Mont.

Within a 5-mile radius of the Lewistown Municipal Airport (latitude 47°02'39" N., longitude 109°28'15" W.) and within 1.5 miles each side of the Lewistown VORTAC 090° radial, extending from the 5-mile radius zone to the VORTAC.

Lexington, Ky.

Within a 5-mile radius of Blue Grass Airport (lat. 38°02'16" N., long. 84°36'16" W.); within 1.5 miles each side of the ILS localizer northeast course, extending from the 5-mile radius zone to 5 miles northeast of the runway end.

Liberal, Kans.

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 Airport/Facility Directory.

Lihue, Hawaii

Within a 5-mile radius of Lihue Airport (latitude 21°58'55" N., longitude 159°20'40" W.) and within 2 miles each side of the Lihue VORTAC 130° radial, extending from the 5-mile radius zone to 9 miles southeast of the VORTAC.

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.

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.

Las Vegas, N. Mex.

Within a 5-mile radius of the Las Vegas Municipal Airport (lat. 35°39'20" N., long. 105°08'30" W.), within 3.5 miles each side of the Las Vegas, N. Mex., VORTAC 025° radial extending beyond the 5-mile radius zone to a point 11 miles northeast of the VORTAC; and within 3.5 miles each side of the Las Vegas, N. Mex., VORTAC 220° radial extending beyond the 5-mile radius zone to a point 10 miles southwest of the VORTAC.

Latrobe, Pa.

Within a 5-mile radius of the center, lat. 40°16'39"N., long. 79°24'14"W., of Westmoreland County Airport, Latrobe, Pa.; within 2 miles each side of the Westmoreland County Airport localizer northeast course extending from the 5-mile radius zone to 1.5 miles southwest of the BENJE RBN lat. 40°22'32"N., long. 79°16'19"W.; and within 1.5 miles each side of the Westmoreland County Airport localizer southwest course extending from the 5-mile radius zone to 17.5 miles southwest of the BENJE RBN. This control zone shall be effective from 0630 to 2200 hours, local time, daily.

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 Airport/Facility Directory.

Lawrence, Mass.

Within a 5-mile radius of the Lawrence Municipal Airport (lat. 42°43'01.5"N., long. 71°07'26.2"W.) and within 4 miles either side of the Lawrence VOR 042° radial extending from the VOR to 8 miles northeast, and within 1.5 miles either side of the Haget NDB 038° bearing extending from the 5-mile radius zone to the NDB; excluding that airspace which overlaps the Beverly, Mass., (Beverly Municipal Airport) control zone. This control zone will be 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 Airport/Facility Directory.

AMENDMENTS 7/10/80 45 F. R. 27746 (Added)

Corr: 45 F. R. 34263

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.

Lebanon, N. H.

Within a 5-mile radius of the center, lat. 43°37'41"N., long. 72°18'21"W., of Lebanon Regional Airport, Lebanon, N. H.; within 3 miles each side of the Hanover NDB 231° and 051° bearings, extending from the 5-mile radius zone to 8.5 miles northeast of the NDB; within 2 miles either side of the centerline of Runway 18 extended 5.5 miles from the end of the runway; within 2 miles either side of the White River NDB 060° bearing extending from the 5-mile radius zone to 7.5 miles from the end of Runway 07.

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.

Lincoln, Nebr.

Within a 6-mile radius of Lincoln Airport (latitude 40°50'58" N., longitude 96°45'31" W.); and within 1.5 miles each side of the 325° track angle from the Runway 14 threshold extending from the 6-mile radius to 7 miles northwest of the Lincoln Airport; and within 2 miles each side of the Lincoln ILS localizer north course extending from the 6-mile radius to 14 miles north 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 north 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 south 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)

Within a 5-mile radius of Adams Field (latitude 34°43'45" N., longitude 92°13'45" W.), within 1.5 miles each side of the ILS localizer southwest course extending from the 5-mile radius zone to the LOM, and within 3.5 miles each side of the ILS localizer northeast course extending from the 5-mile radius zone to 12 miles northeast of the airport excluding the portion within the Little Rock, Ark. (Little Rock AFB), control zone.

Little Rock, Ark. (Little Rock AFB)

Within a 5-mile radius of Little Rock AFB (latitude 34°55'05" N., longitude 92°08'45" W.), within 1.5 miles each side of the ILS localizer northeast course extending from the 5-mile radius zone to 1 mile east of the 5-mile radius, within 1.5 miles each side of the Jacksonville TACAN 076° radial extending from the 5-mile radius zone to 6.5 miles east of the TACAN, within 2 miles each side of the extended centerline of Runway 24 extending from the 5-mile radius zone to 6 miles southwest of the airport, and within 1.5 miles each side of the Jacksonville TACAN 241° radial extending from the 5-mile radius zone to 7 miles southwest of the TACAN.

Livermore, Calif.

Within a 3-mile radius of Livermore Municipal Airport (latitude 37°41'38" N., longitude 121°49'02" 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 continually published in the Airport/Facility Directory.

Livingston, Mont.

That airspace within a 5-mile radius of Mission Field Airport (latitude 45°41'45" N., longitude 110°26'40" W.) and within 3 miles each side of the Livingston, Mont., VORTAC 340° radial, extending from the 5-mile radius zone to 8 miles north 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 Airport/Facility Directory.

London, Ky.

Within a 5-mile radius of London-Corbin Airport, Magee Field (lat. 37°05'15" N., long. 84°04'38" W.); within 2 miles each side of London VOR 030° radial, extending from the 5-mile radius zone to 10 miles northeast of the VOR within 3 miles each side of London VOR 202° radial, extending from the 5-mile radius zone to 8.5 miles south of the VOR.

Lonely DEW Station, Alaska

Within a 5-mile radius of Lonely DEW Station Airport (lat. 70°54'40"N., long. 153°14'20"W.) and within 3.5 miles each side of the 293° bearing from the Lonely NDB, extending from the NDB to 10 miles northwest of the NDB.

AMENDMENTS 3/20/80 45 F. R. 6354 (Rewritten)

Lone Rock, Wis.

Within a 5-mile radius of the Tri-County Airport (latitude 43°12'36" N., longitude 90°11'06" W.); excluding the portion overlying and south of the Wisconsin River. 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 Airport/Facility Directory.

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 Airport/Facility Directory.

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, when it is effective.

Louisville, Ky. (Bowman Field)

Within a 5-mile radius of Bowman Field (lat. 38°13'40" N., long. 85°39'47" W.); within 1.5 miles each side of Louisville VOR 331° radial, extending from the 5-mile radius zone to the VOR; within 3 miles each side of Bowman VOR 018°, 068°, 151° and 182° radials, extending from the 5-mile radius zone to 8.5 miles north, east, southeast and south of the VOR; excluding the portion within Standiford Field control zone and the portion west of a line 1.5 miles east of and parallel to the Standiford Field ILS localizer north course.

Louisville, Ky. (Standiford Field)

Within a 5-mile radius of Standiford Field (lat. 38°10'33" N., long. 85°44'12" W.); within 1.5 miles each side of the ILS localizer north course, extending from the 5-mile radius zone to the arc of a 5-mile radius circle centered on Bowman Field; within 1.5 miles north and 2 miles south of the ILS localizer east course, extending from the 5-mile radius zone to 1 mile east of the VOR; within 1.5 miles each side of the ILS localizer south course, extending from the 5-mile radius zone to the LOM; within 1.5 miles each side of the ILS localizer west course, extending from the 5-mile radius zone to 1 mile east of the Nabb VOR 206° radial; within 2 miles each side of Louisville VOR 301° radial, extending from the 5-mile radius zone to the VOR; excluding the portion within Bowman Field control zone east of a line 1.5 miles east of and parallel to Standiford Field ILS localizer north course and the portion north of a line 1.5 miles north of and parallel to Standiford Field ILS localizer east course.

Lubbock, Tex. (Lubbock Regional Airport)

That airspace within a 5-mile radius of Lubbock Regional Airport (latitude 33°39'33" N., longitude 101°49'41" W.); within 2 miles each side of the Lubbock VORTAC 123° radial, extending from the Lubbock 5-mile radius zone to the VORTAC; within 2 miles each side of the Lubbock VORTAC 124° and 116° radials, extending from the Lubbock 5-mile radius zone to 11.5 miles southeast of the VORTAC; and within 2 miles each side of the Lubbock ILS localizer north course, extending from the 5-mile radius zone to the OM.

Lubbock, Tex. (Reese AFB)

That airspace within a 5-mile radius of Reese AFB, Tex. (latitude 33°35'56" N., longitude 102°02'36" W.); within 2 miles each side of the Lubbock VORTAC 227° radial extending from the Reese AFB 5-mile radius zone to the VORTAC, within 2 miles each side of the Reese AFB TACAN 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 Lubbock Regional Airport control zone. This control zone is effective during the dates and times published in the Airport/Facility Directory.

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 5.5-mile radius of the center lat. 37°19'37"N., long. 79°12'04"W., of Lynchburg Municipal-Preston Glenn Field, Lynchburg, Va.; within 3 miles each side of the Lynchburg, Va., VORTAC 021° and 201° radials extending from the 5.5-mile radius zone to 1 mile south of the VORTAC; within 2 miles each side of the Lynchburg, Va., VORTAC 023° radial extending from the 5.5-mile radius zone to 13 miles northeast of the VORTAC and within a 1.5-mile radius of the center lat. 37°22'40"N., long. 79°07'21"W., of Falwell Airport, Lynchburg, Va. This control zone is effective from 0700 to 2300 hours, local time, daily.

MacDill AFB, Fla.

Within a 5-mile radius of MacDill AFB (lat. 27°50'57" N., long. 82°31'18" W.); within 1.5 miles each side of MacDill AFB TACAN 216° radial, extending from the 5-mile radius zone to 6 miles southwest of the TACAN; within a 5-mile radius of Peter O. Knight Airport (lat. 27°54'55" N., long. 82°27'05" W.); excluding the portion within Tampa, Fla. (International Airport), control zone.

Macon, Ga.

Within a 5-mile radius of Lewis B. Wilson Airport (latitude 32°41'35" N., longitude 83°38'50" W.); within 2 miles each side of Runway 5 extended centerline, extending from the 5-mile radius zone to 5.5 miles southwest of the runway end; within 3 miles each side of Macon VORTAC 316° and 325° radials, extending from the 5-mile radius zone to 8.5 miles northwest of the VORTAC; within a 5-mile radius of Robins AFB (latitude 32°38'30" N., longitude 83°35'30" W.); within 3 miles each side of Macon VORTAC 140° radial, extending from the 5-mile radius zone to 11.5 miles southeast of the VORTAC.

Madison, Wis.

That airspace within a 5½-mile radius of the Truax Field Airport (latitude 43°08'15" N., longitude 89°20'10" W.); within 2½ miles each side of the Madison VOR 359° radial extending from the 5½ mile radius to 6 miles north of the VOR; and within 2½ miles each side of the Madison VOR 134° radial extending from the 5½-mile radius to 6 miles southeast of the VOR.

Manchester, N. H.

Within a 5-mile radius of the center, lat. 42°56'00" N., long. 71°26'21" W. of Grenier Field-Manchester Municipal Airport, Manchester, N. H.; within 2.5 miles each side of the 157° bearing from the Derry RBN, lat. 42°52'12" N., long. 71°23'52" W., extending from the 5-mile radius zone to 8.5 miles south of the RBN and within 2.5 miles each side of the Manchester VORTAC 325° radial, extending from the 5-mile radius zone to 13 miles northwest of the VORTAC. This control zone is effective from 0600 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 Airport/Facility Directory.

Manhattan, Kans.

Within a 5-mile radius of the Manhattan, Kans., Municipal Airport (lat. 39°08'28"N., long. 96°40'10"W.) and within 2 miles each side of the Manhattan, Kans., VOR 146° radial, extending from the 5-mile radius zone to 11 miles southeast of the VOR, and within 2 miles northeast and 3 miles southwest of the 126° bearing from the McDowell Creek RBN, extending from the 5-mile radius zone to 10 miles southeast of the RBN, excluding the Fort Riley, Kans., control zone and the portion within R-3602. This control zone shall be effective during the times established by Notice to Airmen and published continuously in the Airport/Facility Directory.

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 Airport/Facility Directory.

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 Airport/Facility Directory.

Mankato, Minn.

Within a 5-mile radius of Mankato Municipal Airport (lat. 44°13'25" N., long. 93°55'06" W.); within 2 miles each side of the Mankato VOR 166° radial, extending from the 5-mile radius zone to 8 miles south of the VOR; within 3 miles each side of the Mankato VOR 329° radial, extending from the 5-mile radius zone to 8 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 Airport/Facility Directory.

Mansfield, Ohio

Within a 5-mile radius of the Mansfield-Lahn Municipal Airport (latitude 40°49'17" N., longitude 82°81'00" W.); and within 2 miles each side of the Mansfield VORTAC 307° radial extending from the 5-mile radius zone to 5.5 miles NW of the airport.

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 Airport/Facility Directory.

Marion, Ind.

Within a 5-mile radius of the Marion Municipal Airport (latitude 40°29'27" N., longitude 85°40'43" W.); and within 2.5 miles each side of the Marion VOR 042°, 211° and 320° radials; extending from the 5-mile radius to 6 miles northeast and northwest and 5.5 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 Airport/Facility Directory.

Marquette, Mich.

Within a 5-statute-mile radius of the Marquette County Airport (lat. 46°32'02.8"N., long. 87°33'34.6"W. estimated) and within 3½ statute miles each side of the 075° magnetic bearing from the geographical center of the airport extending from the 5-statute-mile radius zone to 7 statute miles northeast of the airport; and within 3½ statute miles each side of the 250° magnetic bearing from the geographical center of the airport extending from the 5-statute-mile radius zone to 9½ statute miles southwest of the airport.

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 Edgartown 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 Airport/Facility Directory.

Martinsburg, W. Va.

Within a 5.5-mile radius of the center lat. 39°24'03" N., long. 77°59'09" W., of Eastern West Virginia Regional Airport, Martinsburg, W. Va.; within a 9.5-mile radius of the center of the airport, extending clockwise from a 230° bearing from the airport to a 269° bearing from the airport; within an 8-mile radius of the center of the airport, extending clockwise from a 269° bearing to a 285° bearing from the airport; within a 7-mile radius of the center of the airport, extending clockwise from a 285° bearing to a 315° bearing from the airport; within an 8-mile radius of the center of the airport, extending clockwise from a 315° bearing to a 003° bearing from the airport.

Marysville, Calif. (Beale AFB)

Within a 5-mile radius of Beale AFB (lat. 39°08'10"N., long. 121°26'05"W.), within 1.5 miles each side of the Beale TACAN 347° radial extending from the 5-mile radius zone to six miles north of the TACAN; and within 1.5 miles each side of the Beale TACAN 157° radial extending from the 5-mile radius zone to 6.5 miles south 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 Municipal Airport (latitude 43°09'25" N., longitude 93°19'54" W.).

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 (lat. 39°28'45" N., long. 88°16'51" W.); within 4.5 miles each side of the Mattoon VOR 228° radial extending from the 5-mile radius zone to 11.5 miles southwest of the VOR; and within 3 miles each side of the Mattoon VOR 063° radial, extending from the 5-mile radius area to 8.5 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 Airport/Facility Directory.

Mayaguez, P. R.

Within a 5-mile radius of Mayaguez Airport (lat. 18°15'26" N., long. 67°08'58" W.); within 3 miles each side of Mayaguez VOR 252° radial, extending from the 5-mile radius zone to 8.5 miles west of the VOR. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Mayport, Fla. (NS Mayport)

Within a 5-mile radius of NS Mayport (lat. 30°23'25" N., long. 81°25'15" W.); within 3 miles each side of the 057° bearing from the Navy Mayport RBN, extending from the 5-mile radius zone to 8.5 miles northeast of the RBN, excluding the portion southwest of a line connecting the two points of intersection with a 5-mile radius circle centered on Craig Municipal Airport (lat. 30°20'15" N., long. 81°31'00" W.).

McAlester, Okla.

Within a 5-mile radius of McAlester Municipal Airport (Lat. 34°53'05" N, Long. 95°46'55" W).

McAllen, Tex.

Within a 5-mile radius of Miller International Airport (latitude 26°10'40" N., longitude 98°14'25" W.); within 3 miles each side of the McAllen VOR 095° radial extending from the 5-mile radius zone to 10 miles east of the VOR and within 2 miles south and 1.5 miles north of the McAllen VOR 321° radial extending from the 5-mile radius zone to 6 miles northwest of the VOR, excluding the portion outside the United States.

McComb, Miss.

Within a 5-mile radius of McComb-Pike County Airport (lat. 31°10'35" N., long. 90°28'08" W.); within 2 miles each side of McComb VORTAC 234° radial, extending from the 5-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 Airport/Facility Directory.

McGrath, Alaska

That airspace within a 5-mile radius of the McGrath Airport (latitude 62°57'15" N., longitude 155°36'06" W.) and within 5 miles northeast and 3 miles southwest of the McGrath VORTAC 123° radial extending from the 5-mile radius zone to 10 miles southeast of the VORTAC; and within 4 miles each side of the McGrath VORTAC 008° radial extending from the 5-mile radius zone to 13 miles north of the VORTAC.

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 the Melbourne Regional Airport (lat. 28°06'06"N., long. 80°38'36"W.); within 3 miles each side of the Melbourne VOR 100° radial, extending from the 5-mile radius zone to 8.5 miles east of the VOR; within 3 miles north and 3.5 miles south of the 267° bearing from the Satellite RBN, extending from the 5-mile radius zone to 8.5 miles west of the RBN; excluding the portion north of a line connecting the 2 points of intersection within a 5-mile radius circle centered on Patrick AFB (lat. 28°14'21"N., long. 80°36'28"W.).

Memphis, Tenn.

Within a 5-mile radius of the Memphis International Airport (latitude 35°03'00" N., longitude 89°58'15" W.); excluding the portion within a 1-mile radius of Desoto Air Park, Horn Lake, Miss. (latitude 34°59'15" N., longitude 90°01'55" W.).

Memphis, Tenn. (NAS)

Within a 5-mile radius of Memphis NAS (lat. 35°21'15" N., long. 89°52'10" W.). 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 Airport/Facility Directory.

Menominee, Mich.

Within a 5-mile radius of Menominee County Airport (latitude 45°07'20" N., longitude 87°38'15" W.); within 3 miles each side of the Menominee VOR 349° radial, extending from the 5-mile radius zone to 7 miles north of the VOR; and within 3 miles each side of the 320° bearing from Menominee County Airport, extending from the 5-mile radius zone to 7 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 Airport/Facility Directory.

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 011° and 012° bearings from Lauderdale RBN, extending from the 5-mile radius zone to 0.5 miles north of the RBN; within 2 miles each side of Meridian VORTAC 145° radial, extending from the 5-mile radius zone to 11.5 miles southeast of the VORTAC.

Meridian, Miss. (NAS Meridian)

Within a 5-mile radius of NAS Meridian (lat. 32°33'27" N., long. 88°33'33" W.); within 3.5 miles each side of the 021° bearing from NAS Meridian UHF RBN, extending from the 5-mile radius zone to 10.5 miles north of the RBN; within 1.5 miles each side of NAS Meridian TACAN 069° and 359° radials, extending from the 5-mile radius zone to 6 miles east and north of the TACAN; within 2 miles each side of NAS Meridian TACAN 194° radial, extending from the 5-mile radius zone to 9.5 miles south of the TACAN; within 2 miles each side of Runways 18L and 27 extended centerline, extending from the 5-mile radius zone to 4 miles north and east of the runway ends; within 2 miles each side of Runway 36L extended centerline, extending from the 5-mile radius zone to 5 miles south of the runway end.

AMENDMENTS 10/30/80 45 F. R. 49912 (Changed)

Miami, Fla. (Dade-Collier Training and Transition Airport)

Within a 5-mile radius of Dade-Collier Training and Transition Airport (latitude 25°51'46" N., longitude 80°53'50" 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 Airport/Facility Directory.

Miami, Fla. (International Airport)

Within a 5-mile radius of Miami International Airport (lat. 25°47'34" N., long. 80°17'10" W.); within 2 miles each side of Miami VORTAC 139° radial, extending from the 5-mile radius zone to 10 miles southeast of the VORTAC; within 1.5 miles each side of Runway 9L ILS localizer west course, extending from the 5-mile radius zone to 1 mile east of Portland RBN; within 1.5 miles each side of Runway 27L ILS localizer west course, extending from the 5-mile radius zone to 1 mile east of Miami VORTAC 161° radial.

Miami, Fla. (Opa Locka Airport)

Within a 5-mile radius of Opa Locka Airport (latitude 25°54'26" N., longitude 80°16'48" W.); within 2 miles each side of the Miami VORTAC 110° 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 Airport/Facility Directory.

Miami, Fla. (Tamiami Airport)

Within a 5-mile radius of the Tamiami Airport, Fla. (latitude 25°38'51" N., longitude 80°25'59" W.).

Middletown, Pa.

Within a 6-mile radius of the center, 40°11'34" N., 76°45'48" W., of the Harrisburg International Airport-Olmsted Field, Middletown, Pa.; within a 7-mile radius of the center of the airport, extending clockwise from a 228° bearing to a 293° bearing from the airport; within a 6.5-mile radius of the center of the airport, extending clockwise from a 005° bearing to a 033° bearing from the airport; within a 7-mile radius of the center of the airport, extending clockwise from a 033° bearing to a 098° bearing from the airport; within 2 miles each side of the extended centerline of Harrisburg International Airport-Olmsted Field Runway 13, extending from the southeast end of Runway 13 to 6 miles southeast of the southeast end of Runway 13; excluding the portion that coincides with the Harrisburg, Pa., control zone west of direct lines described as follows: a line bearing 028° from a point 40°12'23" N., 76°48'38" W., extending from said point to the point of intersection with the Harrisburg, Pa., 6.5-mile radius zone and a line bearing 191° from a point 40°12'23" N., 76°48'38" W., extending from said point to the point of intersection with the Harrisburg, Pa., 6.5-mile radius zone.

Midland, Tex.

Within a 5-mile radius of Midland 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 Midway NS (Henderson Field) (lat. 28°11'55" N., long. 177°22'50" W.) and within 2.5 miles northwest and 4.5 miles southeast of the 240° bearing from the Midway RBN, extending from the 5-mile radius zone to 10.5 miles southwest of the RBN.

Miles City, Mont.

Within a 5-mile radius of Miles City Airport (latitude 46°25'40" N., longitude 105°53'10" W.); within 3 miles each side of the 252° bearing from the Horton RBN, extending from the 5-mile radius zone to 8 miles west of the RBN; within 3 miles each side of the Miles City VORTAC 225° radial, extending from the 5-mile radius zone to 8 miles southwest of the VORTAC.

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. 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 Airport/Facility Directory.

PENDING AMENDMENT

Milton, Fla. (NAS Whiting Field (North) and (South))

Within a 5-mile radius of NAS Whiting Field (North) (lat. 30°43'21"N., long. 87°01'29"W.); within a 5-mile radius of NAS Whiting Field (South) (lat. 30°41'58"N., long. 87°00'47"W.); excluding the area below 701 feet AMSL within a 1-mile radius of Milton T Field (lat. 30°38'15"N., long. 86°59'37"W.)

AMENDMENTS 12/25/80 45 F. R. 73650 (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.).

Milwaukee, Wis. (Timmerman Airport)

Within a 5-mile radius of Timmerman Airport (latitude 43°06'40" N., longitude 88°02'00" W.); and within 3 miles each side of the Navy Whiting TACAN 336° radial, extending from the 5-mile radius zone to 6½ 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 Airport/Facility Directory.

Mineral Wells, Tex.

Within a 5-mile radius of Mineral Wells Airport (latitude 32°46'59" N., longitude 98°03'34" W.) and within 3 miles each side of the 140° bearing from the Mineral Wells RBN, extending from the 5-mile radius zone to 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 will thereafter be continuously published in the Airport/Facility Directory.

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 course extending from the 5-mile radius zone to 1½ miles northwest of the MS-OM; within 2 miles each side of the Minneapolis APL-ILS localizer front course, extending from the 5-mile radius zone to one-half mile southwest of AP-OM.

Minneapolis, Minn. (Crystal Airport)

Within a 5-mile radius of Crystal Airport (latitude 45°03'45" N., longitude 93°21'10" 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 Airport/Facility Directory.

Minneapolis, Minn. (Flying Cloud)

Within a 5-statute-mile radius of Flying Cloud Airport, Minneapolis, Minn., (lat. 44°49'30"N., long. 93°27'45"W.); within 2.5 statute miles north of the Flying Cloud (FCM) VOR 292° radial, extending from the 5-mile radius zone to 7.5 statute miles west of the VOR; within 3 statute miles each side of the 276° radial of the FCM VOR extending from the 5-mile radius zone to 8.5 statute miles west of the VOR; and within 2.5 statute miles each side of the FCM VOR 179° radial extending from the 5-mile radius zone to 6.5 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 dates and times will thereafter be continuously published in the Airport/Facility Directory.

AMENDMENTS 7/10/80 45 F. R. 32661 (Rewritten)

Minot, N. Dak. (International Airport)

Within a 5-mile radius of Minot International Airport (latitude 48°15'40" N., longitude 101°16'45" W.); within 4 miles each side of the Minot VORTAC 129° radial, extending from the 5-mile radius zone to 9 miles southeast of the VORTAC; within 4 miles each side of the Minot VORTAC 260° radial, extending from the 5-mile radius zone to 9½ miles west of the VORTAC; within 4 miles each side of the Minot VORTAC 327° radial, extending from the 5-mile radius zone to 9½ miles northwest of the VORTAC; and within 4 miles each side of the Minot VORTAC 097° radial, extending from the 5-mile radius zone to 8½ miles east of the VORTAC, excluding the portion which overlies the Minot AFB control zone.

Minot, N. Dak. (Minot AFB)

Within a 5-mile radius of Minot AFB (latitude 48°24'55" N., longitude 101°21'25" W.); within 2½ miles each side of the Deering TACAN 113° radial, extending from the 5-mile radius zone to 7 miles southeast of the TACAN; and within 2½ miles each side of the Deering TACAN 303° radial, extending from the 5-mile radius zone to 7 miles northwest 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 the Johnson-Bell Airport (latitude 45°54'54" N., longitude 114°05'14" W.); within 3 miles each side of the Missoula VORTAC 312° radial extending from the 5-mile radius zone to 16.5 miles northwest of the VORTAC; within 5 miles each side of the Missoula VORTAC 302° radial extending from the VORTAC to 11 miles northwest of the VORTAC; within 2 miles each side of the Missoula VORTAC 172° radial extending from the 5-mile radius zone to 10.5 miles southeast of the VORTAC.

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 Airport/Facility Directory.

Mobile, Ala. (Bates Field)

Within a 5-mile radius of Bates Field (lat. 30°41'17.7"N., long. 88°14'26.6"W.); within 1.5 miles each side of Semmes VORTAC 113° radial, extending from the 5-mile radius zone to 2 miles southeast of the VORTAC.

Mobile, Ala. (Brookley Airport)

Within a 5-mile radius of Brookley Airport (lat. 30°37'08.5"N., long. 88°03'57.2"W.); within 3.5 miles each side of Brookley VORTAC 157° radial, extending from the 5-mile radius zone to 10 miles southeast of the VORTAC. This control zone is effective from 0800 to 1900 hours, local time, daily.

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 302° radial, extending from the 5-mile radius zone to 8 miles northwest of the VOR; within 2 miles each side of the Modesto VOR 122° 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 Airport/Facility Directory.

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.

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 3.5 miles west 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 Pacific chart supplement.

Monroe, La.

That airspace within a 5-mile radius of Selman Field, Monroe, La. (latitude 32°30'30" N., longitude 92°02'20" 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 6-mile radius of Dannelly Field (lat. 32°18'00"N., long. 86°23'36"W.); within 2 miles each side of Montgomery VORTAC 310° radial, extending from the 6-mile radius zone to 14.5 miles northwest of the VORTAC; within a 6-mile radius of Maxwell Air Force Base (lat. 32°22'48"N., long. 86°21'55"W.).

Montpelier, Vt.

Within a 6-mile radius of the center, lat. 44°12'15"N., long. 72°33'45"W., of Edward F. Knapp (Barre-Montpelier) State Airport, Barre-Montpelier, Vt.; within 3 miles each side of the Montpelier VOR, lat. 44°12'41"N., long. 72°33'45"W., 163° radial extending from the 6-mile radius zone to 8.5 miles south of the VOR; within 2 miles each side of the centerline of Runway 23 extending from the 6-mile radius zone to 8 miles southwest of the end of Runway 23.

Montrose, Colo.

That airspace within a 5-mile radius of the Montrose County Airport (latitude 38°29'55" N., longitude 107°53'35" W.), and within 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 Airport/Facility Directory.

Morgantown, W. Va.

Within a 5.5-mile radius of the center, lat. 39°38'34" N., long. 79°55'01" W., of Morgantown Municipal Airport-Walter L. Hart Field, Morgantown, W. Va., extending clockwise from a 220° bearing to a 030° bearing from the airport; within a 7.5-mile radius of the center of the airport, extending clockwise from a 030° bearing to a 040° bearing from the airport; within a 14.5-mile radius of the center of the airport, extending clockwise from a 040° bearing to a 075° bearing from the airport; within a 10-mile radius of the center of the airport, extending clockwise from a 075° bearing to a 105° bearing from the airport; within a 9-mile radius of the center of the airport, extending clockwise from a 105° bearing to a 140° bearing from the airport; within a 10-mile radius of the center of the airport, extending clockwise from a 140° bearing to a 202° bearing from the airport; within a 7.5-mile radius of the center of the airport, extending clockwise from a 202° bearing to a 220° bearing from the airport and within 2 miles each side of the 168° bearing from the Bobtown RBN, extending from the 5.5-mile radius arc to the RBN.

Morristown, N. J.

Within a 5-mile radius of the center, 40°47'58" N., 74°24'56" W., of Morristown Municipal Airport, Morristown, N. J., extending clockwise from a 339° bearing to a 229° bearing from the airport; within a 6-mile radius of the center of Morristown Municipal Airport, extending clockwise from a 229° bearing to a 339° bearing from the airport and within 3 miles each side of a 204° bearing from the Chatham, N. J., RBN, extending from the 5-mile radius zone to 8.5 miles southwest of the RBN, excluding a 1-mile radius of the center, 40°41'28" N., 74°32'08" W., of Somerset Hills Airport, Basking Ridge, N. J. This control zone is effective from 0630 to 2230 hours, local time, daily.

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 Airport/Facility Directory.

Moultrie, Ga.

Within a 5-mile radius of Moultrie-Thomasville Airport (lat. 31°04'58"N., long. 83°48'15"W.); within 3 miles each side of Moultrie VOR 031° and 230° radials, extending from the 5-mile radius zone to 8.5 miles northeast 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 dates and times will thereafter be continuously published in the Airport/Facility Directory.

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.

Mount Clemens, Mich.

Within a 5-mile radius of Selfridge AFB (latitude 42°36'30" N., longitude 82°50'15" W.); within 2 miles each side of the Selfridge AFB ILS localizer north and south courses, extending from the 5-mile radius zone to 8 miles north and south 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 north of the TACAN. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective dates and time will, hereafter, be continuously published in the Airport/Facility Directory.

Mount Vernon, Ill.

Within a 5-mile radius of Mount Vernon-Outland Airport (latitude 38°19'23" N., longitude 88°51'33" W.); within 4.5 miles each side of the Mount Vernon VOR 044° radial, extending from the 5-mile radius zone to 10.5 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 Airport/Facility Directory.

Muncie, Ind.

Within a 5-mile radius of Delaware County-Johnson Field (latitude 40°14'26" N., longitude 85°23'43" 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. 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 Airport/Facility Directory.

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 (lat. 43°10'16" N., long. 86°14'09" W.); within 1.5 miles each side of the Muskegon VORTAC 272° radial, extending from the 5-mile radius zone to 1 mile west of the VORTAC; and within 1.5 miles each side of the ILS back course extending from the 5-mile radius zone to 10.5 miles northwest of the Muskegon County Airport ILS OM.

Myrtle Beach, S. C.

Within a 5-mile radius of Grand Strand Airport (latitude 33°48'40" N., longitude 78°43'30" W.); within 3 miles each side of Myrtle Beach VORTAC 054° radial, extending from the 5-mile radius zone to 8.5 miles northeast of the VORTAC; within 3 miles each side of the Myrtle Beach VORTAC 220° radial, extending from the 5-mile radius zone to 8.5 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 Airport/Facility Directory.

Myrtle Beach AFB, S. C.

Within a 5-mile radius of Myrtle Beach AFB (lat. 33°40'45"N., long. 78°55'45"W.); within 1.5 miles each side of Myrtle Beach TACAN 355° radial, extending from the 5-mile radius zone to 6.5 miles north of the TACAN; within 1.5 miles each side of the Myrtle Beach TACAN 165° radial, extending from the 5-mile radius zone to 6.5 miles south of the TACAN. This control zone is effective from 0600 to 2400 hours, local time, daily.

AMENDMENTS 5/15/80 45 F. R. 16168 (Changed)

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. This Control Zone is effective from 0600 to 2300 hours local time, daily or during specific dates and times established by a Notice to Airmen which thereafter will be continuously published in the Airport/Facility Directory.

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 Nashville Metropolitan Airport (lat. 36°07'36" N., long. 86°40'50" W.); within 3.5 miles each side of Nashville VORTAC 109° radial, extending from the 5-mile radius zone to 10 miles east of the VORTAC; within 1.5 miles each side of the ILS localizer south course, extending from the 5-mile radius zone to the LOM; excluding the portion within a 1-mile radius of Cornelia Fort Airpark (lat. 36°11'45" N., long. 86°42'00" W.).

Needles, Calif.

Within a 5-mile radius of Needles Airport (latitude 34°46'05" N., longitude 114°37'30" 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 Airport/Facility Directory.

Nenana, Alaska

Within a 5-mile radius of the Nenana Airport (latitude 64°32'56" N., longitude 149°04'24" W.); and within 4 miles each side of the 132° bearing from the Julius RBN extending from the 5-mile radius zone to 8.5 miles southeast of the RBN. This control zone is effective during the specific days and times established in advance by Notice to Airmen. The effective times will thereafter be continuously published in the Flight Information Publication Supplement Alaska.

Newark, N. J.

Within a 5-mile radius of the center, 40°41'40" N., 74°10'02" W., of Newark International Airport, Newark, N. J., extending clockwise from a 030° bearing to a 263° bearing from the airport; within a 6-mile radius of the center of the airport, extending clockwise from a 263° bearing to a 342° bearing from the airport; within a 5.5-mile radius of the center of the airport, extending clockwise from a 342° bearing to a 030° bearing from the airport; within 2 miles each side of the Newark International Airport Runway 4L ILS localizer course, extending from the 5-mile radius to 2.5 miles northeast of the CHESA OM and within 2.5 miles each side of a 275° bearing from a point 40°42'12"N., 74°10'54"W., extending from said point to 5 miles west of said point.

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 Airport/Facility Directory.

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 210° radial, extending from the 5-mile radius zone to 8.5 miles southwest of the VOR.

Newburgh, N. Y.

Within a 5-mile radius of the center, 41°30'10" N., 74°06'11" W., of Stewart Airport, Newburgh, N. Y., extending clockwise from a 066° bearing to a 209° bearing from the airport; within a 5.5-mile radius of the center of the airport, extending clockwise from a 209° bearing to a 249° bearing from the airport; within a 5-mile radius of the center of the airport, extending clockwise from a 249° bearing to a 315° bearing from the airport; within a 6.5-mile radius of the center of the airport, extending clockwise from a 315° bearing to a 066° bearing from the airport; within 3 miles each side of the Stewart VOR (41°30'30" N., 74°05'51" W.) 325° radial, extending from the VOR to 15 miles northwest of the VOR and within 4.5 miles each side of the Stewart VOR 085° radial, extending from the VOR to 11.5 miles east of the VOR, excluding the portion that coincides with the Poughkeepsie, N. Y., control zone. This control zone is effective from 0000-2359 hours, local time, Tuesday through Friday; 0000-2300 hours, local time, Saturday; 0700-2300 hours, local time, Sunday; 0700-2400 hours, local time, Monday.

New Haven, Conn.

That airspace within a 5-mile radius of the center, latitude 41°15'51" N., longitude 72°53'15" W. of the Tweed-New Haven Airport, New Haven, Conn., extending clockwise from a 079° bearing to a 237° bearing from the airport; within a 5.5-mile radius of the center of the airport extending clockwise from a 237° bearing to a 357° bearing from the airport; and within a 6-mile radius of the center of the airport, extending clockwise from a 357° bearing to a 079° bearing from the airport. This control zone is effective from 0600 to 2400 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 Airport/Facility Directory.

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.

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.

Newport News, Va.

Within a 5-mile radius of the center, lat. 37°07'51" N., long. 76°29'35" W., of Patrick Henry International Airport, Newport News, Va., excluding the portion that coincides with the Hampton Roads, Va., control zone.

PENDING AMENDMENT**Newport, Oreg.**

Within a 5-mile radius of the Newport Municipal Airport, (lat. 44°34'48"N., long. 124°03'25"W.); within 4 miles each side of the Newport VORTAC 357° radial extending from the 5-mile radius to 9 miles northwest of the VORTAC. This control zone is effective from 0900 to 1700 hours, local time daily.

AMENDMENTS 12/25/80 45 F. R. 71772 (Added)

New York, N. Y. (John F. Kennedy International Airport)

Within a 5-mile radius of the center, 40°38'25"N., 73°46'41"W., of John F. Kennedy International Airport; within a 3-mile radius of the center, 40°35'30"N., 73°53'30"W., of CGAS Brooklyn Airport, Brooklyn, N. Y.; within the area bounded by a line beginning at 40°36'16" N., 73°52'32" W., to 40°37'10" N., 73°54'55" W.; to 40°42'19" N., 73°51'07" W., to 40°41'23" N., 73°48'48" W., to the point of beginning; within 1.5 miles each side of the Kennedy VORTAC 106° radial, extending from the 5-mile radius zone to 6.5 miles east of the VORTAC; within 1.5 miles each side of the Kennedy VORTAC 207° radial, extending from the 5-mile radius zone to 5 miles southwest of the VORTAC; within 1.5 miles each side of the Kennedy VORTAC 134° radial, extending from the 5-mile radius zone to 5 miles southeast of the VORTAC.

New York, N. Y. (La Guardia Airport)

Within a 5-mile radius of the center, 40°46'36" N., 73°52'24" W. of La Guardia Airport; within 1.5 miles each side of a line bearing 124° from a point 40°46'20" N., 73°51'34" W., extending from said point to 5 miles southeast of said point.

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 the Nome Airport (lat. 64°30'46"N., long. 165°26'31"W.); and within 3 miles north and 4 miles south of the Nome VORTAC 107° and 287° radials, extending from the 5-mile radius zone to 8.5 miles east of the VORTAC.

Norfolk, Nebr.

Within a 5-mile radius of Karl Stefan Memorial Airport (lat. 41°59'05"N., long. 97°26'10"W.); and within 2 miles each side of the Norfolk VOR 020°, 148°, 195° and 314° radials, extending from the 5-mile radius zone to 8 miles southeast, south, northwest and northeast of the Norfolk VOR (lat. 41°59'16"N., long. 97°26'03"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 Airport/Facility Directory.

AMENDMENTS 9/4/80 45 F. R. 41907 (Rewritten)

Norfolk, Va. (NAS Norfolk)

Within a 5-mile radius of the center, 36°56'15" N., 76°17'15" W. of NAS Norfolk, Norfolk, Va., excluding the southeastern portion subtended by a chord drawn between the points of intersection of the 5-mile radius zone with the Norfolk, Va. (Norfolk International), control zone.

Norfolk, Va. (Norfolk International)

Within a 5-mile radius of the center, 36°53'45"N., 76°12'15"W., of Norfolk International 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.

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 Airport/Facility Directory.

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 3 miles each side of the 241° bearing from the Empire LOM (latitude 43°23'42" N., longitude 124°18'33" W.), extending from the 5-mile radius zone to 7 miles southwest of the LOM.

North Las Vegas, Nev.

Within a 3-mile radius of the North Las Vegas Air Terminal (latitude 36°12'45" N., longitude 115°11'46" W.). This control zone will 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 Airport/Facility Directory.

North Philadelphia, Pa.

Within a 5-mile radius of the center, 40°04'49" N., 75°00'45" W., of North Philadelphia Airport, Philadelphia, Pa., extending clockwise from a 030° bearing to a 252° bearing from the airport; within a 6-mile radius of the center of the airport, extending clockwise from a 252° bearing to a 030° bearing from the airport, excluding the north portion subtended by a chord drawn between the points of intersection of the 6-mile radius zone with that portion of the Willow Grove, Pa., control zone 5-mile radius zone centered on Warminster NAF.

North Platte, Nebr.

Within a 6-mile radius of Lee Bird Field (lat. 41°07'42"N., long. 100°41'49"W.); within 2 miles each side of the 186° bearing from the Big Nell RBN, extending from the 6-mile radius zone to 8 miles south of the RBN; and within 3 miles each side of the 125° bearing from the Lee Bird RBN, extending from the 6-mile radius zone to 10 miles southeast of the RBN.

AMENDMENTS 3/20/80 45 F. R. 6356 (Rewritten)

Northway, Alaska

Within a 5-mile radius of Northway Airport (lat. 62°57.7'N., long. 141°55.6'W.); within 3 miles each side of the 076° bearing from the Nabesna NDB extending from the 5-mile radius zone to 8 miles east of the NDB; within 3 miles each side of the 256° bearing from the Nabesna NDB extending from the 5-mile radius zone to 8 miles west of the NDB and within 3 miles each side of the 307° bearing from the Nabesna NDB extending from the 5-mile radius zone to 8 miles northwest of the Nabesna NDB.

AMENDMENTS 10/30/80 45 F. R. 49912 (Rewritten)

Norwood, Mass.

Within a 5-mile radius of the center (42°11'20" N., 71°10'15" W.) of Norwood Memorial Airport, Norwood, Mass.; within 3 miles each side of the 154° bearing and 334° bearing from the Stoughton, Mass., RBN (42°07'10"N., 71°07'41" W.) extending from the 5-mile radius zone to 8 miles southeast of the RBN and within 2 miles each side of the Whitman VORTAC 311° radial extending from the 5-mile radius zone to 2 miles northwest of the VORTAC, excluding the portion within the South Weymouth, Mass., control zone. This control zone is effective daily from 0700 to 2300 hours, local time, or during the specific times established in advance by a Notice to Airmen which thereafter will be continuously published in the Airport/Facility Directory.

Oak Grove, N. C.

Within a 5-mile radius of Oak Grove HOLF (Navy), N. C. (lat. 35°01'15" N., long. 77°15'12" 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 Airport/Facility Directory.

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 the center, lat. 36°49'10"N., long. 76°02'05"W., of NAS Oceana (Soucek Field); within 2 miles each side of the Navy Oceana TACAN 213° radial, extending from the 5-mile radius zone to 10 miles southwest of the TACAN; within a 3-mile radius of the center; lat. 36°42'15"N., long. 76°08'00"W., of ALF Fentress.

Offutt AFB, Nebr.

Within a 5.5-mile radius of Offutt Air Force Base (lat. 41°07'20"N., long. 95°54'35"W.).

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 003° radial extending from the 5-mile radius zone to 9.5 miles north of the TACAN; and within 2 miles each side of the Tinker AFB VOR 187° radial extending from the 5-mile radius to 6 miles south of the VOR.

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.) within 2 miles each side of the Wiley Post ILS localizer north course extending from the 5-mile radius zone to the OM (latitude 35°37'33" N., longitude 97°38'50" W.); within 2 miles each side of the Oklahoma City VORTAC 050° radial extending from the 5-mile radius zone to the VORTAC; and 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 3 miles each side of the Oklahoma City runway 17R ILS localizer north course, extending from the 5-mile radius zone to the Tulakes, Okla., RBN; within 2 miles southwest and 3.5 miles northeast of the Oklahoma City VORTAC 105° radial extending from the 5-mile radius zone to the VORTAC; and within 3 miles each side of the Oklahoma City runway 35R ILS localizer south course extending from the 5-mile radius zone to the LOM (latitude 35°18'36" N., longitude 97°35'17" W.), excluding that portion which coincides with the Oklahoma City (Wiley Post) control zone.

Olathe, Kans. (Johnson County Executive Airport)

Within a 5-mile radius of the Johnson County Executive Airport (lat. 38°51'00"N., long. 94°44'15"W.) excluding that portion which overlaps the Grandview, Mo., control zone, and within 2.5 miles each side of the 183° bearing from Johnson County Executive Airport, extending from the 5-mile radius zone to 6.5 miles south 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 Airport/Facility Directory.

AMENDMENTS 5/15/80 45 F. R. 8286 (Rewritten)

Olathe, Kans. (Johnson County Industrial Airport)

Within a 5-mile radius of the Johnson County Industrial Airport (lat. 38°49'47"N., long. 94°53'29"W.), excluding that portion which overlies the Olathe, Kans. (Johnson County Executive Airport) control zone, and excluding that portion bounded on the north by lat. 38°49'30"N., and on the east by long. 94°56'30"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 Airport/Facility Directory.

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 Airport/Facility Directory.

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.

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 east course extending from the 5-mile radius zone to 3 miles east of the OM, and within a 3-mile radius of Chino, Calif., and within 1.5 miles each side of the Ontario, Calif., VORTAC 303° radial, extending from the 3-mile radius zone to 1 mile NW of the VORTAC, excluding the portion within the Chino control zone when it is effective.

Orlando, Fla. (Herndon Airport)

Within a 5-mile radius of Orlando (Herndon Airport) (lat. 28°32'40" N., long. 81°19'55" W.); within 3 miles each side of Orlando VORTAC 125° and 315° radials, extending from the 5-mile radius zone to 8.5 miles southeast and northwest of the VORTAC; excluding the portion south of a line connecting the two points of intersection with a 5-mile radius circle centered on Orlando International Airport (lat. 28°25'55"N., long. 81°19'15"W.).

Orlando, Fla. (Orlando International Airport)

Within a 5-mile radius of Orlando International Airport (lat. 28°25'55"N., long. 81°19'15"W.); within 2 miles each side of Orlando VORTAC 175° radial, extending from the 5-mile radius zone to 13.5 miles south of the VORTAC; excluding the portion within the Orlando (Herndon Airport) (lat. 28°32'40" N., long. 81°19'55" W.) control zone.

Oscoda, Mich.

Within a 5-mile radius of Wurtsmith AFB (latitude 44°27'00" N., longitude 83°24'00" W.); within 2 miles each side of the Wurtsmith AFB VOR 240° radial extending from the 5-mile radius zone to 8 miles SW of the VOR; within 2 miles each side of the Wurtsmith AFB VOR 056° radial extending from the 5-mile radius zone to 12 miles NE of the VOR; within 2 miles each side of the Wurtsmith AFB TACAN 232° radial extending from the 5-mile radius zone to 8 miles SW of the TACAN and within 2 miles each side of the Wurtsmith AFB TACAN 064° radial extending from the 5-mile radius zone to 8 miles NE of the TACAN.

Oshkosh, Wis.

Within a 5-mile radius of Wittman Field (latitude 43°59'25" N., longitude 88°33'20" W.); within 3 miles each side of the Oshkosh VOR 275° radial extending from the 5-mile radius zone to 9½ miles west of the VOR; and within 3 miles each side of the Oshkosh VOR 182° radial extending from the 5-mile radius zone to 9½ 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 Airport/Facility Directory.

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 Owensboro-Daviess County Airport (lat. 37°44'31" N., long. 87°09'57" W.); within 3 miles each side of Owensboro VOR 222° radial, extending from the 5-mile radius zone to 8.5 miles southwest of the VOR; within 3 miles each side of Owensboro VOR 352° radial, extending from the 5-mile radius zone to 8.5 miles north of the VOR. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Oxnard, Calif. (Ventura County Airport)

Within a 5-mile radius of Ventura County Airport (latitude 34°12'02" N., longitude 119°12'10" W.) and within 2 miles each side of the Ventura County Runway 25 localizer east course extending from the 5-mile radius zone to 2 miles east of the outer marker. 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 Airport/Facility Directory.

Paducah, Ky.

Within a 5-mile radius of Barkley Field (lat. 37°03'45" N., long. 88°46'23" W.); within 3 miles each side of the 234° bearing from Paducah RBN, extending from the 5-mile radius zone to 8.5 miles southwest of the RBN.

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 (lat. 26°41'05" N., long. 80°05'35" W.); within 3 miles each side of the Palm Beach VORTAC 275° radial, extending from the 5-mile radius zone to 8.5 miles west of the VORTAC; excluding that airspace within a 1.5-mile radius of Palm Beach County Park (Lantana) Airport (lat. 26°35'35" N., long. 80°05'10" W.).

Palmdale, Calif.

Within a 5-mile radius of Air Force Plant No. 42, Palmdale, Calif. (latitude 34°37'45" N., longitude 118°04'54" W.), within 3 miles each side of the ILS localizer east course, extending from the 5-mile radius zone to 7.5 miles east of the LOM, and within 2 miles south of and parallel to the Palmdale VORTAC 099° radial, extending from the 5-mile radius zone to 8 miles east 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 Airport/Facility Directory.

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 Airport/Facility Directory.

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 Airport/Facility Directory.

Palomar, Calif.

Within a 3-mile radius of Palomar Airport (latitude 33°07'40" N., longitude 117°16'45" W.); within 1.5 miles each side of the Oceanside VORTAC 134° radial extending from the 3-mile radius zone to 4.5 miles southeast of the VORTAC, and within 1.5 miles each side of the Palomar Runway 24 localizer east course extending from the 3-mile radius zone to 7.5 miles east of the airport. 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 Airport/Facility Directory.

Panama City, Fla.

Within a 5-mile radius of Panama City-Bay County Airport (latitude 30°12'41" N., longitude 85°40'57" W.); within 3 miles each side of the Panama City VOR 059°, 152° and 310° radials, extending from the 5-mile radius zone to 8.5 miles northeast, southeast and northwest of the VOR; excluding that portion within the Tyndall 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 Airport/Facility Directory.

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 Airport/Facility Directory.

Parkersburg, W. Va.

Within a 5-mile radius of the center, lat. 39°20'44" N., long. 81°26'16" W. of Wood County (Gill Rob Wilson Field) Airport, Parkersburg, W. Va.

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 4 miles each side of the Pasco ILS localizer northeast course extending from the 5-mile radius zone to 10 miles northeast of the OM (46°18'41" North Latitude, 119°03'00" West Longitude) and within 3 miles each side of the Pasco VOR 131° radial, extending from the 5-mile radius zone to 8 miles southeast 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 Airport/Facility Directory.

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 Patuxent River NAS (Traynell Field), Patuxent River, Md.; within 2 miles each side of the Patuxent 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 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 VORTAC 139° radial, extending from the 5-mile radius zone to 12 miles southeast of the VORTAC; 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 Emmet County Airport (latitude 45°34'09" N., longitude 84°47'45" W.); within 2½ miles each side of the 132° bearing from Emmet County Airport, extending from the 5-mile radius zone to 5½ miles southeast of the airport; and within 5 miles each side of the Pellston VORTAC 238° radial extending from the airport to 21 miles southwest of the VORTAC.

Pendleton, Oreg.

Within a 5-mile radius of Pendleton Airport (lat. 45°41'42"N., long. 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. 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 Airport/Facility Directory.

Pensacola, Fla.

Within a 5-mile radius of Pensacola Regional Airport (lat. 30°28'25" N., long. 87°11'20" W.); within 3 miles each side of the ILS localizer south course, extending from the 5-mile radius zone to 8.5 miles south of Pickens RBN.

Pensacola, NAS, Fla.

Within a 6-mile radius of Forrest Sherman Field (lat. 30°20'53"N., long. 87°19'04"W.); within 3 miles each side of the 174° bearing from NAS Pensacola UHF RBN, extending from the 6-mile radius zone to 8.5 miles south of the RBN.

Peoria, Ill.

Within a 5-mile radius of the Greater Peoria Airport (lat. 40°39'47" N., long. 89°41'22" W.) and within 4.5 miles each side of the Greater Peoria Airport ILS localizer northwest course, extending from the 5-mile radius zone to 17.5 miles northwest of the airport.

Philadelphia, Pa.

Within a 5-mile radius of the center, 39°52'23" N., 75°14'58" W., of Philadelphia International Airport, Philadelphia, Pa.; within a 6-mile radius of the center of the airport extending clockwise from a 266° bearing to a 016° bearing from the airport; within 2.5 miles each side of the Philadelphia International Airport Runway 27R ILS localizer course, extending from the localizer to 6.5 miles east; within 2 miles each side of the Philadelphia International Airport Runway 9R ILS localizer course, extending from the 5-mile radius zone to 2 miles east of the OM; within 2.5 miles each side of the New Castle, Del., VORTAC 055° radial, extending from the 5-mile radius zone to 18.5 miles northeast of the VORTAC.

Philipsburg, Pa.

Within a 5-mile radius of the center, 40°53'00" N., 78°05'15" W., of Mid-State Airport, Philipsburg, Pa., extending clockwise from a 248° bearing to a 031° bearing from the airport; within a 6-mile radius of the center of the airport, extending clockwise from a 031° bearing to a 098° bearing from the airport; within a 5-mile radius of the center of the airport, extending clockwise from a 098° bearing to a 187° bearing from the airport; within a 6-mile radius of the center of the airport, extending clockwise from a 187° bearing to a 248° bearing from the airport; and within 4 miles each side of a 327° bearing from a point 40°53'09" N., 78°05'06"W., extending from said point to a point 8.5 miles northwest.

Phoenix, Ariz. (Deer Valley)

Within a 3-mile radius of Deer Valley Airport (latitude 33°41'13" N., longitude 112°04'57" W.). This control zone will 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 established as published in the Airport/Facility Directory.

Phoenix-Litchfield, Ariz.

Within a 4-mile radius of Phoenix-Litchfield Airport (latitude 33°25'25" N., longitude 112°22'30" W.), excluding the portion within the Phoenix, Ariz. (Luke Air Force Base) 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 Airport/Facility Directory.

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 Luke TACAN 058° radial, extending from the 5-mile radius zone to 6 miles northeast of the TACAN, and within 2 miles each side of the Luke TACAN 209° radial, extending from the 5-mile radius zone to 6.5 miles southwest of the Luke TACAN. This control zone is effective from 0600 to 0000 hours local time daily.

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 the Pierre Municipal Airport (latitude 44°22'50" N., longitude 100°17'15" W.); and within 1 mile each side of the Pierre ILS localizer northwest course extending from the 5-mile radius zone to 6 miles northwest of the airport.

Pine Belt, Miss.

Within a 5-mile radius of Pine Belt Regional Airport (lat. 31°28'03"N., long. 89°20'11.6"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 Airport/Facility Directory.

AMENDMENTS 1/24/80 44 F. R. 69282 (Changed)

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 186° radial, extending from the 5-mile radius zone to 10.5 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 Airport/Facility Directory.

Pittsburgh, Pa. (Allegheny County)

Within a 5-mile radius of the center lat. 40°21'17" N., long. 79°55'48" W. of Allegheny County Airport, Pittsburgh, Pa., and within 3.5 miles each side of the 257° bearing from the Cecil RBN extending from the 5-mile radius zone to 8.5 miles west of the RBN.

Pittsburgh, Pa. (Greater Pittsburgh International Airport)

Within an 8-mile radius of the center, lat. 40°29'37" N., long. 80°13'54" W. of Greater Pittsburgh International Airport, Pittsburgh, Pa.

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 center, 44°39'05"N., 73°28'08"W., of Plattsburgh AFB; within a 5-mile radius of the center 44°41'10"N., 73°31'10"W., of Clinton County Airport; within 3 miles each side of the Clinton County Airport ILS localizer south course, extending from the localizer to 3 miles south of the OM; within 1.5 miles each side of the Valcour, N. Y., TACAN 157° radial, extending from the TACAN to 2 miles southeast of the TACAN.

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; that airspace within 5 miles each side of the Pocatello VORTAC 225° radial extending from the 5-mile radius to 10.1 miles southwest of the VORTAC excluding that airspace within a 1-mile radius of the American Falls Airport (latitude 42°48'00" N., longitude 112°49'30" W.), American Falls, Idaho.

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 Airport/Facility Directory.

Point Barrow, Alaska

Within a 5-mile radius of the Point Barrow AFS Airport (latitude 71°20'21" N., longitude 156°37'45" W.); within a 5-mile radius of the Wiley Post-Will Rogers Memorial Airport (latitude 71°17'11" N., longitude 156°46' 15" W.); within 3 miles each side of the Point Barrow RBN (PTR) 051° bearing extending from the 5-mile radius zone to 10 miles northeast of the RBN (PTR); within 2.5 miles each side of the Wiley RBN (IEY) 090° bearing, extending from the 5-mile radius zone to 10 miles east of the RBN; within 2.5 miles each side of the Wiley RBN (IEY) 226° bearing, extending from the 5-mile radius zone to 10 miles southwest of the RBN; and within 2.5 miles each side of the Wiley RBN (IEY) 270° bearing, extending from the 5-mile radius zone to 10.5 miles west of the RBN.

Point Mugu, Calif.

Within a 5-mile radius of NAS Point Mugu (lat. 34°07'05" N., long. 119°07'20" W.) and within the arc of a 12-mile radius circle centered on the Point Mugu TACAN, extending clockwise from the 200° radial to the 252° radial, excluding the portion within the Oxnard, Calif. (Ventura County Airport), control zone when it is effective.

Pompano Beach, Fla.

Within a 5-mile radius of Pompano Beach Airpark (latitude 26°15'00" N., longitude 80°06'30" W.); within 3 miles each side of Pompano Beach VOR (latitude 26°14'52" N., longitude 80°06'32" W.) 319° radial, extending from the 5-mile radius zone to 5.5 miles northwest of the VOR; excluding the portion southwest of a line 3 miles southwest of and parallel to Pompano Beach VOR 319° radial, and the portion east of Fort Lauderdale Executive Airport, south of a line 1 mile north of and parallel to the extended centerline of Runway 8/26.

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 Airport/Facility Directory.

Ponca City, Okla.

Within a 5-mile radius of the Ponca City Municipal Airport (lat. 36°43'41"N., long. 97°05'57"W.).

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 Airport/Facility Directory.

Pontiac, Mich.

Within a 5-mile radius of the Oakland-Pontiac Airport (latitude 42°39'53" N., longitude 83°25'01" W.); within 3 miles each side of the Pontiac VORTAC 116° and 272° radials, extending from the 5-mile radius zone to 8.5 miles west of the VORTAC. This control zone is effective from 0600 to 2400 hours local time, daily.

Port Angeles, Wash.

Within a 5-mile radius of Williams R. Fairchild International Airport (latitude 48°07'10"N, longitude 123°29'44"W), including the airspace within 2 miles either side of the Port Angeles VOR 083° radial extending from the 5-mile radius zone to 4 miles east of the VOR. This control zone is effective during specific dates and times established in advance by a Notice to Airmen. Effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Portland, Maine

Within a 5-mile radius of the center (43°38'50" N., 70°18'30" W.) of Portland International Jetport, excluding the portion within a 1-mile radius of Oak Knoll Airport, Scarborough, Maine (43°35'21" N., 70°22'03" W.).

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 Airport/Facility Directory.

Portland, Oreg.

Within a 5-mile radius of Portland International Airport (lat. 45°35'21" N., long. 122°35'36" W.); within a 5-mile radius of the Portland-Troutdale Airport (lat. 45°33'00" N., long. 122°23'49" W.); within 2 miles each side of the Portland VORTAC 180° radial, extending from the 5-mile radius zone to 3.5 miles south of the VORTAC; within 2.5 miles each side of the Portland runway 10R ILS localizer west course, extending from the 5-mile radius zone to 1 mile west of the OM (lat. 45°37'28" N., long. 122°41'43" W.) and within 3 miles each side of the 119° and 299° bearings from the Lake LOM (lat. 45°32'38" N., long. 122°27'49" W.) extending from the 5-mile radius to 8 miles southeast of the LOM, excluding the portion within the Troutdale control zone when it is effective.

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°37'36" N., 73°52'59" W., of Dutchess County Airport, Poughkeepsie, N. Y., within 3.5 miles each side of the Kingston, N. Y., VORTAC 025° radial, extending from the VORTAC to 9.5 miles northeast of the VORTAC; within 2 miles each side of the Kingston, N. Y., VORTAC 230° radial, extending from the 5-mile radius zone to 10.5 miles southwest of the VORTAC; and within 3.5 miles each side of the Kingston, N. Y., VORTAC 050° radial, extending from the VORTAC to 10.5 miles northeast of the VORTAC.

Prescott, Ariz.

Within a 6-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 Northern Maine Regional Airport (latitude 46°41'30" N., long. 68°02'30" W.); within 3.5 miles each side of the Presque Isle localizer course extending from the 5-mile radius zone to 10 miles south of the LOM; within 2 miles each side of the Presque Isle VORTAC 158° radial extending from the 5-mile radius zone to the Presque Isle VORTAC. This control zone is effective from 0800 to 2000 hours, local time, Sunday through Friday; 0800 to 1730 hours, local time, Saturday or during the specific dates and times established in advance by a Notice to Airmen which thereafter will be continuously published in the Airport/Facility Directory.

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.

Pueblo, Colo.

Within a 6-mile radius of Pueblo Memorial Airport (lat. 38°17'30"N., long. 104°30'00"W.); within 2 miles each side of the Pueblo ILS localizer west course extending from the 6-mile radius zone to the LOM; within 4 miles each side of the Pueblo VORTAC 077° radial, extending from the 6-mile radius zone to 9.5 miles east 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 Airport/Facility Directory.

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 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 Airport/Facility Directory.

Quantico, Va.

Within a 5-mile radius of the center, lat. 38°30'15"N., long. 77°18'15"W., of Quantico MCAF (Turner Field) Quantico, Va.; within 2 miles each side of the Brooke, Va., VORTAC 013° radial, extending from the 5-mile radius zone to 1.5 miles north of the VORTAC and within 3 miles each side of the 183° bearing from the Quantico UHF RBN, extending from the 5-mile radius zone to 8.5 miles south 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 Airport/Facility Directory.

AMENDMENTS 5/19/80 45 F. R. 32667 (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.

Raleigh, N. C.

Within a 5-mile radius of Raleigh-Durham Airport (latitude 35°52'21" N., longitude 78°47'02" W.); within 3.5 miles each side of Raleigh VORTAC 033°, 127° and 230° radials, extending from the 5-mile radius zone to 10.5 miles northeast, southeast and southwest of the VORTAC.

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 2 1/2 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. (Regional Airport) control zone.

Rapid City, S. Dak. (Regional Airport)

Within a 5-mile radius of Rapid City Regional 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.

Rawlins, Wyo.

Within a 5-mile radius of Rawlins Municipal Airport (lat. 41°48'15"N., long. 107°12'05"W.) and within 5 miles north and 3.5 miles south of the 089° bearing from the Sinclair radio beacon (lat. 41°48'24"N., long. 107°05'06"W.) extending from the 5-mile radius area to 2.5 miles east of the radio beacon. 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 Airport/Facility Directory.

AMENDMENTS 5/15/80 45 F. R. 20058 (Rewritten)

Reading, Pa.

Within a 5-mile radius of the center, 40°22'39" N., 75°57'57" W., of Reading Municipal-General Carl A. Spaatz Field, Reading, Pa., extending clockwise from a 160° bearing to a 030° bearing from the airport; within a 5.5-mile radius of the center of the airport, extending clockwise from a 030° bearing to a 160° bearing from the airport; within 4.5 miles each side of the Reading Municipal-General Carl A. Spaatz Field ILS localizer south course, extending from the 5-mile radius zone and 5.5-mile radius zone to 8.5 miles south of the OM; within 4 miles each side of a 181° bearing from a point 40°22'32" N., 75°57'57" W., extending from said point to 8.5 miles south; within 2.5 miles each side of a 301° bearing from a point of 40°23'00"N., 75°58'42"W., extending from said point to 6 miles northwest of said point; within 2 miles each side of a 352° bearing from a point 40°23'06"N., 75°57'48"W., extending from said point to 4.5 miles north of said point.

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 west and 4 miles east of the Redding VOR 192° radial extending from the 5-mile radius zone to 8 miles south of the VOR, excluding the portions within a 1-mile radius of Redding Sky Ranch Airport (latitude 40°30'00" N., longitude 122°22'35" W.) and Enterprise Sky Park (latitude 40°34'26" N., longitude 122°19'30" 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 Airport/Facility Directory.

Redmond, Oreg.

Within a 5-mile radius of Roberts Field, Redmond, Oreg. (latitude 44°15'10" N., longitude 121°08'55" W.), and within 1.5 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 5-mile radius of Redwood Falls Municipal Airport (latitude 44°32'45" N., longitude 95°04'45" W.).

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°27'59" N., longitude 122°09'46" W., to latitude 47°27'38" N., longitude 122°09'24" W., to latitude 47°26'24" N., longitude 122°12'08" W., thence counterclockwise via an 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°27'00" N., longitude 122°11'50" W., to latitude 47°28'09" N., longitude 122°13'33" W., to latitude 47°31'27" N., longitude 122°13'33" W., thence to point of beginning. This control zone is effective from 0700 to 2300 hours local time daily.

Rhineland, Wis.

Within a 5-statute-mile radius of the Rhineland-Oneida County Airport (lat. 45°37'54"N., long. 89°27'35"W. estimated) and within 2½ statute miles each side of the Rhineland VORTAC 322°T radial extending from the 5-statute-mile radius zone to 6 statute miles northwest of the VORTAC; and within 2 statute miles each side of the Rhineland VORTAC 058°T radial extending from the 5-mile radius zone to 7 statute miles northeast of the VORTAC; and within 2½ statute miles each side of the Rhineland VORTAC 229°T radial extending from the 5-statute-mile radius zone to 7 statute miles southwest of the VORTAC; and 3 statute miles each side of the Rhineland VORTAC 262°T radial extending from the 7-statute-mile extension on the south and from the 6-statute-mile extension on the north to 8½ statute miles west of the VORTAC. 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 Airport/Facility Directory.

Richland, Wash.

That airspace bounded by a line beginning at lat. 46°15'46"N., long. 119°13'06"W., thence clockwise along an arc of a 5-mile radius circle centered on the Richland Airport (lat. 46°18'30"N., long. 119°18'00"W.) to lat. 46°18'27"N., long. 119°11'43"W., thence counterclockwise via an arc of a 5-mile radius circle centered on the Tri-Cities Airport (lat. 46°15'50"N., long. 119°06'53"W.) to the point of beginning. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen which thereafter will be continuously published in the Airport/Facility Directory.

Richmond, Va.

Within a 5.5-mile radius of the center, lat. 37°30'16" N., long. 77°19'11" W. of Richard Evelyn Byrd International Airport, Richmond, Va.; within 3.5 miles each side of the Richmond VORTAC 342° radial extending from the 5.5-mile radius zone to 10 miles north of the VORTAC; within 3.5 miles each side of the Richmond VORTAC 359° radial extending from the 5.5-mile radius zone to 10 miles north of the VORTAC; within 3 miles each side of the Richmond VORTAC 065° radial extending from the 5.5-mile radius zone to 8.5 miles northeast of the VORTAC; within 3.5 miles each side of the Richmond VORTAC 134° radial extending from the 5.5-mile radius zone to 10 miles southeast of the VORTAC; and within 2 miles each side of the Richmond VORTAC 137° radial extending from the 5.5-mile radius zone to 10 miles southeast of the VORTAC within 3 miles each side of the Richmond VORTAC 212° radial, extending from the 5.5-mile radius zone to 8.5 miles southwest of the VORTAC.

Riverside, Calif. (March AFB)

Within a five-mile radius of March AFB (lat. 33°52'50"N., long. 117°15'30"W.); within two miles either side of the March AFB TACAN 150° radial extending from the five-mile radius zone to 8.3 miles SE of the TACAN and within two miles either side of the March AFB TACAN 309° radial, extending from the five-mile zone to six 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 Airport/Facility Directory.

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, within 3 miles each side of the Riverton VOR 123° 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 Airport/Facility Directory.

Roanoke, Va.

Within a 7-mile radius of the center, 37°19'30"N., 79°58'35"W., of the Roanoke Municipal-Woodrum Airport, Roanoke, Va.; within an 8-mile radius of the center of the airport, extending clockwise from a 237° bearing to a 258° bearing from the airport; within a 13.5-mile radius of the center of the airport, extending clockwise from a 258° bearing to a 302° bearing from the airport; within a 10.5-mile radius of the center of the airport, extending clockwise from a 302° bearing to a 336° bearing from the airport; within a 9-mile radius of the center of the airport, extending clockwise from a 336° bearing to a 007° bearing from the airport and within 2.5 miles each side of the Roanoke Municipal-Woodrum Airport ILS localizer southeast course, extending from the localizer to 2 miles southeast of the OM; within 4 miles each side of the Roanoke Municipal Airport LDA Runway 5 course, extending from the OM to 4 miles southwest 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 VORTAC 029° radial, extending from 1 mile northeast of the VORTAC to 15 miles northeast of the VORTAC.

Rochester-Monroe County Airport, N. Y.

Within a 5.5-mile radius of the Rochester-Monroe County Airport, N. Y., (lat. 43°07'11"N., long. 77°40'18"W.); within 3.5 miles each side of the Rochester VORTAC 214° radial extending from the 5.5-mile radius zone to 9 miles southwest of the VORTAC; within 3 miles each side of the Rochester VORTAC 280° radial, extending from the 5.5-mile radius zone to 8.5 miles west of the VORTAC; within 2 miles each side of the Rochester ILS localizer east course, extending from the 5.5-mile radius zone of the LOM.

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 5.5-mile radius of the Rock Springs-Sweetwater County Airport (lat. 41°35'45"N., long. 109°04'00"W.); within 3 miles each side of the Rock Springs ILS localizer east course, extending from the 5.5-mile radius zone to 9 miles east of the Thae LOM (lat. 41°35'49"N., long. 108°58'09"W.); within 3.5 miles each side of the Rock Springs VORTAC 102° radial, extending from the 5.5-mile radius zone to 11.5 miles east of the VORTAC, and within 5 miles each side of the Rock Springs VORTAC 277° radial, extending from the 5.5-mile radius zone to 18 miles west of the VORTAC.

PENDING AMENDMENT**Rock Springs, Wyo.**

Within 5.5 miles each side of the Rock Springs, Wyo., VORTAC (lat. 41°35'25"N., long. 109°00'53"W.) 095° 275° radials extending from the VORTAC to 18 miles west and 12.5 east. 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 Airport/Facility Directory.

AMENDMENTS 12/25/80 45 F. R. 67654 (Rewritten)

Rocky Mount, N. C.

Within a 5-mile radius of Rocky Mount-Wilson Airport (lat. 35°51'17" N., long. 77°53'34" 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 Airport/Facility Directory.

Rome, N. Y.

Within a 5-mile radius of the center, 43°13'45" N., 75°25'00" W., of Griffiss AFB, Rome, N. Y., and within 2 miles each side of bearing 135°/315° from a point 43°10'08" N., 75°19'08" W. extending from the 5-mile radius zone to 6 miles southeast of said point; 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, P. R.

Within a 5-mile radius of NS Roosevelt Roads (lat. 18°15'05" N., long. 65°38'35" W.); within 3 miles each side of the 052° bearing from Roosevelt Roads REN, extending from the 5-mile radius zone to 8.5 miles northeast of the RBN.

Roswell, N. Mex.

Within a 6-mile radius of the Roswell Industrial Air Center Airport (lat. 33°17'59"N., long. 104°31'48"W.).

AMENDMENTS 3/20/80 45 F. R. 2011 (Rewritten)**Russell, Kans.**

Within a 5-mile radius of Russell Municipal Airport (latitude 38°52'20" N., longitude 98°48'45" W.).

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 northeast of the TACAN, 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.), 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.

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.

Saginaw, Mich.

That airspace within a 5-mile radius of Tri-City Airport (latitude 43°31'55" N., longitude 84°04'50" W.) and within 2½ miles each side of the Saginaw, Mich. VORTAC 030°, 146°, 233°, and 310° radius extending from the 5-mile radius zone to 6½ miles northeast, southeast, southwest, and northwest of the VORTAC.

St. Charles, Ill.

Within a 3-mile radius of Du Page County Airport, St. Charles, Ill. (latitude 41°54'45" N., longitude 88°14'35" W.); and within 2 miles either side of the Du Page VOR 069° radial, extending from the 3-mile radius zone to the VOR.

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. 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 Airport/Facility Directory.

St. Louis, Mo.

Within a 5-mile radius of St. Louis International Airport (latitude 38°44'50" N., longitude 90°21'55" W.); within 2 miles each side of the St. Louis International 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 St. Louis International Airport Runway 12R; within 2 miles each side of the St. Louis International 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 St. Louis International Airport Runway 12R ILS localizer southeast course, extending from the 5-mile radius zone to 6 miles southeast of the Runway 12R localizer.

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.), excluding the portion which overlies the Minneapolis, Minn., control zone and excluding the area within a 1-mile radius of South St. Paul Municipal Airport (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 Airport/Facility Directory.

St. Petersburg, Fla.

Within a 5-mile radius of St. Petersburg Clearwater International Airport (lat. 27°54'33" N., long. 82°41'19" W.); within 2.5 miles each side of St. Petersburg VORTAC 343° radial, extending from the 5-mile radius zone to 6 miles northwest of the VORTAC.

St. Petersburg, Fla. (Albert-Whitted Airport)

Within a 5-mile radius of the Albert-Whitted Airport (lat. 27°45'53" N., long. 82°37'39" W.); within 1.5 miles each side of the St. Petersburg VORTAC 159° radial, extending from the 5-mile radius zone to 1 mile south of the VORTAC, excluding the portion within the St. Petersburg and MacDill AFB 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 Airport/Facility Directory.

Saipan Island

Within a 5-mile radius of Saipan International Airport (lat. 15°07'13"N., long. 145°43'49"E.) and within 3 miles each side of the Saipan RBN (lat. 15°06'46" N., long. 145°42'42" E.) 265° bearing, extending from the 5-mile radius zone to 8.5 miles west of the RBN, and within 2 miles each side of the extended centerline of the east/west runway, extending from the 5-mile radius zone to 7.5 miles east of Saipan International 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 Pacific Chart Supplement.

Salem, Oreg.

Within a 5 mile radius of McNary Field, Salem, Oregon. Latitude 44°54'35"N., Longitude 123°00'05"W., and within 2 miles each side of the Salem ILS localizer E course, extending from the 5 mile radius zone to the LOM; within 4 miles each side of the Salem ILS localizer W course, extending from the 5 mile radius zone to 15 miles west of the airport.

Salina, Kans.

Within a 5-mile radius of Salina Municipal Airport (latitude 38°47'40" N., longitude 98°39'30" W.); within 1½ miles each side of the Salina VORTAC 192° radial, extending from the 5-mile radius zone to the VORTAC and within 2 miles each side of the Salina ILS localizer S course, extending from the 5-mile radius zone to 2½ miles N of the OM.

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, lat. 38°20'21" N., long. 75°30'41" W. of Salisbury-Wicomico County Airport, Salisbury, Md.; within 3.5 miles each side of the Salisbury VORTAC 209° radial, extending from the 5-mile radius zone to 10.5 miles southwest of the VORTAC; within 3.5 miles each side of the Salisbury VORTAC 052° radial, extending from the 5-mile radius zone to 9.5 miles northeast of the VORTAC; within 1 mile each side of the Salisbury-Wicomico County Airport localizer northwest course, extending from the 5-mile radius zone to 5.5 miles northwest of the localizer; and within 3.5 miles each side of the Salisbury VORTAC 132° radial, extending from the 5-mile radius zone to 10.5 miles southeast of the VORTAC.

Salt Lake City, Utah

Within a 5-mile radius of the Salt Lake International Airport (latitude 40°47'10" N., longitude 111°58'00" W.) and within 2.5 miles each side of the Salt Lake City VORTAC 003° radial extending from the 5-mile radius zone to 2 miles 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 085° 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 2 miles north of the 5-mile radius zone; 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 (lat. 29°31'43"N., long. 98°16'40"W.), and within 1.5 miles each side of the 334° radial of the Randolph VOR (lat. 29°31'08"N., long. 98°17'05"W.) extending from the 5-mile radius area to 6 miles northwest of the VOR.

AMENDMENTS 10/30/80 45 F. R. 56335 (Rewritten)

San Antonio, Tex. (Stinson Field)

Within a 3-mile radius of Stinson Field (latitude 29° 20' 15" N., longitude 98° 28' 20" W.), and within 2 miles each side of the Stinson VOR 346° radial, extending from the 3-mile radius zone to the VOR, excluding the portion within the Kelly AFB control zone. This control zone is effective from 0700 to 2300 hours, local time, daily.

San Bernardino, Calif. (Norton AFB)

Within a 5-mile radius of the Norton AFB (latitude 34°05'45" N., longitude 117°14'05" W.), and within 2 miles N and 2.5 miles S of the ILS localizer SW course extending from the 5-mile radius zone to 2 miles NE of Pettis NDB, excluding the portion within a 1-mile radius of the Redlands, 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 Airport/Facility Directory.

San Clemente Island, Calif.

Within a 5-mile radius of NALF San Clemente (latitude 33°01'20" N., longitude 118°35'15" W.) extending upward from the surface to and including 5,000 feet MSL, excluding that airspace beyond 3 NM from and parallel to the shoreline. 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 Airport/Facility Directory.

PENDING AMENDMENT**San Clemente Island, Calif.**

Within a 5-mile radius of NALF San Clemente (lat. 33°01'20"N., long. 118°35'15"W.), extending upward from the surface to and including 6,000 feet MSL and within 3 miles on either side of the San Clemente 334° radial extending from the 5-mile radius to Control Area 1177. The 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 Airport/Facility Directory.

AMENDMENTS 12/25/80 45 F. R. 71771 (Rewritten)

San Diego, Calif. (Brown Field)

Within a 3-mile radius of Brown Field Municipal Airport (latitude 32°34'22" N., longitude 116°58'47" W.), excluding that airspace west of longitude 117°01'00" W., and south of the United States/Mexican Border. 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 Airport/Facility Directory.

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 (lat. 32°49'00"N., long. 117°08'20"W.), and within one mile each side of the Montgomery Field ILS localizer E course, extending from the 3-mile zone to the outer marker, 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 Airport/Facility Directory.

AMENDMENTS 5/15/80 45 F. R. 26691 (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-Gillespie Field (latitude 32°49'26" N., longitude 116°58'18" W.) and within 1 mile each side of a 102° bearing from the end of Runway 27R, extending from the 3-mile radius zone to 5 miles east of the airport. 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 Airport/Facility Directory.

Sanford, Fla.

Within a 5-mile radius of Sanford Airport (lat. 28°46'30"N., long. 81°14'25"W.); within 3 miles each side of the 259° bearing from the Sanford RBN (lat. 28°47'05"N., long. 81°14'36"W.), extending from the 5-mile radius zone to 8.5 miles west of the RBN. This control zone is effective from 0800 to 2100 hours, local time, daily.

San Francisco, Calif.

Within a 7-mile radius of the San Francisco International Airport (Lat. 37°37'07" N, Long. 122°22' 35" W, including the airspace bounded on the SW by the San Francisco 7-mile radius zone and on the N and NE by the Oakland and NAS Alameda control zones, excluding the portion within the Oakland control zone.

San Jose, Calif.

Within a 5-mile radius of San Jose Municipal Airport (latitude 37°21'35" N., longitude 121°55'30" W.), excluding the portion NW of a line from latitude 37°25'45" N., longitude 121°56'35" W. to latitude 37°19'30" N., longitude 122°00'10" W.

San Jose, Calif. (Reid-Hillview Airport)

That airspace within a 3-mile radius of the Reid-Hillview Airport (latitude 37°19'55" N., longitude 121° 49'10" W.), excluding that portion within the San Jose control zone. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

San Juan, P. R. (International Airport)

Within a 5-mile radius of Puerto Rico International Airport (lat. 18°26'48" N., long. 66°00'07" W.); within a 3-mile radius of Isla Grande Airport (lat. 18°27'33" N., long. 66°05'55" W.); within 5 miles each side of the San Juan VORTAC 058° radial, extending from the VORTAC to 13 miles northeast of the VORTAC; within 3.5 miles each side of the San Juan VORTAC 086° radial, extending from the 5-mile radius zone to 11 miles east of the VORTAC; within 2 miles each side of the ILS localizer west course, extending from the 3-mile radius zone to 1 mile east of the San Pat RBN.

San Luis Obispo, Calif.

Within a 5-mile radius of the San Luis Obispo County Airport (lat. 35°14'11"N., long. 120°38'26"W.) and within 2 miles each side of the San Luis Obispo County localizer course extending from the 5-mile radius zone to the outer marker. This control zone is effective from 0500 to 2330 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 Airport/Facility Directory.

San Nicolas Island, Calif. (San Nicolas Island OLF)

Within a 5-mile radius of the San Nicolas Island Outlying Field (lat. 33°13'30"N., long. 119°27'50"W.) and within one mile each side of the 135° and 315° bearings from the Navy San Nicolas Island NDB (lat. 33°14'10"N., long. 119°26'56"W.) extending from 7 miles southeast to 7 miles northwest of the NDB. 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 Airport/Facility Directory.

Santa Ana, Calif. (Orange County Airport)

Within a 5-mile radius of Orange County Airport (latitude 33°40'32" N., longitude 117°52'15" W.) and within a 5-mile radius of MCAS Santa Ana (latitude 33°42'22" N., longitude 117°49'35" W.) excluding the portion within a 1-mile radius of Mile Square MCOLF, that portion east of a line extending from latitude 33°43'55" N., longitude 117°47'00" W. to latitude 33°36'10" N., longitude 117°50'20" W. and that portion within the Santa Ana, Calif. (MCAS) control zone when it is effective. 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 Airport/Facility Directory.

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 0.5-mile radius of the Santa Fe County Municipal Airport (latitude 35°37'00" N., longitude 106°05'25" 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 Airport/Facility Directory.

Santa Maria, Calif.

Within a 5-mile radius of Santa Maria Public Airport (lat. 34°53'55"N., long. 120°27'20"W.); within 1.5 miles each side of the Santa Maria VOR 133° radial, extending from the 5-mile radius zone to 11.5 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 Airport/Facility Directory.

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 Airport/Facility Directory.

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.). 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 Airport/Facility Directory.

Sarasota, Fla.

Within a 5-mile radius of Sarasota-Bradenton Airport (lat. 27°23'47" N., long. 82°33'15" W.); within 3 miles each side of Sarasota VORTAC 050° and 302° radials, extending from the 5-mile radius zone to 8.5 miles northeast and northwest of the VORTAC; within 5 miles each side of Sarasota VORTAC 142° radial, extending from the 5-mile radius zone to 8.5 miles southeast 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 Airport/Facility Directory.

Sault Ste. Marie, Mich.

Within a 5-statute-mile radius of the Chippewa County International Airport (lat. 46°14'52"N., long. 84°28'15"W. estimated). 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 Airport/Facility Directory.

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-statute-mile radius of the Sault Ste. Marie, Ontario Airport (lat. 46° 29' N., long. 84° 31' W., estimated) and within 1.75 statute miles north of the 108° bearing from the geographical center of the airport extending from the 5-statute-mile radius zone to 5.5 statute miles southeast, and within 1.75 statute miles each side of the 118° bearing from the geographical center of the airport extending from the 5-statute-mile radius zone to 11 statute miles southeast, and within 1.75 statute miles each side of the 293° bearing from the geographical center of the airport extending from the 5-statute-mile radius zone to 5.5 statute miles northeast.

Savannah, Ga.

Within a 5-mile radius of Savannah Municipal Airport (lat. 32° 07' 35" N., long. 81° 12' 05" W.); within a 5-mile radius of Hunter AAF (lat. 31° 00' 35" N., long. 81° 08' 45" W.).

Schenectady, N. Y.

Within a 5-mile radius of the center 42° 51' 15" N., 73° 55' 55" W. of Schenectady County Airport, Schenectady, N. Y.; within 2.5 miles each side of a 037° bearing from the Hunter RBN (42° 51' 13" N., 73° 56' 07" W.) extending from the 5-mile radius zone to 8.5 miles northeast of the RBN; within 2.5 miles each side of the Schenectady VOR (42° 51' 05" N., 73° 56' 05" W.) 030° radial extending from the 5-mile radius zone to 8.5 miles northeast of the VOR; within 2 miles each side of the extended centerline of Runway 28, extending from the 5-mile radius zone to 9 miles west of the end of the runway and within 2 miles each side of the extended centerline of Runway 33, extending from the 5-mile radius zone to 5 miles northwest of the end of the runway, excluding the portion that coincides 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 County Airport (lat. 41° 52' 40" N., long. 103° 35' 47" W.); and within 2 miles each side of the Scottsbluff VORTAC 259° radial extending from the 5-mile radius zone to the VORTAC; and within 2 miles each side of the ILS localizer northwest course extending from the 5-mile radius zone to 7 miles northwest of the airport; and within 4.5 miles each side of the Scottsbluff VORTAC 256° radial extending from the 5-mile radius zone to 15.5 miles west of the VORTAC.

Scottsdale, Ariz.

Within a 5-mile radius of the Scottsdale Airport (latitude 33° 37' 05" N., longitude 111° 54' 55" W.). This control zone will 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 established and published in the Airport/Facility Directory.

Seattle, Wash. (King County International Airport (Boeing Field))

That airspace bounded by a line beginning at latitude 47° 34' 10" N., longitude 122° 12' 40" W., to latitude 47° 32' 10" N., longitude 122° 12' 40" W., thence clockwise via an arc of a 3-mile radius circle centered on Renton Municipal Airport (latitude 47° 29' 35" N., longitude 122° 12' 50" W.) to latitude 47° 27' 59" N., longitude 122° 09' 46" W., to latitude 47° 27' 38" N., longitude 122° 09' 24" W., to latitude 47° 26' 24" N., longitude 122° 12' 06" W., thence counterclockwise via an 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° 27' 00" N., longitude 122° 11' 50" W., to latitude 47° 28' 09" N., longitude 122° 13' 33" W., to latitude 47° 29' 20" N., longitude 122° 13' 33" W., to latitude 47° 29' 20" N., longitude 122° 23' 10" W., thence clockwise along an arc of a 5-mile radius circle centered on King County International Airport (Boeing Field) latitude 47° 31' 45" N., longitude

122° 18' 00" W.) to point of beginning; within 2 miles each side of the 150° bearing from the Magnolia LOM, extending from the 5-mile radius arc to 2 miles southeast of the Magnolia LOM, excluding the portion within the Seattle, Wash. (Seattle-Tacoma International Airport), control zone, and the portion within the Renton, Wash., control zone when the Renton control zone is effective.

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.

Shemya, Alaska

Within a 5-mile radius of the Shemya Airport (latitude 52° 42' 50" N., longitude 174° 06' 57" E.); within 2 miles each side of the 104° bearing from the Shemya RBN, extending from the RBN to 12 miles east of the RBN, and within 2 miles each side of the 284° bearing from the Shemya RBN, extending from the RBN to 8 miles west of the RBN.

Sheridan, Wyo.

Within a 5-mile radius of the Sheridan County Airport (latitude 44° 46' 25" N., longitude 106° 58' 15" W.); within 4 miles each side of the Sheridan VORTAC 312° and 327° radials, extending from the 5-mile radius zone to 11.5 miles northwest of the VORTAC; and within 4 miles each side of the Sheridan VORTAC 140° radial extending from the 5-mile radius zone to 24½ miles southeast of the VORTAC.

Shreveport, La. (Barksdale AFB)

That airspace 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 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 148° radial extending from the 5-mile radius zone to 7.5 miles SE of the TACAN; excluding the portion within the Shreveport, La. (Shreveport Regional Airport) control zone and excluding the portion within the Shreveport, La. (Downtown Airport), control zone.

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. (Shreveport Regional Airport) control zone.

Shreveport, La. (Shreveport Regional Airport)

That airspace within a 5-mile radius of the Shreveport Regional 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 (lat. 41°05'55" N., long. 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 southeast 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 northwest 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 Airport/Facility Directory.

Silver City, N. Mex.

Within a 6.5-mile radius of the Silver City-Grant County Airport (lat. 32°37'56"N., long. 108°09'15"W.) and within 3 miles either side of the Silver City VORTAC 140° radial extending from the 6.5-mile radius zone to 8.5 miles southeast 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 Airport/Facility Directory.

Simmons Army Air Field, N. C.

Within a 5-mile radius of Simmons AAF (latitude 35°07'55" N., longitude 78°56'06" W.); within 3 miles each side of Simmons VOR 085° radial, extending from the 5-mile radius zone to 8.5 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.

Sioux City, Iowa

Within a 5-mile radius of Sioux City Municipal Airport (lat. 42°24'03"N., long. 96°22'55"W.) and within 2½ miles each side of the Sioux City VORTAC 140° radial, extending from the 5-mile radius zone to 6 miles southeast 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 Airport/Facility Directory.

Sioux Falls, S. Dak.

Within a 5-mile radius of Joe Foss Field (latitude 43°34'55" N., longitude 96°44'35" W.); within 2 miles each side of the Sioux Falls VORTAC 156° radial extending from the 5-mile radius zone to 10 miles southeast of the VORTAC.

Sitka, Alaska

Within a 5-mile radius of the Sitka Airport (lat. 57°02'55" N., long. 135°21'45" 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 RBN 027° and 207° bearings, extending from the 5-mile radius zone to 2 miles southwest of the RBN; and within 2.5 miles each side of the localizer northwest course, extending from the 5-mile radius zone to 14 miles northwest of the localizer.

Smyrna, Tenn.

Within a 5-mile radius of Smyrna Airport (lat. 36°00'32"N., long. 86°31'12"W.); excluding the portion within the Nashville, Tenn., 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 Airport/Facility Directory.

AMENDMENTS 1/24/80 44 F. R. 62883 (Added)

South Bend, Ind.

Within a 5-mile radius of Michiana Regional 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.

This control zone is effective from 0700-2300 hours, local time, Tuesday through Sunday, 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 Airport/Facility Directory.

AMENDMENTS 5/22/80 45 F. R. 34262 (Changed)

Spartanburg, S. C.

Within a 5-mile radius of Spartanburg Downtown Memorial Airport (latitude 34°54'55" N., longitude 81°57'32" W.); within 2 miles each side of Spartanburg VORTAC 106° radial, extending from the 5-mile radius zone to the VORTAC; within 3 miles each side of the 237° bearing from Fairmont RBN, extending from the 5-mile radius zone to 8.5 miles southwest of the RBN; excluding the portion within the Greer (Greenville-Spartanburg Airport), S. C. control zone. This control zone is effective from 0600 to 2200 hours, local time, daily.

Spokane, Wash. (Fairchild AFB)

Within a 5-mile radius of Fairchild AFB (latitude 47°36'55" N., longitude 117°39'20" W.); within 2 miles each side of the Runway 23 extended centerline, extending from the 5-mile radius zone to 4 miles southwest of the liftoff end of Runway 23; and within 4 miles northwest and 4.5 miles southeast of the Spokane VORTAC 048° and 228° radials extending from 3 miles northeast to 8 miles southwest of the VORTAC, excluding the portion east of a line extending from latitude 47°30'19" N., longitude 117°34'45" 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.); within 2 miles northwest and 4.5 miles southeast of the Spokane VORTAC 060° radial, extending from the 5-mile radius zone to 11 miles northeast of the VORTAC, and within 2 miles each side of the 086° bearing from the Fort LOM, extending from the 5-mile radius zone to the LOM, excluding the portion within the Spokane, Wash. (International) control zone.

Spokane, Wash. (International)

Within a 5-mile radius of the Spokane International Airport (latitude 47°37'35" N., longitude 117°32'05" W.), within 2 miles each side of the Runway 21 centerline extended, extending from the 5-mile radius zone to 6 miles southwest of the lift-off end of Runway 21, and within 2 miles northwest and 4.5 miles southeast of the Spokane VORTAC 060° radial, extending from the VORTAC to 11 miles northeast of the VORTAC, excluding the portion west of a line extending from latitude 47°30'19" N., longitude 117°34'45" 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.

State College, Pa.

Within a 5-mile radius of University Park Airport (lat. 40°50'57"N., long. 77°50'54"W.), within 1 mile each side of University Park Airport Runway 24 centerline, extending from the 5-mile radius zone to 5.5 miles northeast of the Runway 24 approach end. 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 Airport/Facility Directory.

AMENDMENTS 9/4/80 45 F. R. 53090 (Added)

Stockton, Calif.

Within a 5-mile radius of Stockton Municipal Airport (latitude 37°53'30" 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. This control zone is effective from 0430 to 2230 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 Airport/Facility Directory.

Sumter, S. C.

Within a 5-mile radius of Shaw AFB (lat. 33°58'15" N., long. 80°28'19" W.); within 1.5 miles each side of Shaw AFB TACAN 033° radial, extending from the 5-mile radius zone to 6.5 miles northeast of the TACAN; within 2 miles east side of Shaw AFB TACAN 215° radial, extending from the 5-mile radius zone to 8.5 miles southwest of the TACAN.

Syracuse, N. Y.

Within a 5-mile radius of the center, latitude 43°06'50" N., longitude 76°06'35" W., of Syracuse Hancock International Airport extending clockwise from a 200° bearing to a 160° bearing from the airport; within a 6.5-mile radius of the center of the airport extending clockwise from a 160° to a 200° bearing from the airport; within 2.5 miles each side of the Syracuse Hancock International Airport Runway 10 ILS localizer back course extending from the localizer to a point 5 miles west of the localizer and within 1.5 miles each side of the Syracuse VORTAC 300° radial extending from the 5-mile radius area to the VORTAC excluding that airspace within a 0.5-mile radius of the center, lat. 43°10'45" N., long. 76°07'30" W. of Michael Field, Cicero, N. Y.

Tacoma, Wash. (McChord AFB)

Within a 5-mile radius of McChord AFB (latitude 47°08'20" N., longitude 122°38'30" 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 183° radial, extending from the 5-mile radius zone to 7.5 miles S of the VOR.

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 Crescent RBN (latitude 47°21'29" N., longitude 122°33'41" W.), 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 Airport/Facility Directory.

Talkeetna, Alaska

Within a 5-mile radius of Talkeetna Airport (latitude 62°19'20" N., longitude 150°05'20" W.). This control zone is effective from 0800 to 2400 hours local time daily, 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 Flight Information Publication Supplement Alaska.

Tallahassee, Fla.

Within a 5-mile radius of Tallahassee Municipal Airport (lat. 30°23'59" N., long. 84°21'22" W.); within 1.5 miles each side of the Tallahassee VORTAC 175° radial, extending from the 5-mile radius zone to 1.5 miles south of the VORTAC; within 1 mile each side of the ILS localizer north course extending from the 5-mile radius zone to 1.5 miles south of the Joseph Intersection.

Tampa, Fla. (International Airport)

Within a 5-mile radius of Tampa International Airport (lat. 27°58'59" N., long. 82°31'38" W.); within 1.5 miles each side of St. Petersburg VORTAC 064° radial, extending from the 5-mile radius zone to 1 mile north-east of the VORTAC; excluding the portion within St. Petersburg control zone and the portion southeast of a line 2 miles north of and parallel to MacDill AFB ILS localizer northeast course.

Tanana, Alaska

That airspace within a 5-mile radius of the Ralph M. Calhoun Memorial Airport (latitude 65°10'30" N., longitude 152°06'32" W.) and within 3.5 miles each side of the 251° bearing from the Bear Creek radio beacon, extending from the 5-mile radius zone to 11.5 miles west of the RBN, effective 0545 to 2145 hours, local time, daily or during the specific dates and times established in advance by Notice to Airmen. The effective date and time would thereafter be continuously published in the Flight Information Publication Supplement Alaska.

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 Airport/Facility Directory.

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 the center, 40°50'57" N., 74°03'47" W. of Teterboro Airport, Teterboro, N. J.; within 3.5 miles each side of the Teterboro Airport ILS localizer southwest course, extending from the 5-mile radius zone to 11 miles southwest of the OM; excluding the portion that coincides with the Newark, N. J., control zone.

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. 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 Airport/Facility Directory.

Thermal, Calif.

Within a 5-mile radius of Thermal Airport (latitude 33°37'40" N., longitude 116°09'45" W.).

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 Airport/Facility Directory.

Titusville, Fla.

Within a 5-mile radius of TI-CO Airport (latitude 28°30'42" N., longitude 80°48'00" W.); excluding the portion within R-2922. 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 Airport/Facility Directory.

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.) and within 3.5 miles each side of the Tonopah VORTAC 115° radial, extending from the 5-mile radius zone to 10 miles southeast of the VORTAC.

Topeka, Kans. (Forbes Field)

Within a 5-mile radius of Forbes Field Airport (lat. 38°57'06"N., long. 95°39'45"W.) within 2.5 miles each side of the Forbes Field LOM 317° bearing extending from the 5-mile radius zone to 6 miles northwest of the airport, and within 2 miles each side of the Forbes Field ILS localizer SE course extending from the 5-mile radius zone to 1 mile SE of the LOM, excluding the portion subtended by a chord drawn between the points of intersection of the 5-mile radius zone with the Philip Billard Airport, Topeka, Kans., 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.), within 2 miles each side of the Los Angeles VORTAC 150° radial, extending from the 3-mile radius zone to 7 miles southeast of the VORTAC, and within 1 mile each side of the Torrance localizer course extending from the 3-mile radius zone to 5 miles southeast of the lift-off end of Runway 11L. 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 Airport/Facility Directory.

Traverse, City, Mich.

Within a 5-mile radius of Cherry Capital Airport (latitude 44°44'35" N., longitude 85°34'55" W.); and within 3 miles each side of the Traverse City VORTAC 158° and 338° radials, extending from the 5-mile radius zone to 8 miles south of the VORTAC.

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.).

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 each side of Tri-City ILS localizer Northeast course, extending from the 5-mile radius zone to the OM; within 3 miles each side of the 042° and 222° bearings from Boone RBN; extending from the 5-mile radius zone to 11 miles southwest of the RBN.

Trinidad, Colo.

Within a 5-mile radius of Los Animas County Airport (latitude 37° 15' 35" N., longitude 104° 20' 21" 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.

That airspace bounded on the north by a 5-mile radius area centered on the Portland-Troutdale Airport (lat. 45° 33' 30" N., long. 122° 23' 49" W.), on the south and east by a line parallel to and 3 miles southwest and northeast of the 119° bearing from the Lake LOM (lat. 45° 32' 38" N., long. 122° 27' 49" W.), extending from the LOM to 8 miles southeast, and on the west by the 154° radial of the Portland VORTAC. 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 (lat. 31° 51' 40" N., long. 86° 00' 45" W.); within 3 miles each side of the 245° radial of the Troy VOR, extending from the 5-mile radius zone to 8.5 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 Airport/Facility Directory.

AMENDMENTS 1/24/80 44, P. R. 62884. (Changed)

Truth or Consequences, N. Mex.

That airspace within a 5-mile radius of Truth or Consequences Municipal Airport (latitude 33° 14' 10" N., longitude 107° 16' 15" W.), and within 3.5 miles either side of the Truth or Consequences, N. Mex., VORTAC 013° and 193° radials extending from the 5-mile radius zone to a point 9.5 miles north 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 Airport/Facility Directory.

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 3.5 miles NE of the Davis-Monthan ILS localizer SE course, extending from the 5-mile radius zone to the Davis-Monthan TACAN 139° radial 6.5 miles southeast of the TACAN.

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 3 miles each side of the Tucson VORTAC 273° radial extending from the 5-mile radius zone to 15 miles west of the VORTAC; within 2 miles each side of the extended centerline of Runway 21L 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-ABF 5-mile radius zone.

Tucumcari, N. Mex.

That airspace within a 6-mile radius of the Tucumcari Municipal Airport (latitude 35° 10' 50" N., longitude 103° 35' 15" W.); within 2.5 miles each side of the Tucumcari, N. Mex., VORTAC 033° radial extending beyond the 6-mile radius zone to a point 6.5 miles northeast of the VORTAC; and within 2.5 miles each side of the Tucumcari, N. Mex., VORTAC 078° radial extending beyond the 6-mile radius zone to a point 6.5 miles east of the VORTAC.

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)

Within a 5-mile radius of Riverside Airport (latitude 36°02'19" N., longitude 95°59'00" W.), within 2 miles each side of the Glenpool TVOR 349° radial extending from the 5-mile radius zone to the TVOR and within 2.5 miles each side of the Tulsa VORTAC 223° radial extending from the 5-mile radius zone to 21 miles southwest of the VORTAC. 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 Airport/Facility Directory.

Tupelo, Miss.

Within a 5-mile radius of C. D. Lemons Municipal Airport (lat. 34°15'32"N., long. 88°45'32"W.); within 3 miles each side of Tupelo VOR 214° radial, extending from the 5-mile radius zone to 8.5 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 Airport/Facility Directory.

AMENDMENTS 1/24/80 44 F. R. 69282 (Changed)

Tuscaloosa, Ala.

Within a 5-mile radius of Van De Graaff Airport (lat. 33°13'16" N., long. 87°36'38" W.); within 1.5 miles each side of the ILS localizer southwest course, extending from the 5-mile radius zone to 0.5 mile northeast of 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 Airport/Facility Directory.

Tustin, Calif. (MCAS (H))

Within a 5-mile radius of MCAS Tustin (H) (lat. 33°42'22"N., long. 117°49'35"W.) excluding that portion east and south 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., to latitude 33°42'30" N., longitude 117°56'40" 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 Airport/Facility Directory.

Twentynine Palms, Calif.

Within a 5-mile radius of the Expeditionary Air Field (EAF), Marine Corps Base (lat. 34°17'20"N., long. 116°10'20"W.) and within 2 miles each side of the Twentynine Palms VORTAC 298° radial extending from the 5-mile radius zone to 16 miles west of the VORTAC. This control zone is effective from 0730 to 1630 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 Airport/Facility Directory.

Twin Falls, Idaho

Within a 5-mile radius of the Twin Falls City-County (Joslin Field), Idaho Airport (latitude 42°28'54" N., longitude 114°29'11" W.) within 5 miles each side of Twin Falls VORTAC 086° and 281° radials, extending from the 5-mile radius zone to 10.5 miles east and 10.5 miles west 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 Airport/Facility Directory.

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. 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 Airport/Facility Directory.

Tyndall AFB, Fla.

Within a 5-mile radius of Tyndall AFB (latitude 30°04'15" N., longitude 85°34'30" W.); within 1.5 miles each side of the Tyndall AFB TACAN 308° radial, extending from the 5-mile radius zone to 6.5 miles northwest of the TACAN.

Umiat, Alaska

Within a 5-mile radius of the Umiat Airport, lat. 69°22'17"N., long. 152°08'00"W., within 3 miles each side of the 079° bearing from the Umiat NDB extending from the 5-mile radius zone to 8 miles east of the NDB; and within 3 miles each side of the 259° bearing from the Umiat NDB extending from the 5-mile radius zone to 8 miles west of the NDB.

Unalakleet, Alaska

Within a 5-mile radius of Unalakleet Airport (lat. 63°53'12" N., long. 100°47'42" W.); within 3.5 miles each side of the Unalakleet 225° radial, extending from the VORTAC to 12.5 miles southwest of the VORTAC, and within 3.5 miles each side of the North River, Alaska, RBN 290° bearing, extending from the 5-mile radius zone to 8.5 miles west of the RBN. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Flight Information Publication Supplement Alaska.

Utica, N. Y.

Within a 5-mile radius of the center, lat. 43°08'45" N., long. 75°22'55" W. of Oneida County Airport, Utica, N. Y.; within 2 miles each side of the 317° bearing from the Clay RBN, extending from the 5-mile radius zone to 3 miles northwest of the RBN; within 2 miles each side of the Utica VORTAC 306° radial, extending from the 5-mile radius zone to 1 mile northwest of the VORTAC, excluding the portion within the Rome, N. Y., control zone.

Valdez, Alaska

Within a 3-mile radius of the Valdez Municipal Airport, latitude 61°07'58" N., longitude 146°14'24" W. This control zone is effective from 0800 to 1600 local time daily from mid-October to mid-May, and from 0600 to 2200 local time daily from mid-May to mid-October or 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 U. S. Government Flight Information Publication Supplement Alaska.

Valdosta, Ga. (Moody AFB)

Within a 5-mile radius of Moody AFB (lat. 30°58'01"N., long. 83°11'27"W.); within 1.5 miles each side of Moody TACAN 007° radial, extending from the 5-mile radius zone to 6 miles north 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 Airport/Facility Directory.

Valdosta, Ga. (Valdosta Municipal Airport)

Within a 5-mile radius of Valdosta Municipal Airport (lat. 30°46'58" N., long. 83°16'44" 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 Airport/Facility Directory.

Vandenberg AFB, Calif.

Within a 5-mile radius of Vandenberg AFB, Lompoc, Calif., (lat. 34°43'50"N., long. 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 8.2 miles southeast of the Vandenberg AFB TACAN and within a 1-mile radius of Lompoc Airport (lat. 34°39'55"N., long. 120°27'55"W.) excluding that portion within R-2516. This control zone will 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 established as published in the Airport/Facility Directory.

Van Nuys, Calif.

Within a 5-mile radius of Van Nuys Airport (latitude 34°12'30" N., longitude 118°29'15" W.), within 2.5 miles each side of the 350° radial of the Van Nuys VOR/DME facility extending from the 5-mile radius zone to 9.5 miles north of the facility, 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 3 miles each side of the Vernal VOR 157° radial, extending from the 5-mile radius zone to 8.5 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 Airport/Facility Directory.

Vero Beach, Fla.

Within a 5-mile radius of Vero Beach Municipal Airport (lat. 27°39'05" N., long. 80°24'51" W.).

Vichy, Mo.

Within a 5-mile radius of the Rolla National Airport (latitude 38°07'40" N., longitude 91°46'10" W.); and within 3 miles each side of the 067° radial of the Vichy VORTAC extending from the 5-mile radius zone to 6 1/2 miles northeast of the Vichy VORTAC.

Victoria, Tex.

Within a 5-mile radius of the Victoria Regional Airport, Victoria, Tex., (lat. 28°51'06.9"N., long. 96°55'03.7"W.) and within 3.5 miles each side of the Victoria VOR 312° radial extending from the 5-mile radius zone to 10.5 miles northwest of the VOR; within 3 miles each side of the NDB (lat. 28°50'39"N., long. 96°54'26"W.) 355° and 160° bearing extending from the 5-mile radius zone to 8.5 miles from the NDB.

AMENDMENTS 3/20/80 45 F. R. 2012 (Rewritten)

Victorville, Calif.

Within a 5-mile radius of George AFB, Victorville, Calif. (lat. 34°35'45"N., long. 117°22'55"W.) and within 2 miles each side of the 001° radial of the George TACAN (lat. 34°35'40"N., long. 117°23'20"W.) extending from the 5-mile radius zone to 9 miles north of the TACAN. 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 Airport/Facility Directory.

Visalia, Calif.

Within a 4-mile radius of the Visalia Municipal Airport (lat. 36°19'10"N., long. 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. (lat. 36°20'20"N., long. 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 published in the Airport/Facility Directory.

Waco, Tex.

That airspace within a 5-mile radius of Waco-Madison Cooper 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; within 2 miles each side of the Waco ILS localizer north course extending from the 5-mile radius zone to the OM and within a 5-mile radius of James Connally Airport (latitude 31°38'00" N., longitude 97°04'00" W.).

Waimea-Kohala, Hawaii

Within a 5-mile radius of the Waimea-Kohala 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 083° radial, extending from the 5-mile radius zone to 9 miles northeast of the Kamuela VOR. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective times will thereafter be continuously published in the Pacific Chart Supplement.

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 3 miles each side of the Walla Walla VOR 215° radial, extending from the 5-mile radius zone to 8 miles southwest of the VOR and that airspace within an arc of a 14-mile radius circle centered on the Walla Walla VOR extending clockwise from a line 4 miles west to a line 4 miles southeast of and parallel to the Walla Walla VOR 354° and 036° radials.

Washington, D. C.

Within a 5-mile radius of the center, 38°51'07" N., 77°02'23" W., of Washington National Airport; within 1.5 miles each side of the Washington National Airport ILS localizer south course, extending from the 5-mile radius zone to 1 mile south of the OM; within 2 miles each side of the Washington National Airport ILS localizer south course, extending from the 5-mile radius zone to the OM; within 2.5 miles each side of the extended centerline of Washington National Airport Runway 15, extending from the 5-mile radius zone to 5 miles southeast of the southeast end of the runway; within 2.5 miles each side of the extended centerline of Washington National Airport Runway 33, extending from the 5-mile radius zone to 5 miles northwest of the northwest end of the runway; within 1.5 miles each side of the Washington VOR 320° radial, extending from the 5-mile radius zone to 6.5 miles northwest of the VOR; within 2.5 miles each side of the Washington VOR 326° radial, extending from the 5-mile radius zone to 5.5 miles northwest of the VOR; within 2.5 miles each side of a 190° bearing from 38°55'13" N., 76°57'50" W., extending from said point to 5 miles south; excluding the portion within P-56, the east portion subtended by a chord drawn between the points of intersection of the 5-mile radius zone with the Camp Springs, Md., control zone, the portion of the southeast extension described by reference to the extended centerline of Washington National Airport Runway 15 that coincides with the Camp Springs, Md., control zone and the portion of the north extension described by reference to a 190° bearing from 38°55'13" N., 76°57'50" W., that coincides with the Camp Springs, Md., control zone.

Waterloo, Iowa

Within a 5-mile radius of Waterloo Municipal Airport (lat. 42°33'20" N., long. 92°24'00" W.); within 2½ miles each side of the Waterloo, Iowa, VORTAC 078° radial extending from the 5-mile radius zone to 6 miles east of the VORTAC; and within 2½ miles each side of the Waterloo, Iowa, VORTAC 194° radial extending from the 5-mile radius zone to 6½ miles south of the VORTAC; and within 3½ miles each side of the Waterloo, Iowa, VORTAC 001° radial extending from the 5-mile radius zone to 10½ miles north of the VORTAC; and within 3½ miles each side of the Waterloo, Iowa, VORTAC 316° radial extending from the 5-mile radius zone to 10½ miles northwest of the airport.

Watertown, N. Y.

That airspace within a 5-mile radius of the center 43°50'20" N., 76°01'20" W. of Watertown International Airport, Watertown, N. Y., and within 3 miles each side of the Watertown, N. Y., VOR 211° radial, extending from the 5-mile radius zone to 8 miles southwest of the VOR.

Watertown, S. Dak.

Within a 5-mile radius of Watertown Municipal Airport (latitude 44°54'51" N., longitude 97°09'16" W.); within 1.5 miles each side of the Watertown VORTAC 001° radial, extending from the 5-mile radius zone to 2.5 miles north of the VORTAC; and within 1 mile each side of the Watertown VORTAC 181° radial, extending from the 5-mile radius zone to 10.5 miles south of the VORTAC.

Waukesha, Wis.

Within a 5-mile radius of the Waukesha County Airport (latitude 43°02'25" N., longitude 88°14'00" W.); excluding a one-mile radius of Capitol Drive Airport (latitude 43°05'15" N., longitude 88°10'40" W.); within 2½ miles each side of the 272° bearing from the airport extending from the 5-mile radius area to 5.5 miles west. 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 Airport/Facility Directory.

Wausau, Wis.

Within a 5-mile radius of the Wausau Municipal Airport (latitude 44°55'35" N., longitude 89°37'35" W.); and within 2½ miles each side of the 142° bearing from the Wausau Municipal Airport extending from the 5-mile radius zone to 6 miles southeast.

Wenatchee, Wash.

Within a 5-mile radius of Pangborn Field, Wenatchee, Wash. (lat. 47°24'00" N., longitude 120°12'30" W.) and within 3 miles each side of the Wenatchee VOR 124° radial extending from the 5-mile radius zone to 8 miles southeast 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 Municipal Airport, Westfield, Mass.; within 3 miles each side of the Barnes VOR 012° radial, extending from the 5-mile radius zone to 10 miles north of the VOR; and within 2 miles each side of the Runway 33 centerline extended from the 5-mile radius zone to 7.5 miles northwest of the end of the runway, excluding the portion which coincides with the Westover, Mass., control zone. This control zone is effective from 0700 to 2300 hours, local time, daily.

Westhampton Beach, N. Y.

Within a 5.5-mile radius of Suffolk County Airport (lat. 40°50'39" N., long. 72°37'49" W.), excluding that portion within the Calverton, N. Y., control zone. This control zone shall be in effect from 0700 to 2300 hours, local time, daily.

West Memphis, Ark.

Within a 5-mile radius of the Municipal Airport, West Memphis, Ark. (latitude 35°08'24" N., longitude 90°14'00" W.); within 3 miles each side of the 351° bearing from the West Memphis RBN (latitude 35°08'20" N., longitude 90°14'02" W.), extending from the 5-mile radius zone 8 miles north of the RBN; and within 3 miles each side of the 188° bearing from the West Memphis RBN, extending from the 5-mile radius zone to 8 miles south 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 Airport/Facility Directory.

Westover, Mass.

Within a 5-mile radius of the center, lat. 42°11'40"N., long. 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 16.5 miles NE of the Westover TACAN; within 2.5 miles NW of the Westover TACAN 028° radial extending from the 5-mile radius zone to 8 miles NE of the TACAN within 2 miles each side of the Westover TACAN 221° radial extending from the 5-mile radius zone to 6 miles SW of the TACAN.

AMENDMENTS 6/26/80 45 F. R. 43159 (Rewritten)

Weyers Cave, Va.

Within a 5-mile radius of the center (lat. 38°15'49" N., long. 78°53'48" W.), of Shenandoah Valley Airport, Weyers Cave, Va., and within 3.5 miles each side of the Shenandoah Valley Airport ILS localizer southwest course, extending from the 5-mile radius zone to 11.5 miles southwest of the OM. This control zone is effective during the specific days and times established in advance by a Notice to Airmen. The effective times will thereafter be published in the Airport/Facility Directory.

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 the center, 41°04'00" N., 73°42'33" W., of Westchester County Airport, White Plains, N. Y., extending clockwise from a 055° bearing to a 305° bearing from the airport; within a 6-mile radius of the center of the airport extending clockwise from a 305° bearing to a 055° bearing from the airport; and within 2 miles each side of the extended centerline of Runway 16, extending from the southeast end of Runway 16 to 4 miles southeast of the southeast end of Runway 16.

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.

Wichita, Kans. (Wichita Municipal)

Within a 5-mile radius of the Wichita, KS., Municipal Airport (latitude 37°39'09" N., longitude 97°25'47" W.); and within 2 miles each side of the Wichita Municipal Airport ILS localizer north course, extending to 7.5 miles north, excluding that portion subtended by a chord drawn between the points of INT of the 5-mile-radius zone of the Wichita, KS., (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 an 8-mile radius of the center, lat. 41°20'18" N., long. 75°43'20" W. of Wilkes-Barre-Scranton Airport, extending clockwise from a 235° bearing to a 355° bearing from the airport; within an 11-mile radius of the center of the airport, extending clockwise from a 355° bearing to a 025° bearing from the airport; within an 8-mile radius of the center of the airport, extending clockwise from a 025° bearing to a 050° bearing from the airport; within a 12-mile radius of the center of the airport, extending clockwise from a 050° bearing to a 210° bearing from the airport; within a 6-mile radius of the center of the airport, extending clockwise from a 210° bearing to a 235° bearing from the airport; within 3.5 miles each side of the Wilkes-Barre-Scranton Airport ILS localizer southwest course extending from the OM to 6 miles southwest of the OM and within 4 miles each side of the Wilkes-Barre-Scranton Airport ILS localizer northeast course extending from the localizer to a point 11.5 miles northeast of the localizer.

Williamsport, Pa.

Within a 6-mile radius of the center, 41°14'32" N., 76°55'12" W. of Williamsport-Lycoming County Airport, extending clockwise from a 099° bearing to a 145° bearing from the airport; within a 7-mile radius of the center of the airport, extending clockwise from a 145° bearing to a 172° bearing from the airport; within a 6.5-mile radius of the center of the airport, extending clockwise from a 172° bearing to a 203° bearing from the airport; within a 14.5-mile radius of the center of the airport, extending clockwise from a 203° bearing to a 241° bearing from the airport; within a 12.5-mile radius of the center of the airport, extending clockwise from a 241° bearing to a 270° bearing from the airport; within an 8-mile radius of the center of the airport, extending clockwise from a 270° bearing to a 312° bearing from the airport; within a 13-mile radius of the center of the airport, extending clockwise from a 312° bearing to a 350° bearing from the airport; within an 11-mile radius of the center of the airport, extending clockwise from a 350° bearing to a 358° bearing from the airport; within an 11.5-mile radius of the center of the airport, extending clockwise from a 358° bearing to a 004° bearing from the airport; within a 13-mile radius of the center of the airport, extending clockwise from a 004° bearing to a 099° bearing from the airport; and within 4 miles each side of the Williamsport-Lycoming County Airport ILS localizer east course, extending from the MM to 8.5 miles east of the MM.

Williston, N. Dak. (Sloulin Airport)

Within a 5-mile radius of the Sloulin International Airport (latitude 48°10'35" N., longitude 103°38'10" W.); within 1½ miles each side of the Williston VOR 136° radial, extending from the 5-mile radius zone to 1½ miles southeast of the VOR; and within 2 miles each side of the 126° bearing from the Sloulin International Airport, extending from the 5-mile radius zone to 10 miles southeast of the airport.

Willoughby, Ohio

Within a 5-mile radius of the Lost Nation Airport (latitude 41°40'45" N., longitude 81°23'45" W.); within 4 miles each side of the 088° bearing from the Lost Nation RBN extending from the 5-mile radius zone to 12 miles east of the RBN; within 3 miles each side of the 268° bearing from the RBN extending from the 5-mile radius zone to 8.5 miles west of the RBN; within 3 miles each side of the 050° radial of the Lost Nation TVOR extending from the 5-mile radius zone to 8.5 miles northeast of the TVOR; excluding the portion within the Cleveland, OH, (Cuyahoga County 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 Airport/Facility Directory.

Willow Grove, Pa.

Within a 5-mile radius of the center, 40°12'00" N., 75°08'55" W. of Willow Grove NAS, Willow Grove, Pa., extending clockwise from a 347° bearing to a 253° bearing from the airport; within a 5.5-mile radius of the center of the airport, extending clockwise from a 253° bearing to a 347° bearing from the airport; within 3 miles each side of the Willow Grove TACAN 136° radial, extending from the TACAN to 7 miles southeast of the TACAN; within 3.5 miles each side of the Willow Grove TACAN 325° radial, extending from the 5-mile radius and 5.5-mile radius zones centered on Willow Grove NAS to 8.5 miles northwest of the TACAN; within 3.5 miles each side of a 330° bearing from the Willow Grove RBN, extending from the 5-mile radius and 5.5-mile radius zone centered on Willow Grove NAS to 10 miles northwest of the RBN; within a 5-mile radius of the center, 40°12'15" N., 75°04'30" W., of Warminster NADC, Warminster, Pa.; within 1.5 miles each side of the Yardley VORTAC 244° radial, extending from the 5-mile radius zone centered on Warminster NADC to 2 miles southwest of the VORTAC; within 3 miles each side of the Warminster TACAN 083° radial, extending from the 5-mile radius zone centered on Warminster NADC to 6 miles east of the TACAN, excluding the south portion subtended by a chord drawn between the points of intersection of the 5-mile radius zone centered on Warminster NADC with the North Philadelphia, Pa., control zone 6-mile radius zone and excluding that portion of the control zone southeast extension described by reference to the Willow Grove TACAN 136° radial that coincides with the North Philadelphia, Pa., control zone. This control zone is effective from 0700 to 2400 hours, local time, Monday through Friday; and 0001 to 2400 hours, local time, Saturday and Sunday 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 Airport/Facility Directory.

Wilmington, Del.

Within a 6-mile radius of the center 39°40'42"N., 75°36'27"W. of Greater Wilmington Airport, Wilmington, Del.

Wilmington, N. C.

Within a 5-mile radius of New Hanover County Airport (latitude 39°16'15" N., longitude 77°54'05" W.).

Windsor Locks, Conn.

Within a 5-mile radius of the center lat. 41°56'19" N., long. 72°41'00" W., of Bradley International Airport, Windsor Locks, Conn.; within 3.5 miles each side of the Bradley International Airport ILS localizer southwest course, extending from the 5-mile radius zone to 11.5 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 the Winona Municipal-Max Conrad Field (lat. 44°04'37"N., long. 91°42'22"W.) within 3 miles each side of the Winona (ONA) VOR (lat. 44°04'34.6"N., long. 91°42'20.1"W.) 320° radial extending from the 5-mile radius area out to 8.5 miles northwest, within 1.5 miles each side of the ONA 110° radial extending from the 5-mile radius out to 6 miles east of the airport.

AMENDMENTS 9/4/80 45 F. R. 48598 (Rewritten)

Winslow, Ariz.

Within a 6-mile radius of Winslow Municipal Airport (latitude 35°01'15" N., longitude 110°43'15" W.), and that airspace within an arc of an 8.5-mile radius circle centered on Winslow VORTAC, extending clockwise from a line 3.5 miles south of and parallel to the Winslow 277° radial to a line 3.5 miles north of and parallel to the Winslow 292° radial. This control zone shall be effective during the specific dates and times established in advance by a Notice to Airmen which thereafter will be continuously published in the Airport/Facility Directory.

Winston-Salem, N. C.

Within a 5-mile radius of Smith Reynolds Airport (lat. 36°08'01" N., long. 80°13'22" W.); within 2 miles each side of Winston-Salem ILS localizer southeast course, extending from the 5-mile radius zone to the LOM.

Worcester, Mass.

Within a 5-mile radius of the Worcester Municipal Airport (lat. 42°16'05"N., long. 71°52'20"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. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Worland, Wyo.

Within a 5-mile radius of Worland Municipal Airport (latitude 43°58'10" N., longitude 107°56'50" W.), and within 3.5 miles each side of the Worland VOR 352° radial, extending from the 5-mile radius zone to 12 miles north of the VOR.

Worthington, Minn.

Within a 5-mile radius of Worthington Municipal Airport (lat. 43°39'17"N., long. 95°35'01"W.); within 2.5 miles each side of the 098° true radial, extending from the 5-mile radius to 6.5 miles east of the VOR; within 2.5 miles each side of the 318° true radial, extending from the 5-mile radius to 6.5 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 Airport/Facility Directory.

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 8 miles southwest of the localizer.

Yakima, Wash.

Within a 5-mile radius of the Yakima Municipal Airport (latitude 46°33'55" N., longitude 120°32'25" W.), within 4 miles north and 2 miles south of the Yakima ILS localizer east course, extending from the 5-mile radius zone to 4 miles east of the Donald OM, and within 2.5 miles each side of the Yakima ILS localizer west course, extending from the 5-mile radius zone to 18.5 miles west of the Donald OM.

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 Ocean Cape, Alaska, RBN, 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 Ocean Cape, Alaska, RBN, and on the west and northwest by the arc of an 8-mile radius circle centered on the Ocean Cape, Alaska, RBN.

Yankton, S. Dak.

That airspace within a 5-mile radius of Chan Gurney Municipal Airport (latitude 42°54'45" N., longitude 97°23'15" W.); within 2½ miles each side of the Yankton VOR 321° radial extending from the 5-mile radius to 7 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 Airport/Facility Directory.

Youngstown, Ohio

Within a 5-mile radius of the center, lat. 41°15'28" N., long. 80°40'34" W. of Youngstown Municipal Airport, Youngstown, Ohio; within 2 miles each side of the extended centerline of Runway 5, extended from the 5-mile radius zone to 6 miles northeast of the center of the airport; within 2 miles each side of the extended centerline of Runway 14, extended from the 5-mile radius zone to 5.5 miles southeast of the center of the airport; within 2 miles each side of the extended centerline of Runway 23, extended from the 5-mile radius zone to 5.5 miles southwest of the center of the airport and within 1 mile each side of the Youngstown Municipal Airport localizer northwest course, extended from the 5-mile radius zone to 5.5 miles northwest of the center of the airport.

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 2.5 miles each side of the Yuma TACAN (latitude 32°38'48" N., longitude 114°36'48" W.) 037° radial, extending from the 5-mile radius zone to 8 miles northeast of TACAN.

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, Mi.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center, lat. 39°28'00"N., long. 76°10'00"W., of Phillips AAF; within a 9.5-mile radius of the center of the airport, extending clockwise from a 260° bearing to a 010° bearing from the airport; within 3.5 miles each side of a 029° bearing from the Aberdeen, Mi., RBN, extending from the RBN to 11.5 miles northeast of the RBN; within 5 miles each side of a 029° bearing from the Aberdeen, Mi., RBN, extending from the RBN to 9.5 miles northeast of the RBN; within 5 miles each side of the Phillips VOR 033° radial, extending from the VOR to 13 miles northeast of the VOR.

Aberdeen, S. D.

That airspace extending upward from 700 feet above the surface within a 15½-mile radius of the Aberdeen VORTAC; and within 5½ miles southwest and 9½ miles northeast of the Aberdeen VORTAC 131° radial, extending from the 15½-mile radius area to 21½ miles southeast of the VORTAC, and within 3½ miles southwest and 5 miles northeast of the Aberdeen VORTAC 312° radial, extending from the 15½-mile radius area to 22 miles northwest of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within a 22½-mile radius of the Aberdeen VORTAC; and within 6 miles northeast and 9½ miles southwest of the Aberdeen VORTAC 312° radial, extending from the 22½-mile radius area to 29 miles northwest 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 east and 5 miles west of the Abilene ILS localizer south course extending from the OM to 12 miles south.

Ada, Okla.

That airspace extending upward from 700 feet AGL within a 5-mile radius of the Ada Municipal Airport (latitude 34°48'20" N., longitude 96°40'15" W.) and within 3.5 miles each side of the 139° bearing from the Ada RBN (latitude 34°48'30" N., longitude 96°40'23" W.) extending from the 5-mile radius area to 8.5 miles southeast of the RBN.

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 6½-mile radius of the Lenawee County Airport (latitude 41°52'10" N., longitude 84°04'30" W.); and within 3 miles each side of the 221° bearing from the Lenawee County Airport, extending from the 6½-mile radius area to 8 miles southwest of the airport.

Afton, Okla.

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of the Shangri-La Airport, Afton, Okla. (lat. 36°34'45"N., long. 94°51'40"W.); within 3.5 miles each side of a 176° bearing from the Shangri-La NDB (lat. 36°34'38"N., long. 94°51'38"W.) extending from the 8.5-mile radius area to 11.5 miles south of the NDB.

Aguadilla, P. R.

That airspace extending upward from 700 feet above the surface within a 12-mile radius of Borinquen Airport (lat. 18°29'45" N., long. 67°08'00" W.); within a 10-mile radius of Mayaguez Airfield (lat. 18°15'26" N., long. 67°08'58" W.).

Ahoskie, N.C.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Tri-County Airport (lat. 36°17'56"N., long. 77°10'26"W.); within 3 miles each side of the 171° bearing from the Ahoskie RBN (lat. 36°17'57"N., long. 77°10'33"W.), extending from the 6.5-mile radius area to 8.5 miles south of the RBN.

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.

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.

Aitkin, Minn.

That airspace extending upward from 700 feet above the surface within a five-statute-mile radius of the Aitkin Municipal Airport (lat. 46°32'45"N., long. 93°40'45"W.) and within 3 statute miles each side of the 355° bearing of the Aitkin NDB, extending from the 5-mile radius to 8.5 statute miles north of the airport.

Akron, Colo.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Akron-Washington County Airport (latitude 40°10'30" N., longitude 103°12'45" W.), and that airspace extending upward from 1,200 feet above the surface within 10 miles northeast and 7 miles southwest of the Akron VORTAC 123° and 303° radials, extending from 20 miles southeast to 10 miles northwest of the VORTAC.

Akron, Ohio

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of the center, lat. 40°54'58" N., long. 81°26'32" W. of Akron-Canton Airport, Akron, Ohio, and within 5 miles each side of the Akron-Canton Airport south localizer course extending from the Akron-Canton Airport 8.5-mile radius area to 11.5 miles south of the Akron-Canton Runway 1 OM; within a 10-mile radius area of the center, lat. 41°02'18" N., long. 81°28'01" W. of Akron Municipal Airport, Akron, Ohio; within 5 miles each side of the Akron VORTAC 255° radial extending from the Akron Municipal Airport 10-mile radius area to the VORTAC; within a 6-mile radius of the center, lat. 41°12'35" N., long. 81°14'55" W. of Portage County Airport, Ravenna, Ohio; within 1.5 miles each side of the Akron VORTAC 340° radial extending from the Portage County Airport 6-mile radius area to the VORTAC; within a 5-mile radius area of the center of lat. 41°08'45" N., long. 81°25'00" W. of Andrew W. Paton of Kent State University Airport, Kent, Ohio; within a 7-mile radius of the center, lat. 41°08'06" N., long. 81°45'36" W. of Freedom Field, Medina, Ohio, and within 4.5 miles south and 6.5 miles north of the Medina, Ohio, RBN (lat. 41°08'29" N., long. 81°38'46" W.) 084° and 264° bearings extending from 5.5 miles west to 11.5 miles east of the RBN.

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 portion within R-2101.

Alabaster, Ala.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Shelby County Airport (lat. 33°10'40"N., long. 86°47'00"W.); within a 6.5-mile radius of Bessemer Airport (lat. 33°18'49"N., long. 86°55'29"W.) within 3 miles each side of the 241° bearing from Bessemer RBN (lat. 33°18'42"N., long. 86°55'25"W.) extending from the 6.5-mile radius to 8.5 miles southwest of the RBN; excluding that portion which coincides with the Birmingham transition area.

PENDING AMENDMENT**Alabaster, Ala.**

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Shelby County Airport (lat. 33°10'40"N., long. 86°47'00"W.); within 3 miles each side of the 171° bearing from the Calera RBN (lat. 33°07'04"N., long. 86°46'14"W.), extending from the 7-mile radius area to 8.5 miles south of the RBN; within a 6.5-mile radius of Bessemer Airport (lat. 33°18'49"N., long. 86°55'29"W.); within 3 miles each side of the 241° bearing from Bessemer RBN (lat. 33°18'42"N., long. 86°55'25"W.), extending from the 6.5-mile radius area to 8.5 miles southwest of the RBN; excluding that portion within the Birmingham Transition Area.

AMENDMENTS 12/4/80 45 F. R. 70235 (Rewritten)

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. This transition area will 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 Airport/Facility Directory.

Alamosa, Colo.

That airspace extending upward from 700 feet above the surface within 10 miles northeast and 12 miles southwest of the Alamosa VORTAC 335° and 155° radials extending from 23 miles northwest to 12 miles southeast of the VORTAC; and within 2 miles northwest and 6 miles southeast of the Alamosa VORTAC 200° radial extending from the VORTAC to 16 miles southwest of the VORTAC, and that airspace extending upward from 1,200 feet above the surface within 13 miles northeast of the Alamosa VORTAC 335° radial extending from the VORTAC to 31 miles northwest of the VORTAC; within 12 miles southwest of the Alamosa VORTAC 335° radial extending from the VORTAC to 38 miles northwest of the VORTAC; within 5 miles each side of the Alamosa VORTAC 018° radial extending from the VORTAC to 45 miles northeast of the VORTAC; within 5 miles each side of the Alamosa VORTAC 065° radial extending from the VORTAC to 37 miles northeast of the VORTAC; within 5 miles each side of the Alamosa VORTAC 080° radial extending from the VORTAC to 56 miles east of the VORTAC; within 13 miles northeast and 9.5 miles southwest of the Alamosa VORTAC 127° radial extending from the VORTAC to 19 miles southeast of the VORTAC; and within 5 miles each side of the Alamosa VORTAC 200° radial extending from the VORTAC to 37 miles southwest of the VORTAC. That airspace extending upward from 12,000 feet MSL within 5 miles each side of the Alamosa VORTAC 200° radial extending from 37 to 54 miles southwest of the VORTAC.

Albany, Ga.

That airspace extending upward from 700 feet above the surface within a 9.5-mile radius of Albany-Dougherty County Airport (lat. 31°32'07"N., long. 84°11'41"W.); within 2 miles each side of Albany VORTAC 143° radial, extending from the 9.5-mile radius area to the VORTAC.

Albany, N. Y.

That airspace extending upward from 700 feet above the surface within the area bounded by a point on the Albany VORTAC 007° radial 23 miles north of the VORTAC, thence clockwise along the arc of a 23-mile radius circle centered on the Albany VORTAC to its point of intersection with the Albany VORTAC 037° radial, thence southwest along the Albany VORTAC 037° radial to a point 12 miles northeast of the VORTAC, thence clockwise along the arc of a 12-mile radius circle centered on the Albany VORTAC to its point of intersection with the arc of a 9-mile radius circle centered on the Schenectady VOR (42°51'05" N., 73°56'05" W.), thence clockwise along the arc of the 9-mile radius circle centered on the Schenectady VOR to its point of intersection with a line 2 miles south and parallel to the extended centerline of the Schenectady County Airport Runway 28, thence west along this parallel line to its point of intersection with the arc of a 13-mile radius circle centered on the Schenectady VOR, thence clockwise along the arc of this 13-mile radius circle to its point of intersection with the Schenectady VOR 342° radial, thence north along a line bearing 356° from this point to the point of intersection of this line and the arc of a 19-mile radius circle centered on the Schenectady VOR, thence clockwise along the arc of the 19-mile radius circle centered on the Schenectady VOR to its point of intersection with the arc of a 23-mile radius circle centered on the Albany VORTAC;

within 5 miles each side of the Albany VORTAC 082° radial, extending from the Albany VORTAC to 18.5 miles east of the VORTAC;

within a 6.5-mile radius of the center lat. 43°03'03" N., long. 73°51'30" W., of Saratoga County Airport, Saratoga Springs, N. Y., and within 4 miles each side of the Cambridge VORTAC 279° radial, extending from 43 miles west of the Cambridge VORTAC to the 6.5-mile radius area.

That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at lat. 44°00'00" N., long. 73°47'00" W.; to lat. 44°00'00" N., long. 73°16'00" W.; to lat. 43°47'00" N., long. 72°39'00" W.; to lat. 43°11'00" N., long. 72°39'00" W.; to lat. 42°02'00" N., long. 73°16'00" W.; to lat. 42°01'00" N., long. 74°30'00" W.; to lat. 43°19'00" N., long. 74°30'00" W.; to point of beginning.

Albany, Ohio

That airspace extending upward from 700 feet above the surface within an 8-mile radius of the University of Ohio Airport (latitude 39°12'38" N., longitude 82°13'53" W.).

Albemarle, N. C.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Stanly County Airport (lat. 35°24'51"N., long. 80°09'08"W.); within 3 miles each side of a 208° bearing from the Stanly County RBN (lat. 35°24'42"N., long. 80°09'23"W.), extending from the 7-mile radius area to 8.5 miles southwest of the RBN.

AMENDMENTS 5/29/80 45 F. R. 29564 (Added)

Albert Lea, Miss.

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of the Albert Lea Airport, (lat. 43°40'52"N., long. 93°22'04"W.).

AMENDMENTS 7/10/80 45 F. R. 32663 (Rewritten)

Albertville, Ala.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Albertville Municipal Airport (latitude 34°13'54" N., longitude 86°15'08" W.); within 3 miles each side of the 048° bearing from Saratoga RBN (latitude 34°15'00" N., longitude 86°13'25" W.), extending from the 6.5-mile radius area to 8.5 miles northeast of the RBN.

Albia, Iowa

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Albia Municipal Airport (lat. 40°59'40"N., long. 92°45'46"W.).

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 Airport, Albion, N. J., and within 2 miles each side of the Cedar Lake VORTAC 003° radial extending from the 5-mile radius area to the VORTAC, excluding the portion that coincides with the Millville, N. J., transition area. This transition area is effective from sunrise to sunset, daily.

AMENDMENTS 10/30/80 45 F. R. 68646 (Changed)

Albion, N. Y.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 43°10'24"N., 78°16'29"W., of Pine Hill Airport, Albion, N. Y., and within 2.5 miles each side of the Rochester, N. Y., VORTAC 277° radial, extending from the 5-mile radius area to 20 miles west of the VORTAC.

Albuquerque, N. Mex.

That airspace extending upward from 700 feet above the surface within a 14-mile radius of Albuquerque International Airport (latitude 35°02'42" N., longitude 106°38'02" W.) and within a 10.5-mile radius of Alameda Airport (latitude 35°11'30" N., longitude 106°40'00" W.).

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 8.5 miles south of the RBN.

Alexandria, Ind.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of Alexandria Airport (latitude 40°13'25" N., longitude 85°38'15" W.) excluding the portion which overlies the Anderson, Ind., transition area.

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 Regional Airport (latitude 31°23'45" N., longitude 92°17'40" W.), and within 4 miles each side of the Esler VOR 185° radial extending from the Esler Regional Airport 7-mile radius area to 17 miles southeast of the VOR.

Alexandria, Minn.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Alexandria Municipal Airport (latitude 45°52'00" N., longitude 95°23'40" W.); and within 2 miles each side of the Alexandria VORTAC 231° radial, extending from the 7-mile radius area to the VORTAC.

Algona, Iowa

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Algona Municipal Airport (latitude 43°04'30" N., longitude 94°16'15" W.); and within 3.5 miles each side of the 297° bearing from the Algona Municipal Airport, extending from the 7-mile radius area to 11.5 miles northwest of the airport.

Allegan, Mich.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Padgham Field Airport (latitude 42°31'55" N., longitude 85°49'45" W.); and within 2½ miles each side of the 072° radial of the Pullman VORTAC, extending from the 7-mile radius area to 22 miles east of the VORTAC, excluding the portion which overlies the Battle Creek, Michigan 700-foot floor transition area.

Allendale, S. C.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of Allendale County Airport (latitude 35°59'30" N., longitude 81°16'05" W.); within 2.5 miles each side of Allendale VOR 329° radial, extending from the 6-mile radius area to 8.5 miles northwest of the VOR.

Allentown, Pa.

That airspace extending upward from 700 feet above the surface within a 15-mile radius of the center, 40°39'18" N., 75°26'11" W. of Allentown-Bethlehem-Easton Airport, Allentown, Pa., extending clockwise from a 311° bearing to a 001° bearing from the airport; within a 16.5-mile radius of the center of the airport, extending clockwise from a 001° bearing to a 028° bearing from the airport; within a 12.5-mile radius of the center of the airport, extending clockwise from a 028° bearing to a 311° bearing from the airport; within a 9-mile radius of the center, 40°34'13" N., 75°29'18" W. of Allentown-Queen City Municipal Airport, Allentown, Pa.; within 3.5 miles each side of the Allentown-Bethlehem-Easton Airport localizer southwest course, extending from the OM to 11.5 miles southwest of the OM; within 4.5 miles west and 6.5 miles east of the Allentown VORTAC 358° radial extending from the VORTAC to 17.5 miles north of the VORTAC; within 5 miles each side of the East Texas VORTAC 103° and 283° radials, extending from 1 mile east of the VORTAC to 8.5 miles west of the VORTAC; within 5 miles each side of the East Texas VORTAC 095° radial, extending from the 9-mile radius area to the East Texas VORTAC; within a 15-mile radius of the Allentown VORTAC extending clockwise from the Allentown VORTAC 358° radial to the Allentown VORTAC 104° radial; within 4.5 miles northeast and 6.5 miles southwest of the Allentown-Bethlehem-Easton Airport localizer northwest course, extending from the OM to 11.5 miles northwest of the OM.

Alliance, Nebr.

That airspace extending upward from 700 feet above the surface within a 10-mile radius of Alliance Municipal Airport (lat. 42°03'11.3"N., long. 102°48'25.3"W.); within 3 miles each side of the Alliance VOR 145° radial, extending from the 10-mile radius area to 12 miles southeast of the VOR.

Alliance, Ohio

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the center, lat. 40°59'00" N., long. 81°02'30" W. of Miller Airport, Alliance, Ohio, and within a 5.5-mile radius of the center, lat. 40°54'22" N., long. 81°00'02" W. of Tri-City Airport, Sebring, Ohio.

Alma, Ga.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of Bacon County Airport (lat. 31°32'17" N., long. 82°30'33" 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 6.5-mile radius of Gratiot Community Airport (latitude 43°19'15" N., longitude 84°41'12" W.); within 4 miles either side of a 267° bearing from Gratiot Community Airport extending from the 6.5-mile radius area to 15 miles west of the airport.

Almyra, Ark.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Almyra Municipal Airport (latitude 34°24'30" N., longitude 91°27'30" W.).

Alpena, Mich.

That airspace extending upward from 700 feet above the surface within a 17-mile radius of Alpena VORTAC; within 9½ miles west and 4½ miles east of the 360° bearing from the Alpena RBN, extending from the 17-mile radius area to 18½ miles north of the RBN; within 9½ miles west and 4½ miles east of the 346° radial of the Alpena VORTAC extending from the 17-mile radius area to 18½ miles north of the VORTAC; within 9½ miles southwest and 4½ miles northeast of the 305° radial of the Alpena VORTAC extending from the 17-mile radius area to 18½ miles northwest of the VORTAC; and within 9½ miles east and 4½ miles west of the Alpena VORTAC 186° radial extending from the 17-mile radius area to 18½ miles south of the VORTAC.

Alpine, Tex.

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of the center of the Alpine Municipal Airport (latitude 30°23'00" N., longitude 103°41'00" W.) and extending 6.0 miles west and 9.5 miles east of the 023° bearing from the airport coordinates to a point 24.5 miles north of the airport coordinates.

Altoona, Pa.

That airspace extending upward from 700 feet above the surface within a 9-mile radius of the center, lat. 40°17'51"N., long. 78°19'10"W., of Altoona-Blair County Airport, extending clockwise from 061° bearing to a 076° bearing from the airport; within an 11-mile radius of the center of the airport, extending clockwise from a 076° bearing to a 096° bearing from the airport; within a 15-mile radius of the center of the airport, extending clockwise from a 096° bearing to a 128° bearing from the airport; within a 15.5-mile radius of the center of the airport, extending clockwise from a 128° bearing to a 158° bearing from the airport; within an 11-mile radius of the center of the airport, extending clockwise from a 158° bearing to a 180° bearing from the airport; within a 15-mile radius of the center of the airport, extending clockwise from a 180° bearing to a 245° bearing from the airport, within an 11-mile radius of the center of the airport, extending clockwise from a 245° bearing to a 260° bearing from the airport; within a 10-mile radius of the center of the airport, extending clockwise from a 260° bearing to a 314° bearing from the airport, within a 9-mile radius of the center of the airport, extending clockwise from a 314° bearing to a 357° bearing from the airport; within an 11.5-mile radius of the center of the airport, extending clockwise from a 357° bearing to a 031° bearing from the airport; within a 13-mile radius of the center of the airport, extending clockwise from a 031° bearing to a 061° bearing from the airport; and within 9.5 miles northwest and 4.5 miles southeast of the Altoona, Pa., VOR 026° radial, extending from the VOR to 18.5 miles northeast of the VOR.

Alturas, Calif.

That airspace extending upward from 700 feet above the surface within a five-mile radius of Alturas Municipal Airport (lat. 41°29'02"N., long. 120°33'49"W.) and within three miles each side of the Alturas NDB (lat. 41°28'16"N., long. 120°33'25"W.) 167° bearing, extending from the five-mile radius area to nine miles south of the NDB; that airspace extending upward from 1,200 feet above the surface, within six miles east and nine miles west of the 167° and 347° bearings extending from the NDB to 21 miles south and nine miles north of the NDB and within five miles each side of the 079° and 239° bearings extending from the NDB to west edge of V-165 and the east edge of V-452.

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.

Amarillo, Tex.

That airspace extending upward from 700 feet above the surface within a 20-mile radius of Amarillo Air Terminal (latitude 35°13'10" N., longitude 101°42'40" W.).

Americus, Ga.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Souther Field (lat. 32°07'00" N., long. 84°11'30" W.); within 3 miles each side of the 041° bearing from Souther RBN (lat. 32°06'39" N., long. 84°11'07" W.), extending from the 6.5-mile radius area to 8.5 miles northeast of the RBN.

Ames, Iowa

That airspace extending upward from 700 feet above the surface within a 5½-mile radius of Ames Municipal Airport (latitude 41°59'25" N., longitude 93°37'05" W.), and within 3 miles each side of the 127° bearing from Ames Municipal Airport, extending from the 5½-mile radius area to 7 miles southeast of the airport.

Anahmac, Tex.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Chambers County Airport (latitude 29°46'12"N., longitude 94°39'51"W.) and within 3 miles each side of the 137° bearing from the Chambers County RBN (latitude 29°46'23"N., longitude 94°39'47"W.) extending from the 5-mile-radius area to 8.5 miles southeast of the RBN.

Anchorage, Alaska

That airspace extending upward from 700 feet above the surface within an 18-mile radius of the Anchorage International Airport (latitude 61°10'16" N., longitude 149°58'48" W.); that airspace extending upward from 1,200 feet above the surface within an 85-mile radius of the Anchorage VORTAC; that airspace extending upward from 9,500 feet MSL within a 172-mile radius of the Anchorage VORTAC extending from the 090° radial clockwise to the 165° radial, excluding the portions within federal airways, Control 1310, Control 1218, the Middleton Island, Alaska, Johnstone Point, Alaska, Cordova, Alaska, and the Valdez, Alaska, Transition Areas and the Anchorage Oceanic Control Area; and that airspace extending upward from 14,500 feet MSL within a 172-mile radius of the Anchorage VORTAC extending from the 165° radial clockwise to the 090° radial excluding the portions within the United States, federal airways, Control 1218 and the Kinz Salmon, Alaska, Transition Area.

AMENDMENTS 10/30/80 45 F. R. 56336 (Changed)**Anderson, Ind.**

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Anderson Municipal Airport (lat. 40°06'30" N., long. 85°38'55" W.) and within 4 miles each side of the 298° bearing from the airport, extending from the 8.5-mile radius to 12 miles northwest of the airport; excluding the airspace that overlies the Muncie transition area.

Anderson, S. C.

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of 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 10.5-mile radius of the center, 41°00'00" N., 74°44'00" W. of Aeroflex-Andover Airport, Andover, N. J., extending clockwise from a 053° bearing to a 103° bearing from the airport, within a 9.5-mile radius of the center of the airport, extending clockwise from a 103° bearing to a 174° bearing from the airport; within an 8.5-mile radius of the center of the airport extending clockwise from a 174° bearing to a 225° bearing from the airport; within a 7-mile radius of the center of the airport, extending clockwise from a 225° bearing to a 295° bearing from the airport; within a 6-mile radius of the center of the airport, extending clockwise from a 295° bearing to a 053° bearing from the airport; within 1.5 miles each side of the Stillwater, N. J., VORTAC 083° radial, extending from the 7-mile radius area to the Stillwater, N. J., VORTAC.

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.

Andrews, S. C.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Andrews Municipal Airport (lat. 33°27'30"N., long. 79°31'57"W.); within 3 miles each side of the 171° bearing from the Punch RBN (lat. 33°27'29"N., long. 79°32'00"W.), extending from the 6.5-mile radius area to 8.5 miles south of the RBN.

Andrews, Tex.

That airspace extending upward from 700 feet above the surface within a 9-mile radius of the Andrews County Airport (lat. 32°20'00"N., long. 102°31'31"W.) and within 3.5 miles each side of the 355° bearing from the Andrews RBN (lat. 32°20'45"N., long. 102°32'07"W.) extending from the 9-mile radius area to 11.5 miles north of the RBN.

Angola, Ind.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Tri-State Airport (latitude 41°38'22" N., longitude 85°05'12" W.), and within 3 miles either side of the 239° bearing from the airport extending from the 7-mile radius to 8 miles southwest of the airport.

Aniak, Alaska

That airspace extending upward from 700 feet above the surface within a 22.5 mile radius of the Aniak localizer (lat. 61°35'02"N., long. 159°33'01"W.) extending from a bearing of 238°T (218°M) clockwise to 049°T (029°M) from the Aniak NDB; within 4.5 miles southwest and 9.5 miles northeast of the Aniak localizer west course extending from the localizer to 25.5 miles west of the localizer; within 9.5 miles southwest and 4.5 miles northeast of the Aniak NDB 114°T (094°M) bearing extending from the NDB to 22 miles southeast of the NDB; and within 9.5 miles southeast and 4.5 miles northwest of the Aniak NDB 230°T (210°M) bearing extending from the NDB to 24 miles southwest of the NDB.

Annette Island, Alaska

That airspace extending upward from 700 feet above the surface within a 14-mile radius of the Annette Island VORTAC; and that airspace extending upward from 1,200 feet above the surface within 6 miles northeast and 9 miles southwest of the Nichols, Alaska, RBN 331° bearing, extending from the RBN to 28 miles NW of the RBN; and within 14 miles northeast and 22 miles southwest of the Annette Island VORTAC 150° radial, extending from the VORTAC to 30 miles southeast of the VORTAC; excluding the portion outside the United States.

Anniston, Ala.

That airspace extending upward from 700 feet above the surface within a 15-mile radius of Anniston-Calhoun County Airport (latitude 33°35'23" N., longitude 86°51'20" W.); within a 12-mile radius of Talladega Municipal Airport (latitude 33°34'07" N., longitude 86°03'36" W.); within 9.5 miles southeast and 4.5 miles northwest of Talladega VORTAC 223° radial, extending from the 12-mile radius area to 18.5 miles southwest of the VORTAC; within 9.5 miles south and 4.5 miles north of the Talladega VORTAC 252° radial, extending from the 12-mile radius area to 18.5 miles west of the VORTAC; within an 8-mile radius of St. Clair County Airport, Pell City, Ala. (lat. 33°33'22" N., long. 86°14'58" W.); excluding the portion within R-2101.

Anoka, Minn.

That airspace extending upward from 700 feet above the surface within a 5 $\frac{1}{2}$ -mile radius of the Gateway North Industrial Airport (latitude 45°13'50" N., longitude 93°26'40" W.); excluding that portion overlying the Minneapolis transition area.

Anthony, Kans.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Anthony Municipal Airport (lat. 37°09'36"N., long. 98°04'45"W.) and within 1.5 miles each side of the Anthony VORTAC (lat. 37°09'32"N., long. 98°10'13"W.) 270° radial extending from the 5-mile radius area to 6.5 miles west of the airport.

AMENDMENTS 10/30/80 45 F. R. 57370 (Added)

Antigo, Wis.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Langlade County Airport (latitude 45°09'20" N., longitude 89°06'33" W.); within 3 miles each side of the 358° bearing from the airport extending from the 5-mile radius area to 8 miles north of the airport.

Antlers, Okla.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Antlers Municipal Airport (lat. 34°11'34"N., long. 95°38'59"W.) and within 3.5 miles each side of the 172° bearing of the NDB (lat. 34°11'30"N., long. 95°39'06"W.) extending from the 6.5-mile radius area to 8.5 miles south of the NDB.

AMENDMENTS 7/10/80 45 F. R. 32666 (Added)

Arcata, Calif.

That airspace extending upward from 700 feet above the surface within 2 miles each side of the 323° bearing from the Arcata, Calif., RBN, extending from the RBN to 7.5 miles northwest of the RBN; that airspace bounded on the north by latitude 40°57'00" N., on the northeast by a line 2 miles northeast of and parallel to the ILS localizer southeast course, on the south by latitude 40°45'00" N., on the southwest by a line 2 miles southwest of and parallel to the 129° and 309° bearings from the Murray Airport latitude 40°48'18" N., longitude 124°06'52" W., on the west by a line 1 mile west of and parallel to the 219° bearing from the Arcata, Calif., RBN; that airspace extending upward from 1,200 feet above the surface, bounded on the north by latitude 41°16'00" N., on the east and south by a line 9 miles northeast of and parallel to the 333° and 153° bearings from the Arcata, Calif., RBN to latitude 40°34'00" N., latitude 40°22'00" N., longitude 124°12'00" W., thence to latitude 40°22'00" N., longitude 124°30'00" W., on the west by longitude 124°30'00" W., within 9 miles each side of the Fortuna, Calif., VORTAC 110° radial, extending from the VORTAC to 61 miles east of the VORTAC, and that airspace within an arc of a 26-mile radius circle centered on the Fortuna, Calif., VORTAC extending counterclockwise from the northeast edge of V-27 to the south edge of V-195.

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; and within 3.5 miles each side of the 168° bearing from the Downtown Ardmore NDB (latitude 34°09'20"N., longitude 97°07'35"W.) extending from the 5-mile-radius area to 11.5 miles south of the NDB.

Arkadelphia, Ark.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Arkadelphia Municipal Airport (latitude 34°06'15" N., longitude 93°03'45" W.), and within 3.5 miles each side of the 216° bearing from the Arkadelphia RBN (latitude 34°03'19" N., longitude 93°06'17" W.) extending from the 6.5-mile radius area to 11.5 miles southwest of the RBN.

Arkansas

That airspace extending upward from 1,200 feet above the surface within the boundary of the State of Arkansas.

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.); and within 5 miles each side of the 175° bearing from Strother Field, extending from the 7-mile radius area to 15 miles south to the airport.

Artesia, N. Mex.

That airspace extending upward from 700 feet above the surface within a 9.5-mile radius of the Artesia Municipal Airport (lat. 32°50'58" N., long. 104°28'02" W.); and within 3.5 miles each side of the Artesia NDB (lat. 32°51'11" N., long. 104°27'34" W.) 152° bearing, extending from the 9.5-mile radius area to 12 miles south of the NDB; within 3.5 miles each side of the Artesia, N. Mex., NDB 296° bearing extending from the 9.5-mile radius area to 12 miles northwest of the NDB.

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.), within 3 miles each side of the 051° bearing from the City Lake RBN, (latitude 35°42'58" N., longitude 79°51'56" W.), extending from the 8-mile radius area to 8.5 miles northeast of the RBN.

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 Keans LOM, extending from 7 miles north of Keans LOM to 12 miles south of Broad River RBN; within 9.5 miles east and 4.5 miles west of the ILS localizer south course, extending from Broad River RBN to 18.5 miles south of the RBN; within 5 miles each side of Sugarloaf Mountain VORTAC 230° radial, extending from the VORTAC to Broad River RBN; within 3 miles each side of the 339° bearing from Keans LOM, extending from the LOM to 8.5 miles north of the LOM.

AMENDMENTS 8/20/80 45 F. R. 47133 (Changed)

Ashland, Ky.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of Ashland-Boyd County Airport (lat. 38°33'00" N., long. 82°44'15" W.); within 2.5 miles each side of York VORTAC 117° radial, extending from the 8-mile radius area to 0.5 mile east of the VORTAC; excluding the portion within Huntington, W. Va., transition area.

Ashland, Ohio

That airspace extending upward from 700 feet above the surface within a 5½-mile radius of the Ashland County Airport (latitude 40°54'11" N., longitude 82°15'21" W.); within 3 miles each side of the 002° bearing from the airport extending from the 5½-mile radius area to 12 miles north of the airport, excluding that portion which overlies the Mansfield, Ohio, transition area.

Ashland, Va.

That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of the center (lat. 37°42'27"N., long. 77°26'11"W.) of Hanover County Municipal Airport, Ashland, Va., and within 2.5 miles each side of the Richmond, Va., VORTAC 336° radial, extending from the 5.5-mile radius area to 22 miles northwest of the VORTAC.

Ashland, Wis.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of the John F. Kennedy Memorial Airport (lat. 40°32'59"N., long. 90°56'06"W.) and within 4.5 miles west and 10.5 miles east of the Ashland, Wis., VOR 205° radial, extending from the 8-mile radius area to 18.5 miles southwest of the Ashland, Wis., VOR.

Ashtabula, Ohio

That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Ashtabula County Airport, Ashtabula, Ohio (lat. 41°48'40" N., long. 80°41'46" W.) and within 3.5 miles each side of the Jefferson VORTAC 243° radial extending from the 8-mile radius area to 11.5 miles southwest of the VORTAC.

Aspen, Colo.

That airspace extending upward from 1,200 feet above the surface within the area bounded by a line beginning at latitude 39°41'00" N., longitude 107°12'30" W., to latitude 39°31'30" N., longitude 107°25'00" W., to latitude 39°17'30" N., longitude 107°00'00" W., to latitude 39°10'24" N., longitude 106°58'04" W.; thence clockwise via a 5-mile arc from the Aspen-Pitkin County Airport (latitude 39°13'30" N., longitude 106°52'09" W.) to latitude 39°16'33" N., longitude 106°48'12" W., to latitude 39°27'30" N., longitude 107°01'00" W. to point of beginning.

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; within 4.5 miles north and 9.5 miles south of the Astoria VOR 268° radial, extending from the western edge of V-27 to a point 18.5 miles west 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 308° radial extending from the Fort Stevens fan marker to 20 miles northwest of the fan marker.

That airspace extending upward from 4,500 feet MSL bounded on the northwest by the southeast edge of V-27E, on the east by the west edge of V-165, and on the south by the north edge of V-112.

PENDING AMENDMENT**Atchison, Kans.**

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Amelia Earhart Airport (lat. 39°34'15"N., long. 95°10'47"W.) and within 3 miles each side of the St. Joseph VORTAC (lat. 39°57'38"N., long. 94°55'30"W.) 207° radial extending to 5 miles northeast of the airport and within 2.5 miles each side of the SUMMER waypoint (lat. 39°42'29"N.) 174° bearing extending from the 5-mile radius area to 6 miles northwest of the airport.

AMENDMENTS 12/25/80 45 F. R. 65193 (Added)

Corr: 45 F. R. 69212

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, Tenn.

That airspace extending upward from 700 feet above the surface within a 10.5-mile radius of McMinn County Airport (lat. 36°23'45" N., long. 84°33'45" W.).

Athens, Tex.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Jones Municipal Airport (latitude 32°10'00" N., longitude 95°50'00" W.); within an 8.5-mile radius of Lochridge Ranch Airport (latitude 31°59'21" N., longitude 95°57'03" W.); within 3.5 miles each side of the 176° bearing from the Athens RBN (latitude 32°09'35" N., longitude 95°49'50" W.) extending from the 5-mile radius area to 11.5 miles south of the RBN; within 3 miles each side of a 211° bearing from the Athens RBN extending from the 5-mile radius area to the 8.5-mile radius area; and within 4.5 miles each side of the 356° bearing from the Lochridge Ranch RBN (latitude 32°03'48" N., longitude 95°57'27" W.) extending from the 8.5-mile radius area to 10.5 miles N of the RBN.

Atlanta, Ga.

That airspace extending upward from 700 feet above the surface within a 15-mile radius of The William B. Hartsfield Atlanta International Airport (latitude 33°38'31" N., longitude 84°25'34" W.); within 4.5 miles north and 9.5 miles south of the 091° bearing from Bruce RBN, extending from the 15-mile radius area to 18.5 miles east of the RBN; within 9.5 miles south and 4.5 miles north of Atlanta ILS Runway 9R localizer west course, extending from the 15-mile radius area to 18.5 miles west of the LOM; within a 10-mile radius of Charlie Brown County Airport (latitude 33°46'35" N., longitude 84°31'15" W.); within an 11.5-mile radius of Dobbins AFB/NAS Atlanta (latitude 33°54'54" N., longitude 84°30'59" W.); within 4 miles each side of the Dobbins TACAN 301° radial, extending from the 11.5-mile radius area to 11.5 miles northwest of the TACAN; within an 8.5-mile radius of De Kalb-Peachtree Airport (latitude 33°52'30" N., longitude 84°18'10" W.); within a 6.5-mile radius of Falcon Field Airport, Peachtree City, Ga. (latitude 33°21'23" N., longitude 84°34'07" W.); within a 10.5-mile radius of McCollum Airport, Marietta, Ga., (lat. 34°00'47" N., long. 84°35'55" W.), excluding the portion within the Cartersville, Ga., transition area.

AMENDMENTS 9/4/80 45 F. R. 53088 (Changed)

Atlanta, Tex.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Atlanta Municipal Airport (latitude 33°06'10" N., longitude 94°11'40" W.) and within 3 miles each side of the 237° bearing from the NDB (latitude 33°06'13" N., longitude 94°11'25" W.) extending from the 5-mile radius area to a point 8 miles southwest of the NDB.

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, 36°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.

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.

Auburn, Ala.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Auburn-Opelika Robert G. Pitts Airport (lat. 32°36'52" N., long. 85°25'52" W.).

AMENDMENTS 1/24/80 44 F. R. 67105 (Changed)

Auburn, Ind.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Auburn-De Kalb Airport (latitude 41°18'25" N., longitude 85°04'00" W.); and within 2½ miles each side of the Fort Wayne, Ind., VORTAC 018° radial, extending from the 5-mile radius area to the arc of a 17-mile radius circle centered on Bear Field (latitude 40°58'50" N., longitude 85°11'25" W.).

Auburn, Maine

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 44°03'00" N., 70°17'00" W., of Auburn-Lewiston Municipal Airport; within 3 miles each side of the 204° and 024° bearing from the Poland Springs, Maine, NDB, 43°57'47" N., 70°20'14" W., extending from the 5-mile radius area to 9 miles southwest of the NDB; within 2 miles each side of the 043° bearing from the Poland Springs, Maine, NDB extending from the NDB to 13 miles northeast of the NDB.

Audubon, Iowa

That airspace extending upward from 700 feet above the surface within an 8-mile radius of Audubon Municipal Airport (latitude 41°42'30" N., longitude 94°55'00" W.).

Augusta, Ga.

That airspace extending upward from 700 feet above the surface within an 11-mile radius of Bush Field (lat. 32°22'10" N., long. 81°57'55" W.); within 9.5 miles west and 4.5 miles east of Augusta ILS localizer south course, extending from the 11-mile radius area to 18.5 miles south of the LOM; within a 9-mile radius of Daniel Field (lat. 33°27'55" N., long. 82°02'25" W.); within a 7-mile radius of Thomson-McDuffie Airport, Thomson, Ga. (lat. 33°31'45" N., long. 82°31'00" W.); within 9.5 miles north and 4.5 miles south of the 090° bearing from McDuffie RBN (lat. 33°31'45" N., long. 82°26'30" W.), extending from the 7-mile radius area to 18.5 miles east of the RBN.

Augusta, Maine

That airspace extending upward from 700 feet above the surface within an 8-mile radius of the center of the Augusta State Airport, (lat. 44°19'N., long. 69°48'W.) and within 6.5 miles northeast and 9.5 miles southwest of the 328° radial of the Augusta VORTAC extending 24 miles northwest of the Augusta VORTAC, and within an 11.5-mile radius of the center of Waterville Robert LaFleur Airport (lat. 44°32'10"N., long. 69°40'30"W.), Waterville, Maine, and within 4.5 miles southwest and 9.5 miles northeast of the Augusta VORTAC 156° radial extending 19.0 miles southeast of the Augusta VORTAC; excluding that portion which coincides with the Wiscasset, Maine, 700-foot Transition Area.

Aurora, Nebr.

That airspace extending upward from 700 feet above the surface within a 5 mile radius of Aurora Municipal Airport (lat. 40°53'34"N., long. 97°59'37"W.) and within 2 miles each side of the 110° radial of the Grand Island VOR, extending from the 5 mile radius to 7 miles west of the airport, excluding that portion which overlies the Grand Island, Nebraska, transition area and within 3 miles each side of the 358° bearing from the Aurora, Nebraska, NDB extending from the 5 mile-radius to 8.5 miles north of the airport.

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 126° 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 306° radial of the Newberg VORTAC, extending from the VORTAC to 18.5 miles northwest of the VORTAC.

Austin, Minn.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Austin Municipal Airport (latitude 43°40'00" N., longitude 92°56'00" W.); within 3 miles each side of the Austin VOR 350° radial extending from the 5-mile radius to 8 miles north of the VOR; and within 3 miles each side of the Austin VOR 175° radial extending from the 5-mile radius to 8 miles south of the VOR; and that airspace extending upward from 1,200 feet above the surface within a 2½-mile radius of the Austin Municipal Airport; excluding the portions which overlie the Rochester, Minn., Albert Lea, Minn., and Mason City, Iowa, transition areas.

Austin, Tex.

That airspace extending upward from 700 feet above the surface within a 16-mile radius of Robert Mueller Municipal Airport (latitude 30°17'55" N., longitude 97°42'00" W.); within 2 miles each side of the Bergstrom ILS localizer south course, extending from the 16-mile radius area to 12 miles south of the LOM.

Ava, Mo.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Bill Martin Memorial Airport (lat. 36°58'19"N., long. 92°40'52"W.), and within 2 miles each side of the 107° radial of the Dogwood, Mo., VORTAC, extending from the VORTAC to the 5-mile radius area, and within 2.5 miles each side of the 133° bearing from the airport extending from the 5-mile radius area to 6 miles southeast.

Babylon, N. Y.

That airspace extending upward from 700 feet above the surface within a 10-mile radius of Republic Airport, Farmingdale, N. Y. (latitude 40°43'45" N., longitude 73°24'50" W.); within 4.5 miles northeast and 6.5 miles southwest of the Republic Airport ILS localizer northwest course, extending from the outer marker (latitude 40°46'35" N., longitude 73°28'59" W.) to 11.5 miles northwest of the outer marker; within 3.5 miles each side of a 155° bearing from the Babylon, N. Y., radio beacon extending from the 10-mile radius area to 11.5 miles southeast of the radio beacon; within 3.5 miles each side of a 165° bearing from the Babylon, N. Y., radio beacon extending from the 10-mile radius area to 11.5 miles southeast of the radio beacon; within a 9.5-mile radius of Grumman-Bethpage Airport (latitude 40°44'45" N., longitude 73°29'30" W.).

Bad Axe, Mich.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Huron County Airport (latitude 43°47'00" N., longitude 82°59'00" W.); within 3 miles each side of the 023° and 215° bearings from the Huron County Airport extending from the 5-mile radius area to 8 miles northeast and southwest of the airport.

Bainbridge, Ga.

That airspace extending from 700 feet above the surface within a 6.5-mile radius of Commodore Decatur Airport (lat. 30°54'55"N., long. 84°36'16"W.).

Baker, Oreg.

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.

Bakersfield, Calif.

That airspace extending upward from 700 feet above the surface within 4.5 miles each side of the Bakersfield ILS localizer southeast course, extending from an arc of a 5-mile radius circle centered on Meadows Field, Bakersfield, Calif., (lat. 35°25'40"N., long. 119°03'05"W.) to 7 miles southeast of the LOM, within 4.5 miles each side of the Bakersfield VORTAC 144° radial, extending from an arc of a 5-mile radius circle centered on Meadows Field to 17.5 miles southeast of the VORTAC, within 4.5 miles each side of the Bakersfield ILS localizer northwest course, extending from an arc of a 5-mile radius circle centered on Meadows Field to 21.5 miles northwest of the LOM and within 4.5 miles each side of the Bakersfield VORTAC 338° radial, extending from the VORTAC to 13 miles north of the VORTAC; that airspace extending upward from 1,200 feet above the surface bounded on the north by latitude 36°00'00" N., on the east by longitude 118°45'00" W., on the south by latitude 35°05'00" N., and on the west 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.

Baltimore, Md.

That airspace extending upward from 700 feet above the surface within a 9-mile radius of the center, 39°10'30" N., 76°40'12" W., of Baltimore Washington International Airport, Baltimore, Md.; within a 15-mile radius arc of the Baltimore VORTAC extending clockwise from the Baltimore VORTAC 230° radial to the 342° radial; within 3.5 miles each side of the centerline of Baltimore Washington International Airport runway 10, extended to 8.5 miles east of the end of the runway; within 4.5 miles north and 6.5 miles south of the Baltimore Washington International Airport ILS localizer west course, extending from the OM to 11.5 miles west of the OM; within an 8.5-mile radius of the center 39°19'40"N., 76°24'57"W. of Glenn L. Martin State Airport, Baltimore, Md.; within a 9-mile radius of the center of the airport, extending clockwise from a 239° bearing to a 256° bearing from the airport; within a 10-mile radius of the center of the airport, extending clockwise from a 256° bearing to a 270° bearing from the airport; within an 11.5-mile radius of the center of the airport, extending clockwise from a 270° bearing to a 320° bearing from the airport; within a 13-mile radius of the center of the airport, extending clockwise from a 320° bearing to a 348° bearing from the airport; within an 11.5-mile radius of the center of the airport, extending clockwise from a 348° bearing to a 007° bearing from the airport; within a 10.5-mile radius of the center of the airport, extending clockwise from a 007° bearing to a 027° bearing from the airport; within a 9-mile radius of the center of the airport, extending clockwise from a 027° bearing to a 054° bearing from the airport; within 3.5 miles each side of a 129° bearing from the Martin, Md., RBN, extending from the Glenn L. Martin State Airport 8.5-mile radius area to 11.5 miles southeast of the RBN; within 5 miles each side of the Martin, Md. TACAN 317° radial, extending from the Glenn L. Martin State Airport 8.5-mile radius area to 17.5 miles northwest of the TACAN. Within 4.5 miles each side of a 357° bearing and a 177° bearing, from a point 39°09'15"N., 77°03'24"W., extending from 3.5 miles north of said point to 6 miles south of said point; within 4.5 miles each side of a 197° bearing and a 017° bearing from a point 39°30'21"N., 76°31'46"W., extending from 3.5 miles north of said point to 6 miles south of said point.

Bangor, Maine

That airspace extending upward from 700 feet above the surface, bounded by a line beginning at: lat. 45°09'50"N., long. 68°35'30"W., to lat. 45°04'40"N., long. 68°20'40"W., to lat. 44°59'00"N., long. 68°30'00"W., to lat. 44°52'45"N., long. 68°36'45"W., to lat. 44°43'30"N., long. 68°18'10"W., to lat. 44°37'40"N., long. 68°21'40"W., to lat. 44°27'30"N., long. 68°36'50"W., to lat. 44°36'25"N., long. 68°49'45"W., to lat. 44°40'50"N., long. 69°03'25"W., to lat. 44°54'45"N., long. 69°02'45"W., to lat. 44°57'50"N., long. 68°57'20"W., to lat. 44°59'45"N., long. 68°47'50"W., to the point of beginning; excluding that portion which coincides with the Bar Harbor, Maine, 700 foot transition area.

AMENDMENTS 10/2/80 45 F. R. 57371 (Changed)

Baraboo, Wis.

That airspace extending upward from 700 feet above the surface within an 11-mile radius of Baraboo-Wisconsin Dells Airport (latitude 43°31'30" N., longitude 89°46'15" W.); within an 11-mile radius of the Reedsburg Airport (latitude 43°31'44" N., longitude 89°59'06" W.) and within a 10-mile radius of the Portage Airport (latitude 43°33'35" N., longitude 89°23'58" W.).

Bardstown, Ky.

That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of Samuels Field (lat. 37°48'55" N., long. 85°29'58" W.); within 3 miles each side of the 022° bearing from Bardstown RBN (lat. 37°50'32" N., long. 85°29'00" W.), extending from the 5.5-mile radius area to 8.5 miles north of the RBN.

Bar Harbor, Maine

That airspace extending upward from 700 feet above the surface within a 12.5-mile radius of the center (lat. 44°26'56" N., long. 68°21'42" W.) of the Bar Harbor Airport excluding that airspace previously designated as the Bangor, Maine, 700-foot transition area. Within 4.5 miles west and 9.5 miles east of the Bar Harbor ILS localizer course extending from the 12.5-mile radius to 11.5 miles north of the Surry (BA) NDB.

Barnesville, Ohio

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center, lat. 40°00'10" N., long. 81°11'30" W., of the Bradfield Airport, Barnesville, Ohio.

Barnwell, S. C.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Barnwell County Airport (lat. 33°15'27"N., long. 81°23'24"W.); within 3 miles each side of the 009° bearing from Barnwell RBN (lat. 33°15'31"N., long. 81°22'43"W.), extending from the 6.5-mile radius area to 8.5 miles north of the RBN; within 3 miles each side of the 237° bearing from Barnwell RBN extending from the 6.5-mile radius area to 8.5 miles southwest of the RBN.

AMENDMENTS 4/3/80 45 F. R. 16170 (Changed)

Bartlesville, Okla.

That airspace extending upward from 700 feet above the surface within a 9-mile radius of Phillips Airport (lat. 36°45'46"N., long. 96°00'38"W.); and within 5 miles each side of the Bartlesville VORTAC 175° radial extending from the 9-mile radius to 21.5 miles south of the VORTAC; and within 5.5 miles west and 3.5 miles east of the Bartlesville localizer north course extending from the 9-mile radius to 12 miles north of the VORTAC.

Bassett, Nebr.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Rock County Airport, Bassett, Nebr., (lat. 42°34'26"N., long. 99°34'21"W.); within 2.5 miles each side of the 129° bearing from the Rock County NDB extending from the 7-mile radius area to 7 miles southeast of the airport.

AMENDMENTS 3/20/80 45 F. R. 6359 (Added)

Bastrop, La.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Morehouse Memorial Airport (lat. 32°45'25"N., long. 91°52'50"W.) and within 3 miles each side of the 157° bearing of the NDB (lat. 32°45'35"N., long. 91°53'01"W.) extending from the 6.5-mile radius area to 8.5 miles southeast of the NDB.

AMENDMENTS 9/4/80 45 F. R. 41906 (Rewritten)

Batavia, N. Y.

That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of the center lat. 43°01'45"N., long. 78°10'15"W., of Genesee County Airport, Batavia, N. Y., and within 2.5 miles each side of the Rochester, N. Y., VORTAC 257° radial, extending from the 5.5-mile radius area to 19.5 miles west of the VORTAC.

Batesville, Ark.

That airspace extending upward from 700 feet above the surface within a 15-statute mile radius of Batesville Regional Airport, Batesville, Ark. (latitude 35°43'44"N., longitude 91°38'32"W.); and within 3.5 miles each side of the 255° bearing from the Batesville NDB (latitude 35°42'13" N., longitude 91°45'03" W.), extending from the 15-mile radius area to 11.5-statute miles west of the NDB; excluding that portion which overlies the Heber Springs, Ark., transition area.

Baton Rouge, La.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Ryan Airport (latitude 30°31'55" N., longitude 91°09'00" W.); within 2 miles each side of the Baton Rouge ILS localizer south-east course extending from the 7-mile radius area to 7.5 miles southeast of Ryan Airport; within 5 miles north-east and 8 miles southwest of the Baton Rouge ILS localizer northwest course extending from the OM to 12 miles northwest; within 2 miles each side of the Baton Rouge VORTAC 071° radial extending from the 7-mile radius area to the VORTAC; within 2 miles each side of the Baton Rouge 068° radial extending from the 7-mile radius area to 7.5 miles east of the airport and within a 5-mile radius of the False River Airpark (latitude 30°42'55" N., longitude 91°28'43" W.); within 2 miles each side of the 325° radial of the Baton Rouge VORTAC extending from the 5-mile radius area of the False River Airpark to the northwest ILS localizer extension.

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.

Battle Mountain, Nev.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Lander County Airport (latitude 40°36'03" N., longitude 116°52'25" W.) and within 5 miles each side of the Battle Mountain VORTAC 218° radial, extending from the VORTAC to 16 miles southwest of the VORTAC; that airspace extending upward from 1,200 feet above the surface within 5 miles southeast and 9.5 miles northwest of the Battle Mountain 218° radial extending from the VORTAC to 23 miles southwest of the VORTAC, and within 6.5 miles south and 9 miles north of the Battle Mountain VORTAC 077° and 257° radials, extending from 8 miles west to 18.5 miles east of the VORTAC.

Baudette, Minn.

That airspace extending upward from 700 feet above the surface within a 5½-mile radius of Baudette International Airport, Baudette, Minn. (latitude 48°43'15" N., longitude 94°36'00" W.); within 3 miles each side of the 106° bearing from the Baudette International 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 106° and 286° bearing from the Baudette International Airport, extending from 6 miles west to 18½ miles east of the airport; and within 5 miles each side of the 286° bearing from Baudette International Airport, extending from the airport to 12 miles west of the airport, excluding the portion outside the United States.

Baxley, Ga.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Baxley Municipal Airport (lat. 31°42'50" N., long. 82°23'25" W.); within 2 miles each side of Alma VORTAC 029° radial, extending from the 5-mile radius area to 8 miles north of the VORTAC.

Bay City, Tex.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Bay City Municipal Airport (lat. 28°58'23"N., long. 95°51'48"W.), and within 3.5 miles either side of the 313° bearing from the NDB extending from the 5-mile radius to 11.5 miles northwest of the airport.

Bay Minette, Ala.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Bay Minette Municipal Airport (lat. 30°52'20" N., long. 87°49'30" W.).

Bay St. Louis, Miss.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Stennis International Airport (lat. 30°22'15" N., long. 89°27'16" W.).

Beatrice, Nebr.

That airspace extending upward from 700 feet above the surface within a six-mile radius of the Beatrice Municipal Airport (latitude 40°18'01" N., longitude 96°45'16" W.); and within five-miles each side of the Beatrice VOR 325° radial extending from the six-mile radius to 14 miles northwest of the VOR; that airspace extending upward from 1200 feet above the surface within twelve miles southwest and five miles northeast of the Beatrice VOR 325° radial extending from the VOR to 23 miles northwest of the airport excluding that portion which overlies the Lincoln, Nebr., transition area.

Beaufort, N. C.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Beaufort-Morehead City Airport (latitude 34°44'00" N., longitude 76°39'45" W.); within 3 miles each side of the 306° bearing from the Morehead RBN (latitude 34°43'49" N., longitude 76°39'15" W.), extending from the 6.5-mile radius to 8.5 miles north of the RBN.

Beaufort, S. C.

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Beaufort MCAS (lat. 32°28'53"N., long. 80°43'10"W.); within 5 miles each side of Beaufort MCAS TACAN 037° radial extending from the 8.5-mile radius area to 9 miles northeast of the TACAN.

Beaumont, Tex.

That airspace extending upward from 700 feet above the surface within a 7-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 3 miles each side of the Beaumont ILS localizer southeast course extending from the 7-mile radius area to 13.5 miles southeast of the approach end of Jefferson County Airport Runway 29, and within 2.5 miles each side of the Beaumont ILS localizer northwest course extending from the 7-mile radius area to the 5-mile radius area.

Beaver Falls, Pa.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the center, lat. 40°46'21"N., long. 80°23'37"W., of Beaver County Airport, Beaver Falls, Pa., and within 2 miles of each side of the Elwood City, Pa., VORTAC 248° radial extending easterly from the 6.5-mile radius area to the VORTAC, excluding that portion which overlies the East Liverpool, Ohio, transition area.

AMENDMENTS 9/4/80 45 F. R. 53087 (Rewritten)

Beckley, W. Va.

That airspace extending upward from 700 feet above the surface within a 10-mile radius of the center, 37° 46'54"N., 81°07'27"W., of Raleigh County Memorial Airport, Beckley, W. Va.; within a 14-mile radius of the center of Raleigh County Memorial Airport, extending clockwise from a 025° bearing to a 215° bearing from the airport; within 4.5 miles north and 9.5 miles south of the Beckley VORTAC 284° radial, extending from the VORTAC to 18.5 miles west of the VORTAC and within 4.5 miles each side of the Beckley VORTAC 200° radial, extending from the VORTAC to 11.5 miles south of the VORTAC.

Bedford, Ind.

That airspace extending upward from 700 feet above the surface within a 6½-mile radius of Virgil I. Grissom Municipal Airport (lat. 38°50'25" N., long. 86°26'45" W.); within 5 miles each side of the Bloomington, Ind., VORTAC 156° radial, extending from the 6½-mile radius area to 35 miles southeast of the VORTAC; and within 3 miles each side of the 302° bearing from Virgil I. Grissom Municipal Airport, extending from the 6½-mile radius area to 8 miles northwest of the airport.

Beeville, Tex.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of NAS Chase Field (lat. 28°21'50"N., long. 97°39'40"W.); within 2 miles each side of the NAS Chase TACAN 129° and 321° radials extending from the 7-mile radius area to 10 miles northwest and southeast of the TACAN; within 2 miles each side of the 339° bearing from the NAS Chase RBN extending from the 7-mile radius area to 12 miles north of the RBN; within a 6.5-mile radius of Beeville Municipal Airport (lat. 28°22'00"N., long. 97°48'00"W.) within 3.5 miles each side of the 138° bearing from the Beeville NDB (lat. 28°22'03"N., long. 97°47'39"W.) extending from the 6.5-mile radius to 11.5 miles southeast of the NDB.

Belen, N. Mex.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Alexander Municipal Airport (lat. 34°38'51"N., long. 106°49'57"W.).

AMENDMENTS 1/24/80 44 F. R. 70124 (Added)

Belfast, Maine

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center, 44°24'34"N., 60°00'45"W., of Belfast Municipal Airport; within 3.5 miles each side of the 126° bearing and the 306° bearing from the Belfast, Maine, NDB, 44°24'40"N., 69°00'41"W., extending from the 6-mile radius area to 18 miles northwest of the NDB; excluding that portion which coincides with the Pittsfield, Maine, 700-foot transition area.

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.

Bellefontaine, Ohio

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Bellefontaine Airport (latitude 40°24'45" N., longitude 83°44'10" W.) and within 3 miles each side of the 049° bearing from the airport extending from the 6-mile radius area to 13 miles northeast of the airport.

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.

Belleville, Kans.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Belleville Municipal Airport (lat. 39°49'04"N., long. 97°39'30"W.); within 3 miles each side of the 356° bearing from the Belleville Municipal Airport, extending from the 5-mile radius to 8.5 miles north of the airport, within 3 miles each side of the 196° bearing from the Belleville Municipal Airport, extending from the 5-mile radius to 8.5 miles south of the airport.

Bellingham, Wash.

That airspace extending upward from 700 feet above the surface bounded on the east by longitude 122°15'00" W., on the south by latitude 48°52'00" N., on the west and north by the United States/Canada border, and within 4.5 miles each side of the Bellingham VORTAC 169° radial, extending from 21.5 to 24 miles south of the VORTAC; and within 3.5 miles north and 8 miles south of the 288° bearing from Lummi NDB (latitude 48°47'38" N., longitude 122°32'08" W.) extending from the NDB 11.5 miles west of the NDB.

Beloit, Kans.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Beloit Municipal Airport (lat. 39°28'13"N., long. 98°07'48"W.), and within 2.5 miles each side of the Mankato, Kans., VORTAC 161° radial, extending from the 5-mile radius area to 7 miles northwest of the airport.

AMENDMENTS 1/24/80 44 F. R. 65390 (Added)

Belvidere, Ill.

That airspace extending upward from 700 feet above the surface within a 5-statute-mile radius of the Belvidere Airport (lat. 42°19'25"N., long. 88°50'25"W.) Belvidere, Ill., and within 2 statute miles either side of the 252° bearing from the airport, extending from the 5-mile radius area to 6½ statute miles southwest of the airport.

AMENDMENTS 3/20/80 45 F. R. 13726 (Rewritten)

Belzoni, Miss.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Belzoni Municipal Airport (latitude 33°08'40" N., longitude 90°30'55" W.).

Bemidji, Minn.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Bemidji Municipal Airport (latitude 47°30'30" N., longitude 94°55'55" W.); within 5 miles each side of the Bemidji VORTAC 135° radial, extending from the 7-mile radius area to 19½ miles southeast of the VORTAC; within 5 miles each side of the Bemidji VORTAC 318° radial, extending from the 7-mile radius area to 8 miles northwest of the VORTAC; and within 4½ miles north and 9½ miles south of the 262° bearing from Bemidji Municipal Airport, extending from the airport to 18½ miles west of the airport; and that airspace extending upward from 1,200 feet above the surface within a 13-mile radius of Bemidji VORTAC, extending from the 318° radial, clockwise to the 014° radial; within a 23½-mile radius of Bemidji VORTAC extending from the 014° radial clockwise to the 285° radial; within 4½ miles northeast and 9½ miles southwest of the Bemidji VORTAC 318° radial, extending from the VORTAC to 18½ miles northwest of the VORTAC; and within 4½ miles southwest and 9½ miles northeast of the Bemidji VORTAC 135° radial, extending from the 23½-mile radius area to 30 miles southeast of the VORTAC.

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.

Bennettsville, S. C.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Bennettsville Airport (latitude 34°37'45" N., longitude 79°43'57" W.); within 3 miles each side of the 245° bearing from Bennettsville RBN (latitude 34°37'39" N., longitude 79°43'53" W.), extending from the 6.5-mile radius area to 8.5 miles southwest of the RBN, excluding the portion within the Darlington, S. C., transition area.

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.

Benson, Minn.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Benson Municipal Airport (latitude 45°20'00" N., longitude 95°39'00" W.); and within 3 miles each side of the 323° bearing from Benson Municipal Airport extending from the airport to 8 miles northwest of the airport.

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.

Berkeley Springs, W. Va.

That airspace extending upward from 700 feet above the surface within a 14.5-mile radius of the center (lat. 39°41'30"N., long. 78°09'45"W.) of Potomac Airpark, Berkeley Springs, W. Va., extending clockwise from the 062° bearing to the 167° bearing from the airport; within a 22.5-mile radius of Potomac Airpark, extending clockwise from the 167° bearing to the 215° bearing from the airport; within a 21.5-mile radius of Potomac Airpark, extending clockwise from the 215° bearing to the 266° bearing from the airport; within a 15.5-mile radius of Potomac Airpark, extending clockwise from the 266° bearing to the 304° bearing from the airport; within a 19.5-mile radius of Potomac Airpark, extending clockwise from the 304° bearing to the 342° bearing from the airport; within a 21.5-mile radius of Potomac Airpark, extending clockwise from the 342° bearing to the 023° bearing from the airport; within a 23.5-mile radius of Potomac Airpark, extending clockwise from the 023° bearing to the 062° bearing from the airport; within 2.5 miles each side of the Hagerstown VOR 268° radial, extending from the 14.5-mile radius to 1 mile west of the VOR, excluding the portion within the Hagerstown, Md., and Martinsburg, W. Va., transition areas.

Berlin, N. H.

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of the center, 44°34'35" N., 71°10'40" W. of Berlin Municipal Airport, Berlin, N. H.; within 2 miles each side of the Berlin Municipal Airport Runway 18 centerline, extended from the 8.5-mile radius area to 12 miles south of the end of the runway; within 2 miles each side of the Berlin Municipal Airport Runway 36 centerline, extended from the 8.5-mile radius area to 20.5 miles north of the end of the runway and within 4.5 miles west and 9.5 miles east of the Berlin, N. H. VOR (44°38'05" N., 71°11'12" W.) 355° radial, extending from the 8.5-mile radius area to 18.5 miles north of the VOR.

AMENDMENTS 3/21/80 45 F. R. 13054 (Changed)

Berlin, N. J.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center, 39°49'20"N., 74°53'35"W., of Camden-Burlington County Airport, Berlin, N. J., and within 2 miles each side of the Cedar Lake, N. J., VORTAC 011° radial, extending from the 7-mile radius area to 13 miles north of the VORTAC.

AMENDMENTS 10/30/80 45 F. R. 68646 (Changed)

Bethel, Alaska

That airspace extending upward from 700 feet above the surface within 3 miles each side of the Bethel VORTAC 007° radial, extending from the north control zone extension to 11.5 miles north of the VORTAC; from the southwest control zone extension to 11.5 miles southwest of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within a 20-mile radius of the Bethel VORTAC; and within 9.5 miles northwest and 4.5 miles southeast of the 023° bearing from BET localizer (latitude 60°46'08" N., longitude 161°50'30" W.) extending from the 20-mile radius area to 26 miles northeast of the BET localizer.

Biddeford, Maine

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Biddeford, Maine, Airport (lat. 43°27'55" N., long. 70°28'25" W.) extending clockwise from the 270° bearing to the 180° bearing; within a 10-mile radius extending from the 180° bearing clockwise to the 270° bearing excluding that airspace previously designated as the Sanford, Maine, 700-foot transition area.

Big Delta, Alaska

That airspace extending upward from 700 feet above the surface within 9.5 miles each side of the Big Delta VORTAC 220° and 040° radials extending from 2 miles southwest to 18.5 miles northeast of the Big Delta VORTAC; and within a 16.5-mile radius of the Big Delta VORTAC extending clockwise from the 309° radial to the 006° radial.

Big Piney, Wyo.

That airspace extending upward from 700 feet above the surface within 5.5 miles southwest and 9.5 miles northeast of the Big Piney VOR 134° and 314° radials, extending from 4.5 miles northwest to 19 miles southeast of the VOR, and that airspace extending upwards from 1,200 feet above the surface within 9 miles southwest and 13.5 miles northeast of the Big Piney 134° and 314° radials, extending from 11.5 miles northwest to 24.5 miles southeast of the VOR.

Big Rapids, Mich.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of Roben-Hood Airport latitude 43°43'13" N., longitude 85°29'52" W.) and within 5 miles each side of the White Cloud VOR 047° radial extending from an 8-mile radius area to the VOR, excluding the portion overlying the Reed City transition area.

Big Sandy, Tex.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Ambassador Field (lat. 32°35'03"N., long. 95°04'03"W.); and within a 5-mile radius of the Holly Lake Ranch Airport (lat. 32°41'51"N., long. 95°12'27"W.), and within a 5-mile radius of the Gilmer Upshur County Airport (lat. 32°42'10"N., long. 94°56'55"W.) and within a 5-mile radius of the Gladewater Municipal Airport (lat. 32°31'45.2"N., long. 94°58'18.9"W.).

AMENDMENTS 7/10/80 45 F. R. 26033 (Rewritten)

Big Spring, Tex.

That airspace extending upward from 700 feet above the surface within a 9.5-mile radius of the Big Spring Municipal Airport (lat. 32°12'51"N., long. 101°31'24"W.).

Billings, Mont.

That airspace extending upward from 700 feet above the surface within a 29-mile radius of Logan Field Airport (latitude 45°48'25" N., longitude 108°31'55" W.); that airspace extending upward from 1,200 feet above the surface within a 36-mile radius of Logan Field Airport; that airspace extending upward from 6,700 feet MSL within a 46-mile radius of the Billings VORTAC extending from the Billings VORTAC 008° radial clockwise to the 057° radial, excluding the portion that overlies V-2N; that airspace extending upward from 6,700 feet MSL within a 58-mile radius of the Billings VORTAC extending from the Billings VORTAC 057° radial clockwise to the southwest edge of V-19/86 excluding the portion that overlies V-2 and V-2N; that airspace extending upward from 10,700 feet MSL within a 58-mile radius of the Billings VORTAC extending from the southwest edge of V-19/86 clockwise to the Billings VORTAC 192° radial excluding the portions that overlie VOR Federal airways; that airspace extending upward from 8,200 feet MSL within a 46-mile radius of the Billings VORTAC extending from the Billings VORTAC 192° radial clockwise to the northwest edge of V-465 excluding the portions that overlie VOR Federal airways; that airspace extending upward from 8,700 feet MSL within a 46-mile radius of the Billings VORTAC extending from the west edge of V-465 clockwise to the south edge of V-2/86; that airspace extending upward from 7,700 feet MSL within a 58-mile radius of the Billings VORTAC extending from the south edge of V-2/86 clockwise to the southwest edge of V-2N excluding that portion of V-2/86 that has a 1,200-foot AGL floor; that airspace extending upward from 6,700 feet MSL within a 58-mile radius of the Billings VORTAC extending from the north edge of V-2N clockwise to the Billings VORTAC 008° radial excluding those portions of V-187 and V-19 that have 1,200-foot AGL floors.

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, lat. 42°12'55"N., long. 75°58'46"W.; within 4 miles each side of the Binghamton VORTAC 066-246° radial extending SW from the 7-mile radius area for 11 miles from the Binghamton VORTAC; within 2 miles each side of the airport ILS localizer SE course extending from the 7-mile radius area to the Nimmons RBN; within 4.5 miles each side of the Binghamton VORTAC 068°-248° radial extending NE from the 7-mile radius area to 21.5 miles northeast of the VORTAC. Within 5 miles each side of the Broome County Airport ILS localizer northwest course, extending from the localizer to 19 miles northwest of the localizer.

AMENDMENTS 1/24/80 44 F. R. 68450 (Changed)

AMENDMENTS 9/4/80 45 F. R. 53089 (Changed)

Birch Hollow, Va.

That airspace extending upward from 700 feet above the surface within an area 7 miles east of and parallel to and 14 miles west of and parallel to the Martinsburg, W. Va., 140° radial extending between the Martinsburg, W. Va., VORTAC and latitude 39°01'10" N., longitude 77°27'42" W.

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°24'24" 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 Vulcan 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; within 5 miles each side of Birmingham ILS localizer southwest course, extending from the 17-mile radius area to 11.5 miles southwest of the OM.

Bishop, Calif.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Bishop VOR (latitude 37°22'37" N., longitude 118°21'56" W.); that airspace extending upward from 1,200 feet above the surface within 8 miles southwest and 12 miles northeast of the Bishop VOR 156° and 336° radials, extending from 10 miles northwest to 22 miles southeast of the VOR; that airspace extending upward from 12,500 feet MSL within 5 miles each side of the Bishop VOR 341° radial extending from the VOR to V-244, within 5 miles each side of a direct course between the Bishop VOR and Lida Intersection, 42 miles 12,500 feet MSL, 10,500 feet MSL Lida Intersection, and within 5 miles each side of a direct course between Bishop VOR and Beatty, Nev., VOR 80 miles 12,500 feet MSL, 10,500 feet MSL Beatty.

Bismarck, N. Dak.

That airspace extending upward from 700 feet above the surface within a 17-mile radius of Bismarck VORTAC; within a 20-mile radius of Bismarck VORTAC, extending from the Bismarck VORTAC 152° radial clockwise to the Bismarck VORTAC 182° radial; within 4½ miles north and 9½ miles south of the Bismarck VORTAC 105° radial extending from the 17-mile radius area to 18½ miles east of the VORTAC; and within 4½ miles southwest and 9½ miles northeast of the Bismarck ILS localizer southeast course, extending from the 17-mile radius area to 18½ miles southeast of the OM; and within 4½ miles northeast and 9½ miles southwest of the Bismarck ILS localizer northwest course extending from the 17-mile radius area to 32 miles northwest of the OM.
that airspace extending upward from 1,200 feet above the surface within a 41-mile radius of the Bismarck VORTAC excluding all Federal airways.

Black River Falls, Wis.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Black River Falls Area Airport (lat. 44°15'05"N., long. 90°51'05"W.) and within 3 statute miles each side of the 253° bearing from the Black River Falls Area Airport, extending from the 7-mile radius to 8½ miles southwest of the airport.

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 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; 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.

Blackstone, Va.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of Blackstone AAF-Allen C. Perkinson Municipal Airport (latitude 37°04'30" N., long. 77°57'45" W.). This transition area is effective from sunrise to sunset, daily.

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 REN (latitude 37°31'03" N., longitude 109°29'31" W.) extending from the 6-mile radius area to 11.5 miles south of the REN; 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 REN extending from 18.5 miles south to 7 miles north of the REN, and within 5 miles each side of a direct line between the Blanding REN and the Dove Creek, Colo., VORTAC excluding that portion within R-6410 during the times that R-6410 is in use.

Block Island, R. I.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Block Island State Airport (lat. 41°10'05" N., long. 71°34'40" W.).

Bloomfield, Iowa

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Bloomfield Municipal Airport (lat. 40°44'41"N., long. 92°25'46"W.); and within 3 miles each side of the 177° bearing from the Bloomfield Municipal Airport, extending from the 6.5-mile radius area to 8.5 miles south of the airport.

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 310° radials, extending from the 6½-mile radius area to 8 miles northeast, east and northwest of the VOR.

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.

Bloomsburg, Pa.

That airspace extending upward from 700 feet above the surface within a 7.5-mile radius of the center of Bloomsburg Municipal Airport, Bloomsburg, Pa., lat. 40°59'45"N., longitude 76°26'30"W., and within 3.5 miles each side of the Milton, Pa., VORTAC 099° radial, extending from the 7.5-mile radius area to 2.5 miles east of the VORTAC.

Bluefield, W. Va.

That airspace extending upward from 700 feet above the surface within an 11-mile radius of the center, lat. 37°17'45"N., long. 81°12'29"W., of Mercer County Airport, Bluefield, W. Va.; within a 14.5-mile radius of the center of the airport, extending clockwise from a 078° bearing to a 113° bearing from the airport; within a 17-mile radius of the center of the airport, extending clockwise from a 113° bearing to a 195° bearing from the airport; within a 23.5-mile radius of the center of the airport, extending clockwise from a 195° bearing to a 248° bearing from the airport and within 3.5 miles each side of the Bluefield VORTAC 047° radial, extending from the 11-mile radius area to 11 miles northeast of the VORTAC.

Blythe, Calif.

That airspace extending upward from 700 feet above the surface within 3 miles each side of the Blythe VORTAC 264° radial, extending from the VORTAC to 9 miles W of the VORTAC; that airspace extending upward from 1,200 feet above the surface within 9.5 miles S and 4.5 miles N of the Blythe VORTAC 264° radial, extending from the VORTAC to 18.5 miles W of the VORTAC; within 4.5 miles NW and 9.5 miles SE of the Blythe VORTAC 066° radial, extending from the VORTAC to 28 miles NE of the VORTAC; within 9 miles N and 10 miles S of the Blythe VORTAC 094° radial, extending from the VORTAC to 36 miles E of the VORTAC excluding the airspace within R-2306B and R-2308A, and that airspace within an arc of an 18-mile radius circle centered on the Blythe Airport (latitude 33°37'15" N., longitude 114°43'00" W.), extending clockwise from longitude 114°30'00" W. to the S edge of V-16.

Blytheville, Ark.

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Blytheville AFB (lat. 35°57'50"N., long. 89°56'40"W.), excluding the portion within the Manila, Ark., transition area, within a 5-mile radius of Blytheville Municipal Airport (lat. 35°56'15"N., long. 89°49'45"W.), within 4 miles east and 7 miles west of a 005° bearing from the Hicks RBN (lat. 35°57'52"N., long. 89°49'35"W.), extending from the RBN to 12 miles north, and within 2 miles each side of the extended center line of Blytheville AFB Runways 18 and 36 extending from the 8.5-mile radius area to 12 miles north and south of the airport.

Bogalusa, La.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the George R. Carr Memorial Airport (lat. 30°48'42"N., long. 89°51'54"W.).

AMENDMENTS 5/15/80 45 F. R. 17004 (Rewritten)

Boise, Idaho

That airspace extending upward from 700 feet above the surface bounded by a line beginning at latitude 43°56'00" N., longitude 116°33'00" W., direct to latitude 43°51'15" N., longitude 116°25'00" W., thence via a 21.5-mile radius arc, centered on the Boise VORTAC, clockwise to longitude 116°14'00" W., direct latitude 43°45'00" N., longitude 116°14'00" W., direct latitude 43°31'00" N., longitude 115°52'00" W., direct latitude 43°20'00" N., longitude 115°58'00" W., direct latitude 43°25'00" N., longitude 116°25'00" W., direct latitude 43°42'00" N., longitude 116°57'00" W., thence to point of beginning; that airspace extending upward from 1,200 feet above the surface within a 35-mile radius arc from Boise VORTAC extending clockwise from V-253 to V-4N, within a 40-mile radius arc of Boise VORTAC extending clockwise from the southeast edge of V-113 to V-500, that airspace 8 miles each side of Boise VORTAC 269° radial extending from the 40-mile radius arc to 57 miles west of the VORTAC, within 8 miles northeast and 11 miles southwest of the Boise VORTAC 285° radial, extending from the 40-mile radius arc to 75 miles northwest of the VORTAC, that airspace northwest of Boise bounded on the north-west by the McCall VORTAC 223° radial, on the east by the west edge of V-253 on the southwest by V-4; that airspace southeast of Boise extending upward from 9,000 feet MSL extending from the 35-mile arc bounded on the north by V-500, on the east by the southwest edge of V-293, on the south by the north edge of V-330 and on the southwest by the northeast edge of V-4; that airspace northeast of Boise extending upward from 11,500 feet MSL, bounded on the northeast by the southwest edge of V-293, on the south by the north edge of V-500, on the southwest by the 35-mile radius arc and on the west by the east edge of V-253.

Boise City, Okla.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Boise City Airport, Boise City, Okla.; within 3.5 miles each side of a 225° bearing from the Thorp NDB (lat. 36°45'19"N., long. 102°32'04"W.) extending from the 6-mile radius to 11.5 miles southwest of the NDB.

Bolivar, Tenn.

That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of the Bolivar-Hardeman County Airport (lat. 35°13'00"N., long. 89°09'00"W.); within 3 miles each side of the 192° bearing from the Hardeman RBN (lat. 35°12'47"N., long. 89°02'33"W.), extending from the 5.5-mile radius area to 8.5 miles south of the RBN.

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 (lat. 42°03'00"N., long. 93°50'45"W.) and within 3 miles each side of the 338° bearing from the Boone Municipal Airport, extending from the 5-mile radius area to 8 miles north of the airport, and within 3 miles each side of the 164° bearing from the Boone Municipal Airport extending from the 5-mile area to 8 miles south of the airport, excluding that portion which overlies the Ames, Iowa, transition area.

Booneville, Mo.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Jesse Viertel Airport (latitude 38°56'50" N., longitude 92°41'19" W.); and within 3 miles each side of the 011° bearing from the Jesse Viertel 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 an area north of the Jesse Viertel Airport bounded on the south by the north edge of V-4; on the northwest by the southeast edge of V-424; and on the northeast by the southwest edge of V-175, excluding the portion which overlies the Moberly, Missouri, transition area; and that airspace extending upward from 1,200 feet above the surface within an area south of the Jesse Viertel Airport bounded on the north by the southwest edge of V-129; on the east by the west edge of V-63, excluding the portion which overlies the Columbia, Missouri, transition area; on the south by the north edge of V-234; and on the west by the east boundary of the Sedalia, Missouri, transition area.

Borger, Tex.

That airspace extending upward from 700 feet above the surface within a 7.5-mile radius of the Hutchinson County Airport (lat. 35°41'55"N., long. 101°23'40"W.) and within 3 miles each side of the 185° radial of the Borger VORTAC (lat. 35°48'25"N., long. 101°22'54"W.), extending from the 7.5-mile radius area to 21 miles south of the VORTAC.

AMENDMENTS 10/30/80 45 F. R. 51546 (Rewritten)

Boscobel, Wis.

That airspace extending upward from 700' above the surface within an 8½ mile radius of the Boscobel Airport (latitude 43°09'30" N., longitude 90°40'45" W).

Boston, Mass.

That airspace extending upward from 700 feet above the surface bounded by a line beginning at: latitude 42°53'00" N., longitude 71°05'00" W., to latitude 42°52'00" N., longitude 71°02'45" W., to latitude 42°54'00" N., longitude 71°00'15" W., to latitude 42°49'45" N., longitude 70°54'00" W., to latitude 42°48'15" N., longitude 70°55'30" W., to latitude 42°43'00" N., longitude 70°48'00" 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°53'00" N., longitude 71°55'00" W., to latitude 42°45'00" N., longitude 71°38'25" W., to latitude 42°43'00" N., longitude 71°38'00" W., to latitude 42°40'00" N., longitude 71°35'00" 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; and within 3.5 miles each side of the 154° bearing from the Stoughton, Mass., NDB, 42°07'10" N., 71°07'41" W., extending from the NDB to 10.5 miles southeast of the NDB.

Boulder Junction, Wis.

That airspace extending upward from 700 feet above the surface within a 5½-mile radius of Boulder Junction Airport (latitude 46°08'15" N., longitude 89°38'45" W.); and within 3 miles each side of the 040° bearing from the Boulder Junction Airport, extending from the 5½-mile radius area to 8 miles northeast of the airport.

Bowie, Tex.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Bowie Municipal Airport (lat. 33°36'06"N., long. 97°46'30"W.) and within 3 miles each side of the 351° bearing from the NDB (lat. 33°36'19"N., long. 97°46'23"W.) extending from the 6.5-mile radius area to 8.5 miles north of the NDB.

AMENDMENTS 1/24/80 44 F. R. 66190 (Rewritten)

Bowling Green, Ky.

That airspace extending upward from 700 feet above the surface within an 11-mile radius of Bowling Green-Warren County Airport (lat. 38°57'47" N., long. 86°25'07" W.); within 4.5 miles each side of Bowling Green VORTAC 206° radial, extending from the 11-mile radius area to 11 miles southwest of the VORTAC.

Bowling Green, Mo.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Bowling Green Municipal Airport (lat. 39°22'15"N., long. 91°13'30"W.) and within 2½ miles each side of the Quincy, Ill., VORTAC 174° radial extending from the 5-mile radius area to 7 miles north of the airport.

Bowman, N. D.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Bowman Municipal Airport (lat. 46°11'15"N., long. 103°25'15"W.); and that airspace extending upward from 1200 feet above the surface within 9.5 miles south and 4.5 miles north of the 311°T bearing from the Bowman NDB (lat. 46°10'26"N., long. 103°25'03"W.) extending from 6.5-mile radius area to 18.5 miles northwest; and within 9.5 miles north and 4.5 miles south of the 123°T bearing from the Bowman NDB extending from the 6.5-mile radius area to 18.5 miles southeast; and within 5 miles each side of the 212°T bearing from the Bowman NDB extending from the 6.5-mile radius area to 35 miles southwest; and within 5 miles each side of 034°T bearing from the Bowman NDB extending from the 6.5-mile radius area to the Dickinson, N. D., VORTAC.

Boyer Falls, Mich.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Boyer Mountain Airport (latitude 45°10'03" N., longitude 84°55'30" W.); and within 4½ miles west and 9½ miles east of the 176° bearing from the Boyer Mountain Airport extending from the airport to 17½ miles south of the airport excluding that position which overlies the Gaylord, Mich., Bellaire, Mich., and Grayling, Mich., transition areas.

Bozeman, Mont.

That airspace extending upward from 700 feet above the surface within an 11-mile radius of Gallatin Field (lat. 45°46'50"N., long. 111°09'20"W.) and within 5.5 miles northeast and 9.5 miles southwest of the Bozeman ILS northwest localizer course extending from the 11-mile radius area to 28 miles northwest of Gallatin Field, and that airspace extending upward from 1,200 feet above the surface bounded on the south by the northern edge of V-86, on the west by the east edge of V-21, on the north by the Helena, Mont., 1,200-foot transition area, on the east by a point 6 miles east of V-2, excluding that area designated as the Butte, Mont., 1,200-foot transition area.

Bradford, Pa.

That airspace extending upward from 700 feet above the surface within a 12-mile radius of the center, 41° 48'00" N., 78°38'27" W., of Bradford Regional Airport, Bradford, Pa.; within 3.5 miles each side of the Bradford Regional Airport ILS localizer southeast course, extending from the OM to 11.5 miles southeast of the OM; within 5 miles each side of the Bradford, Pa., VORTAC 139° radial, extending from the VORTAC to 11.5 miles southeast of the VORTAC; within 5 miles each side of the Bradford, Pa., VORTAC 316° radial, extending from the VORTAC to 18.5 miles northwest of the VORTAC.

Brainerd, Minn.

That airspace extending upward from 700 feet above the surface within a 9-mile radius of the Brainerd-Crow Wing County Airport (lat. 46°23'52"N., long. 94°08'12"W.); within 2¾ miles each side of the 120° radial of the Brainerd, VORTAC extending from the 9-mile radius area to 7½ miles southeast of the VORTAC; and within 2¾ miles each side of the Brainerd VORTAC 302° radial extending from the 9-mile radius area to 21 miles northwest of the VORTAC.

Breckenridge, Tex.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Stephens County Airport (latitude 32°43'01" N., longitude 98°53'34" W.) and within 3.5 miles each side of the 004° bearing from the Breckenridge RBN (latitude 32°44'50" N., longitude 98°53'27" W.) extending from the 5-mile radius area to 11.5 miles north of the RBN.

Brenham, Tex.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Brenham Municipal Airport (latitude 30°12'57" N., longitude 96°22'34" W.) and within 3 miles each side of the 341° bearing from the NDB (latitude 30°13'16" N., longitude 96°22'40" W.) extending from the NDB to 8 miles northwest.

Brewton, Ala.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Brewton Municipal Airport (lat. 31°03'00" N., long. 87°04'00" W.); within 5 miles each side of Crestview, Fla., VORTAC 303° radial, extending from the 6.5-mile radius area to 16 miles northwest of the VORTAC.

Bridgeport, Conn.

That airspace extending upward from 700 feet above the surface within an 11-mile radius of the center, latitude 41°09'48" N., longitude 73°07'34" W., of the Igor I. Sikorsky Memorial Airport, Bridgeport, Conn., extending clockwise from a 013° bearing to a 055° bearing from the airport within a 8.5-mile radius of the center of the airport extending clockwise from a 055° bearing to a 248° bearing from the airport; within an 11-mile radius of the center of the airport extending clockwise from a 248° bearing to a 291° bearing from the airport; within a 12.5-mile radius of the center of the airport extending clockwise from a 291° bearing to a 326° bearing from the airport; within a 13.5-mile radius of the center of the airport, extending clockwise from a 326° bearing to a 013° bearing from the airport; within 6.5 miles northwest and 4.5 miles southeast of the Bridgeport, Conn., VOR 042° radial extending from the Bridgeport, Conn., VOR to 17.5 miles northeast of the Bridgeport, Conn., VOR; within an 8.5-mile radius of the center, latitude 41°15'51" N., longitude 72°53'15" W., of the Tweed-New Haven Airport, New Haven, Conn.; within 5 miles southeast and 5 miles northwest of the Hartford, Conn., VORTAC 222° radial extending from 32 miles southwest of the Hartford, Conn., VORTAC to 14 miles southwest of the Hartford, Conn., VORTAC; within 5 miles northeast and 5 miles southwest of the Pawling, N. Y., VORTAC 138° radial extending from 31 miles southeast to 44 miles southeast of the Pawling, N. Y., VORTAC; within 5 miles northwest and 5 miles southeast of the Carmel, N. Y., VORTAC 065° radial extending from the Carmel, N. Y., VORTAC to 28 miles northeast of the Carmel, N. Y., VORTAC; within 5 miles north and 5 miles south of the Carmel, N. Y., VORTAC 093° radial extending from the Carmel, N. Y., VORTAC to 28 miles east of the Carmel, N. Y., VORTAC. That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at: latitude 41°31'00" N., longitude 73°30'00" W., to latitude 41°31'00" N., longitude 73°20'00" W., to latitude 41°49'00" N., longitude 73°18'00" W., to latitude 41°31'00" N., longitude 72°46'00" W., to latitude 41°18'00" N., longitude 72°30'30" W., to latitude 41°00'00" N., longitude 72°45'00" W., to latitude 41°00'00" N., longitude 73°33'00" W., to latitude 41°10'00" N., longitude 73°33'00" W., to latitude 41°20'00" N., longitude 73°23'00" W., to latitude 41°25'00" N., longitude 72°30'00" W., to point of beginning, and within 5 miles north and 5 miles south of a 274° bearing and a 094° bearing from a point lat. 41°02'00" N., long. 73°18'45" W., extending 6 miles west and 3 miles east of said point.

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 4.5 miles each side of the 205° T (188°M) bearing from the Brigham City RBN (latitude 41°30'58" N., longitude 112°04'38" W.) extending from the 5-mile radius area to 8 miles southwest of the RBN.

Brinkley, Ark.

That airspace extending upward from 700 feet above the surface within a 7-statute-mile radius of Frank Federer Memorial Airport, Brinkley, Ark. (lat. 34°52'45"N., long. 91°10'40"W.); and within 3.5 statute miles each side of the 090° bearing from Brinkley NDB (lat. 34°52'49"N., long. 91°10'43"W.), extending from the 7-mile radius area to 11.5 statute miles northeast of the NDB.

Britton, S. Dak.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Britton Municipal Airport (lat. 45°48'57"N., long. 97°44'37"W.) and within 3 miles each side of the 321° bearing from the Britton NDB (lat. 45°48'50.4"N., long. 97°44'36.8"W.) extending from the 6.5-mile radius to 8.5 miles northwest of the Britton NDB, and that airspace extending upward from 1,200 feet above the surface bounded on the west by long. 98°30'00"W., on the north by lat. 46°30'00"N., on the east by long. 97°00'00"W., and on the south by lat. 44°30'00"N., excluding the Gwinner, N. Dak., Fargo, N. Dak., Watertown, S. Dak., Huron, S. Dak., Aberdeen, S. Dak., 1,200 foot transition areas and all Federal airways.

Broadway, N. J.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Broadway, N. J., VORTAC.

AMENDMENTS 11/13/80 45 F. R. 68645 (Added)

Brockport, N. Y.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 43°10'53"N., 77°54'55"W., of Ledgedale Airpark, Brockport, N. Y.

Broken Bow, Nebr.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Broken Bow Municipal Airport (lat. 41°26'05"N., long. 99°38'25"W.); and within 6 miles each side of the Broken Bow VOR 323° radial extending from the 7-mile radius area to 8.5 miles northwest of the VOR.

Brookfield, Mo.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Brookfield Municipal Airport (lat. 39°45'40"N., long. 93°06'17"W.) and within 3 miles each side of the 320° bearing from the Brookfield, Mo., nondirectional beacon (lat. 39°45'55"N., long. 93°06'39"W.), extending from the 5-mile radius area to 8 miles northwest of the nondirectional beacon.

Brookhaven, Miss.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Brookhaven-Lincoln County Airport (lat. 31°36'20"N., long. 90°24'00"W.); within 3 miles each side of the 056° bearing from Brookhaven RBN (lat. 31°36'28"N., long. 90°24'36"W.), extending from the 5-mile radius area to 8.5 miles northeast of the RBN.

AMENDMENTS 9/25/80 45 F. R. 58104 (Rewritten)

Brookings, S. Dak.

That airspace extending upward from 700 feet above the surface within a 9.5-mile radius of the Brookings, S. Dak., Municipal Airport (latitude 44°18'12" N., longitude 96°48'40" W.); within 4.5 miles northeast and 9.5 miles southwest of the Brookings VOR 316° radial extending from the 9.5-mile radius area to 18.5 miles northwest of the VOR; within 9.5 miles southwest of the Brookings VOR 300° radial extending from the 9.5-mile radius area to 18.5 miles northwest of the VOR; and that airspace extending upward from 1,200 feet above the surface within 4.5 miles southwest and 9.5 miles northeast of the Brookings VOR 118° radial extending from the 9.5-mile radius area to 18.5 miles southeast of the VOR.

Brooksville, Fla.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Hernando County Airport (lat. 28°28'12" N., long. 82°27'30" W.); within 3 miles each side of the 276° bearing from Brooksville RBN (lat. 28°28'25" N., long. 82°27'00" W.), extending from the 6.5-mile radius area to 8.5 miles west of the RBN.

Brownfield, Tex.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Brownfield, Tex., Terry County Airport (latitude 33°10'29" N., longitude 102°11'29" W.) and within 3.5 miles each side of a 200° bearing from the Brownfield nondirectional beacon (latitude 33°10'45" N., longitude 102°11'30" W.) extending from the 5-mile radius area to 8 miles south of the radio beacon.

Brownsville, Tex.

That airspace overlying the United States extending upward from 700 feet above the surface within a 7-mile radius of the Brownsville International Airport (latitude 25°54'25" N., longitude 97°25'25" W.).

Brownwood, Tex.

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of the Brownwood Municipal Airport (lat. 31°47'40"N., long. 98°57'25"W.).

Brunswick, Ga.

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Malcolm-McKinnon Airport (lat. 31°09'05" N., long. 81°23'20" W.); within a 5-mile radius of Jekyll Island Airport (lat. 31°04'00" N., long. 81°25'40" W.); within 5 miles each side of Brunswick VOR 215° 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; within an 8.5-mile radius of Glyco Jetport (lat. 31°15'32"N., long. 81°27'59"W.); within 3 miles each side of the Golden Isle localizer west course, extending from 8.5-mile radius area to 8.5 miles west of the LOM; excluding the portion outside the continental limits of the United States.

Brunswick, Maine

That airspace extending upward from 700 feet above the surface within a 9-mile radius of NAS Brunswick (lat. 43°53'35" N., long. 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 south of the VOR.

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.

Bryce Canyon, Utah

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Bryce Canyon Airport (latitude 37°42'00" N., longitude 112°09'30" W.) and within 2 miles each side of the Bryce Canyon, Utah, VORTAC 085° radial, extending from the 5-mile radius area to the VORTAC; and that airspace extending upward from 1,200 feet above the surface within 8 miles southeast and 9½ miles northwest of the Bryce Canyon VORTAC 240° and 060° radials, extending from 18½ miles southwest to 13 miles northeast of the VORTAC.

Bucyrus, Ohio

That airspace extending upward from 700 feet above the surface within a 5.5 mile radius of the Port Bucyrus Airport (lat. 40°46'30"N., long. 82°58'15"W.).

Buffalo, Minn.

That airspace extending upward from 700 feet above the surface within a 6.5-statute-mile radius of the Buffalo Municipal Airport, Buffalo, Minn., (lat. 45°12'00"N., long. 93°51'00"W.).

AMENDMENTS 7/10/80 45 F. R. 36056 (Added)

Buffalo, N. Y.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of the center, 42°56'20" N., 78°43'50" W., of Greater Buffalo International Airport; within 2 miles each side of the Buffalo VORTAC 096° radial extending from the 8-mile radius area to 8 miles east of the VORTAC; within 8 miles northwest and 5 miles southeast of the Greater Buffalo International Airport northeast localizer course extending from the OM to 12 miles northeast of the OM; within 2 miles each side of the Greater Buffalo International Airport southwest localizer course extending from the 8-mile radius area to 8 miles southwest of the OM; within the arc of a 12-mile radius circle from 052° to 112° clockwise, centered on a point, 42°56'26" N., 78°44'11" W.; within an 8-mile radius of the center, 43°06'20" N., 78°56'55" W., of Niagara Falls International Airport; within 8 miles north and 5 miles south of the Niagara Falls International Airport localizer east course extending from the OM to 12 miles east of the OM; within 2 miles each side of the Niagara Falls International Airport localizer east course extending from the OM to the intersection of the localizer course and the Buffalo, N.Y. VORTAC 034° radial; within a 5.5-mile radius of the center latitude 43°01'15" N., longitude 78°29'08" W. of Akron Airport, Akron, N. Y.; within 2.5 miles each side of the Buffalo, N. Y., VORTAC 052° radial, extending from the 5.5-mile radius area to 17.5 miles northeast of the VORTAC; 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°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 longitude 78°00'00" W., thence south along longitude 78°00'00" W., to the point of beginning, excluding the portion outside the United States.

Buffalo, Okla.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Buffalo Municipal Airport, Buffalo, Okla., (lat. 36°51'45"N., long. 99°37'00"W.) within 3 miles each side of the 109° bearing from the Buffalo MDB (lat. 36°51'48"N., long. 99°37'05"W.) extending from the 6.5-mile radius to 8.5 miles east of the MDB.

AMENDMENTS 5/15/80 45 F. R. 20783 (Rewritten)

Corr: 45 F. R. 39836

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.

Bunkie, La.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Bunkie Municipal Airport (latitude 30°57'25" N., longitude 92°14'02" W.).

Bunnell, Fla.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Flagler County Airport (lat. 29°27'35"N., long. 81°12'30"W.) excluding that portion that coincides with the Daytona Beach, Fla., transition area.

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 118° 07' 00" W.; to latitude 34° 00' 00" N., longitude 118° 07' 00" W.; to latitude 34° 00' 00" N., longitude 118° 15' 00" W.; to latitude 34° 05' 00" N., longitude 118° 15' 00" W.; to latitude 34° 05' 00" N., longitude 118° 33' 00" W.; to latitude 34° 02' 30" N., longitude 118° 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 5.5 miles each side of the Burley VORTAC 121° radial extending from the VORTAC to 27 miles southeast of the VORTAC; within 5.5 miles each side of the Burley VORTAC 292° radial, extending from the VORTAC to 19 miles west of the VORTAC; within that airspace bounded on the southwest by a line parallel to and 9.5 miles southwest of the Burley VORTAC 323° radial, on the northwest by an arc of a 53-mile radius circle centered on Burley VORTAC, on the north by a line parallel to and 10 miles north of V-500, on the east by a line parallel to and 11 miles east of Burley 344° radial; and within 2.5 miles southeast and 6 miles northwest of the 036° bearing from Burley Municipal Airport, extending 9.5 miles northeast of the Burley Airport;

that airspace extending upward from 1,200 feet above the surface north of Burley bounded by a line 8 miles northwest of, and parallel to V-365 extending from the Burley VORTAC to the south edge of V-500; that airspace northeast of Burley bounded on the northeast by V-500, on the southeast by V-269, on the northwest by V-365; that airspace east of Burley bounded on the north by V-269 on the east by an arc of a 28-mile radius circle, centered on the Burley VORTAC, on the southwest by V-4; that airspace southeast of Burley bounded on the north by V-4, on the southeast by an arc of a 33.5-mile circle centered on the Burley Municipal Airport (latitude 42°32'29" N., longitude 113°46'27" W.) on the southwest by the northeast edge of V-101; that airspace southwest of Burley within 14 miles southeast of the Burley VORTAC 223° radial, extending from the VORTAC to the north edge of V-484.

Burlington, Iowa

That airspace extending upward from 700 feet above the surface within an 8½-mile radius of Burlington Municipal Airport (latitude 40°46'55" N., longitude 91°07'40" W.); and within 2 miles each side of the 293° radial of the Burlington VORTAC extending from the 8½-mile radius area to the Burlington VORTAC.

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; within 3 miles each side of the 218° bearing from Burlington RBN (latitude 36°02'59" N., longitude 79°28'49" W.), extending from the 6.5-mile radius area to 8.5 miles southwest of the RBN; excluding that portion within the Liberty, N. C., transition area.

Burlington, Vt.

That airspace extending upward from 700 feet above the surface within a 14-mile radius of the center, (lat. 44°28'17"N., long. 73°09'13"W.), of Burlington International Airport, Burlington, Vt.; within 9.5 miles northeast and 4.5 miles southwest of the Burlington ILS northwest localizer course, extending from the 14-mile radius area to 18.5 miles northwest of the Burlington LOM; within 3.5 miles each side of the Burlington, Vt., VORTAC 201° radial, extending from the 14-mile radius area to 12 miles southwest of the VORTAC; excluding that airspace that coincides with Plattsburgh, N. Y., and Highgate, Vt., transition areas.

AMENDMENTS 6/30/80 45 F. R. 43699 (Changed)

Burlington, Wis.

That airspace extending upward from 700 feet above the surface within a 6½-mile radius of Burlington Municipal Airport (latitude 42°41'20" N., longitude 88°18'05" W.); and within 3 miles each side of the 101° bearing from the Burlington Municipal Airport extending from the 6½-mile radius area to 8 miles east of the airport.

Burnet, Tex.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Burnet Municipal Kate Craddock Field (lat. 30°44'34"N., long. 98°14'24"W.) and within 3 miles each side of the 200° bearing of the Burnet NDB (lat. 30°44'24"N., long. 98°14'10"W.), extending from the 6.5-mile radius area to 8.5 miles south of the NDB.

AMENDMENTS 9/4/80 45 F. R. 41908 (Rewritten)

Burns, Oreg.

That airspace extending upward from 700 feet above the surface within 12.5 miles northeast and 11.5 miles southwest of the 141° and 321° radials of the Wildhorse VOR (Burns, Oreg.), extending from 11 miles southeast to 10.5 miles northwest of the VOR; and that airspace extending upward from 1,200 feet above the surface within 12.5 miles northeast and 11.5 miles southwest of the 141° and 321° radials of the Wildhorse VOR (Burns, Oreg.), extending from 23 miles southeast to 10.5 miles northwest of the VOR.

AMENDMENTS 3/20/80 45 F. R. 11465 (Added)

Burwell, Nebr.

That airspace extending upward from 700 feet above the surface within a 7½-mile radius of Burwell Municipal Airport (latitude 41°46'35" N., longitude 99°08'55" W.); and within 3 miles each side of the 330° bearing from the Burwell Municipal Airport, extending from the 7½-mile radius area to 8 miles northwest of the airport.

Butler, Ala.

That airspace extending upward from 700 feet above the surface within a 7.5-mile radius of Butler-Choctaw County Airport (lat. 32°07'06"N., long. 88°07'42"W.).

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 7.5-mile radius of the center, lat. 40°46'45" N., long. 79°57'15" W. of Butler-Graham Airport, Butler, Pa., and within 3.5 miles each side of the 181° bearing from the Butler REN, lat. 40°41'54" N., long. 79°57'14" W., extending from the 7.5-mile radius area to 11.5 miles south of the REN.

Butte, Mont.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Butte VORTAC and within 5 miles southwest and 10 miles northeast of the VORTAC 325° radial, extending from the VORTAC to 11 miles northwest of the VORTAC; and the airspace extending upward from 1,200 feet above the surface within 4.5 miles southwest and 9.5 miles northeast of the VORTAC 325° radial extending from the VORTAC to 18.5 miles northwest of the VORTAC, and within 4.5 miles west and 9.5 miles east of the VORTAC 002° radial extending from the VORTAC to 18.5 miles north of the VORTAC, and within 10 miles north and 7 miles south of the Whitehall, Mont., VOR 096° and 276° radials, extending from 20 miles east to 19 miles west of the VOR, and within an area bounded by a line beginning at lat. 46°25'00"N., long. 112°48'00"W., to lat. 46°27'00"N., long. 112°31'00"W.; to lat. 45°49'00"N., long. 112°22'00"W.; to lat. 45°47'00"N., long. 112°39'00"W., thence to point of beginning.

Cabool, Mo.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Cabool Memorial Airport (lat. 37°07'59"N., long. 92°05'00"W.), and within 3 miles each side of the NDB 032° bearing extending from the 5-mile radius area to 8.5 miles NE of the NDB, and within 3 miles each side of the NDB 209° bearing; extending from the 5-mile radius area to 8.5 miles SW of the NDB, and within 3 miles each side of the Maples, Mo., VORTAC, 205° radial, extending from the 5-mile radius area to 6.5 miles NE of the Cabool Memorial Airport.

AMENDMENTS 7/10/80 45 F. R. 29009 (Added)

Cadillac, Mich.

That airspace extending upward from 700 feet above the surface within an 8.5-statute-mile radius of the Wexford County Airport, Cadillac, Mich., (lat. 44°16'30"N., long. 85°25'30"W.).

AMENDMENTS 7/10/80 45 F. R. 36057 (Rewritten)

Cadiz, Ohio

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Harrison County Airport (latitude 40°14'18" N., longitude 81°00'45" W.); within 3 miles each side of the 311° bearing from the airport, extending from the 7-mile radius area to 8 miles northwest of the airport.

Cairo, Ga.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Cairo-Grady County Airport (lat. 30°53'19"N., long. 84°09'22"W.); within 3 miles each side of the 317° bearing from the Caidy REN (lat. 30°53'17"N., long. 84°09'34"W.), extending from the 6.5-mile radius area to 8.5 miles northwest of the REN.

Cairo, Ill.

That airspace extending upward from 700 feet above the surface within a 5½-mile radius of Cairo Airport (lat. 37°03'50"N., long. 89°13'15"W.); and within 3 miles each side of the 032° bearing from the airport extending from the 5½-mile radius to 8 miles northeast of the airport.

Caledonia, Minn.

That airspace extending upward from 700 feet above the surface within a 5-statute-mile radius of the Houston County Airport (lat. 43°35'48"N., long. 91°30'15"W.) and within 2 miles each side of the 185° true radial of the Nodine VORTAC extending from the 5-mile radius to 6 miles north of the airport and within 3 miles either side of 133° true bearing of the Caledonia NDB extending from the 5-mile radius to 8.5 miles southeast of the airport, excluding that portion which has been previously designated for the LaCrosse, Wisc., airport.

Calverton, N. Y.

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of the center, lat. 40°54'55"N., long. 72°47'43"W., of Peconic River Plant (Grumman) Airport, Calverton, N. Y.

Cambridge, Mi.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the center, lat. 38°32'16"N., long. 76°01'47"W., of Cambridge-Dorchester Municipal Airport, Cambridge, Mi.; and within 3 miles each side of the 145° bearing from the Cambridge, Mi., RBN lat. 38°32'17"N., long. 76°01'56"W., extending from the 6.5-mile radius area to 8.5 miles southeast of the RBN.

AMENDMENTS 5/19/80 45 F. R. 32667 (Changed)

Cambridge, Minn.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Cambridge Municipal Airport (latitude 45°33'35" N., longitude 93°15'49" W.); and within 3 miles each side of the 173° bearing from the airport, extending from the 5-mile radius area to 8 miles south of the airport.

Cambridge, Nebr.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Cambridge, Nebr., Airport (lat. 40°18'20"N., long. 100°09'43"W.); within 3 miles each side of the Cambridge NDB 165° bearing extending from the 7-mile radius area to 8.5 miles southeast of the airport; within 3 miles each side of the Cambridge NDB 326° bearing extending from the 7-mile radius area to 8.5 miles northwest of the airport.

Cambridge, Ohio

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Cambridge Municipal Airport, Ohio (latitude 39°58'33" N., longitude 81°34'37" W.); and within 3 miles each side of the 114° bearing from the Cambridge Municipal Airport extending from the 5-mile radius to 8 miles southwest.

PENDING AMENDMENT

Cambridge, Ohio

That airspace extending upward from 700 feet above the surface within a 7.5-mile radius of the Cambridge Municipal Airport, Cambridge, Ohio, (lat. 39°58'33"N., long. 81°34'37"W.), and within 5 miles each side of the 030° bearing from the Cambridge, Ohio, NDB extending from the 7.5-mile radius to 13.8 miles northeast of the NDB.

AMENDMENTS 12/25/80 45 F. R. 66002 (Rewritten)

PENDING AMENDMENT

Camden, Ala.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Camden Municipal Airport (lat. 31°58'49"N., long. 87°20'13"W.); within 3 miles each side of the 186° bearing from the Wilcox County RBN (lat. 31°58'49"N., long. 87°20'13"W.), extending from the 6.5-mile radius area to 8.5 miles south of the RBN.

AMENDMENTS 12/4/80 45 F. R. 70853 (Added)

Camden, Ark.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Harrell Airport (latitude 33°37'00" N., longitude 92°45'45" W.) and within 2 miles each side of the 012° bearing from the Camden RBN (latitude 33°37'15" N., longitude 92°45'45" W.), extending from the 5-mile radius area to 8 miles north of the RBN and 2.5 miles each side of the El Dorado, Ark., VORTAC (33°15'21.7" N., 92°44'37.6" W.) 356° radial extending from the 5-mile radius area to 20 miles north of the El Dorado VORTAC.

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.

Camden, Tenn.

That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of the Benton County Airport (lat. 36°00'40"N., long. 88°07'24"W.).

Cameron, Ariz.

That airspace extending upward from 1,200 feet above the surface within a three-mile radius of Humphreys Peak (lat. 35°21'00" N., long. 111°40'25" W.), and that airspace extending upward from 11,700 feet mean sea level (MSL) bounded by a line beginning at lat. 34°52'20"N., long. 112°00'00"W., to lat. 35°26'00"N., long. 112°00'00"W., to lat. 35°58'00"N., long. 111°43'30"W., to lat. 36°06'30"N., long. 111°00'00"W., to lat. 35°56'00"N., long. 110°21'00"W., thence south via long. 110°21'00"W., to the northwest edge of V-95, thence southwest via the northwest edges of V-95 and V-12 to point of beginning excluding that portion within the 1,200 foot area of Humphreys Peak.

Cameron, La.

That airspace extending upward from 700 feet above the surface within 2.5 miles each side of the 197° radial of the Lake Charles VORTAC extending 3.5 miles north and 2 miles south of lat. 29°46'31.4"N., long. 93°14'03.4"W.

AMENDMENTS 9/4/80 45 F. R. 46348 (Added)

Camilla, Ga.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Camilla-Mitchell County Airport (lat. 31°12'45"N., long. 84°14'20"W.); within 3 miles each side of the 253° bearing from the Camilla RBN (lat. 31°12'52"N., long. 84°14'13"W.), extending from the 6.5-mile radius area to 8.5 miles west of the RBN.

Campbellsville, Ky.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Taylor County Airport (lat. 37°21'05"N., long. 85°18'45"W.); within 3 miles each side of the 211° bearing from the Arista RBN (lat. 37°21'19"N., long. 85°18'54"W.), extending from the 6.5-mile radius area to 8.5 miles southwest of the NDB.

AMENDMENTS 7/15/80 45 F. R. 41401 (Changed)

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.

Camp McCoy, Wis.

That airspace extending upward from 700 feet above the surface within an 11-mile radius of the McCoy Army Air Field (lat. 43°57'15"N., long. 90°44'15"W.), excluding that portion that overlies the La Crosse, Wis., transition area.

Camp Pendleton, Calif.

That airspace extending upward from 700 feet above the surface within 4.5 miles southeast and 3 miles north-west of the Camp Pendleton TACAN (latitude 33°18'04" N., longitude 117°21'06" W.) 041° radial, extending from the TACAN to 18 miles northeast of the TACAN.

Camp Ripley, Minn.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of Ray S. Miller Army Air Field (latitude 46°05'00" N., longitude 94°21'10" W.).

Canadian, Tex.

That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of the Hemphill County Airport, Canadian, Tex. (lat. 35°53'42"N., long. 100°24'13"W.), and within 3 miles each side of the 056° and 218° bearings to the NDB (lat. 35°53'28"N., long. 100°24'18"W.), extending from the NDB to 8.5 miles southwest and northeast.

AMENDMENTS 3/20/80 45 F. R. 3885 (Rewritten)

Cape Girardeau, Mo.

That airspace extending upward from 700 feet above the surface within a 10-mile radius of Cape Girardeau Municipal Airport (latitude 37°13'31" N., longitude 89°34'15" W.); within 4.5 miles east and 9.5 miles west of the Cape Girardeau VOR 194° radial, extending from the 10-mile radius area to 18.5 miles south of the VOR, excluding the portion which overlies the Sikeston transition area.

Cape Hatteras, N. C.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Billy Mitchell Airport (latitude 35°14'00" N., longitude 75°37'05" W.); excluding the portion outside the continental limits of the United States.

Carlsbad, N. Mex.

That airspace extending upward from 700 feet above the surface within an 8.5 mile radius of Cavern City Air Terminal (lat. 32°20'14"N., long. 104°15'46"W.) and within 3.5 miles each side of the Carlsbad VOR 156° radial extending from the 8.5-mile-radius area to 11 miles southeast of the VOR.

Carmi, Ill.

That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of the Carmi Municipal Airport (latitude 38°06'00" N., longitude 88°09'00" W.); and within 3 miles either side of the 177° bearing from the airport extending from the 5.5-mile radius area to 8 miles from the airport.

Caro, Mich.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Caro Airport (lat. 43°27'45"N., long. 83°26'30"W.).

Carrizo Springs, Tex.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Dimmit County Airport (latitude 28°31'25" N., longitude 99°49'30" W.) and within 3 miles each side of the 124° bearing from the NDB (latitude 28°31'19" N., longitude 99°49'38" W.) extending from the NDB to 8.5 miles southeast.

Carroll, Iowa

That airspace extending upward from 700 feet above the surface within a 6½-mile radius of Arthur N. Neu Airport (latitude 42°02'50" N., longitude 94°47'20" W.); and within 3 miles each side of the 143° bearing from Arthur N. Neu Airport, extending from the 6½-mile radius area to 8 miles southeast of the airport.

Carrollton, Ga.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of West Georgia Regional Airport (latitude 33°37'47" N., longitude 85°09'13" W.); within 3 miles each side of the 169° bearing from Carrollton RBN (latitude 33°38'02" N., longitude 85°09'13" W.), extending from the 6.5-mile radius area to 8.5 miles south of the RBN.

Carrollton, Ohio

That airspace extending upward from 700 feet above the surface within an 8½-mile radius of the Carroll County-Tolson Airport (latitude 40°33'45" N., longitude 81°04'30" W.).

Cartersville, Ga.

That airspace extending upward from 700 feet above the surface within a 9-mile radius of Cartersville Airport (latitude 34°07'30" N., longitude 84°51'00" W.).

Carthage, Tex.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Panola County Airport (latitude 32°10'21" N., longitude 94°17'51" W.) and within 3 miles each side of the Gregg County VORTAC (latitude 32°25'03.3" N., longitude 94°45'10.5" W.) 122° radial, extending from the 5-mile radius area to 25 miles southeast of the Gregg County VORTAC.

Casey, Ill.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Casey Municipal Airport (latitude 39°18'00" N., longitude 88°00'15" W.); and within 3 miles each side of the 211° bearing from the airport extending from the 5-mile radius area to 8 miles southwest of the airport.

Casper, Wyo.

That airspace extending upward from 700 feet above the surface within a 27 mile radius of the Casper ASR (latitude 42°55'17"N., longitude 106°27'14"W.); and that airspace extending upward from 1200 feet above the surface within a 43 mile radius of the Casper ASR; within an area extending from the 43 mile radius circle to an arc of a 42 mile radius circle centered on the Casper VORTAC bounded on the north by the Casper VORTAC 060° radial and on the south by the Casper VORTAC 111° radial; and that airspace extending upward from 11,500 feet MSL, extending from the 43 mile radius circle to an arc of a 60 mile radius circle centered on the Casper VORTAC, bounded on the east by the west edge of V19 and on the south by the north edge of V298.

Cassville, Mo.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Cassville Municipal Airport (lat. 36°41'46"N., long. 93°53'56"W.); and within 2.5 miles each side of the Neosho VORTAC 108° radial, extending from the 5-mile radius area to 25 miles east of the VORTAC.

Castroville, Tex.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Castroville Municipal Airport (lat. 29°20'32"N., long. 98°51'03"W.), within 3.5 miles each side of the 170° bearing from the airport extending from the 6.5-mile radius to 11.5 miles south of the airport.

AMENDMENTS 7/10/80 45 F. R. 45266 (Rewritten)

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 9-mile radius of Cedar Rapids Municipal Airport (latitude 41°53'05" N., longitude 91°42'35" W.); within 4½ miles north and 9½ miles south of the Cedar Rapids ILS localizer west course, extending from the OM to 18½ miles west of the OM; and within 4½ miles north and 9½ miles south of the Cedar Rapids VORTAC 264° radial, extending from the VORTAC to 18½ miles west of the VORTAC.

Cedar Springs, Ga.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Great Southern Airport (latitude 31°08'25" N., longitude 85°02'43" W.); within 2.5 miles each side of the Dothan VORTAC 115° radial, extending from the 6.5-mile radius area to 17 miles east of the VORTAC.

Cedartown, Ga.

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Cornelius Moore Field (lat. 34°01'20" N., long. 85°08'50" W.); within 3 miles each side of Rome, Ga., VOR 009° and 189° radials, extending from the 8.5-mile radius area to 8.5 miles north of the VOR; excluding the portion within Rome, Ga., transition area.

Celina, Ohio

That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Lakefield Airport (latitude 40°29'03" N., longitude 84°33'37" W.); excluding that portion overlying the Warsaw, Ohio, transition area.

Center, Tex.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Center Municipal Airport, Center, Tex. (lat. 31°50'00"N., long. 94°09'00"W.), and within 3.5 miles each side of the 321° bearing from the NDB (lat. 31°50'10"N., long. 94°08'59"W.), extending from the 6-mile radius area to 8.5 miles northwest of the NDB.

AMENDMENTS 1/24/80 44 P. R. 67371 (Added)

Centerville, Tenn.

That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of Centerville Municipal Airport (latitude 35°50'15" N., longitude 87°26'45" W.); within 3 miles each side of Graham, Tenn., VOR 177° radial, extending from the 5.5-mile radius area to 8.5 miles south of the VOR.

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.

Centre, Ala.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Centre Municipal Airport (latitude 34°09'40" N., longitude 85°38'05" W.).

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.

Chambersburg, Pa.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the center, 39°58'23"N., 77°38'37"W. of Chambersburg Municipal Airport, Chambersburg, Pa.; within an 8-mile radius of the center of the airport, extending clockwise from a 039° bearing from the airport to a 061° bearing from the airport; within a 15-mile radius of the center of the airport, extending clockwise from a 061° bearing from the airport to a 135° bearing from the airport; within an 8-mile radius of the center of the airport, extending clockwise from a 135° bearing from the airport to a 174° bearing from the airport; within a 7-mile radius of the center of the airport, extending clockwise from a 174° bearing from the airport to a 241° bearing from the airport; within 4 miles each side of the St. Thomas VORTAC 080° radial, extending from the 6.5-mile radius area to 29 miles east of the VORTAC.

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.); within a 5½-mile radius of the Illinois Airport, Urbana, Ill. (latitude 40°08'31" N., longitude 88°12'00" 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.

Chantilly, Va.

That airspace extending upward from 700 feet above the surface within a 10-mile radius of the center, 38°56' 40" N., 77°27'24" W., of Dulles International Airport, within 3 miles each side of the Armel, Va., VORTAC 292° radial, extending from the VORTAC to 20 miles west; within 5 miles west and 6.5 miles east of the Dulles International Airport Runway 19R ILS localizer course, extending from the OM to 13 miles north; within 6.5 miles east and 4.5 miles west of the Dulles International Airport Runway 19L ILS localizer course extending from 5.5 miles south of the OM to 11.5 miles north of the OM; within 5 miles each side of the Martinsburg, W. Va. VORTAC 176° radial, extending from 15 miles south of the VORTAC to 28.5 miles south of the VORTAC; within 6.5 miles west and 4.5 miles east of the Dulles International Airport Runway 1R localizer course, extending from the OM to 11.5 miles south; within an 8-mile radius of the center of Leesburg Municipal Airport (Godfrey Field), Leesburg, Va., 39°04'37" N., 77°33'25" W.; within a 6.5-mile radius of the center, 38°43'30" N., 77°31'00" W., of Manassas Municipal Airport (Harry P. Davis Field), Manassas, Va., within 2.5 miles each side of a 330° bearing from a point 38°43'36" N., 77°31'17" W., extending from said point to 9.5 miles northwest.

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.).

Chappell, Nebr.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Chappell Municipal Airport, Chappell, Nebr., (lat. 41°04'37"N., long. 102°27'47"W.) with an extension within 2.5 nautical miles each side of the true course 121 (magnetic 132) outbound from the Chappell NDB (lat. 41° 04'36"N., long. 102°27'29"W.) extending from the 7-mile radius area to 8.5 miles southeast of the NDB facility. That airspace extending upward from 1,200 feet above the surface bounded on the west by V-169, on the north and east by the Nebraska/Colorado state lines, and on the south by V-80/V-8N.

AMENDMENTS 7/10/80 45 F. R. 24456 (Added)

Chariton, Iowa

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Chariton Municipal Airport (latitude 41°01'00" N., longitude 93°21'30" W.); and within 3 miles each side of the 352° bearing from the Chariton Municipal Airport extending from the 5-mile-radius area to 8 miles north of the airport.

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 93°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.

Charleston, Mo.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Mississippi County Airport (latitude 36°50'22" N., longitude 89°21'42" W.); and within 3 miles each side of the 188° bearing from Charleston RSN (latitude 36°50'42" N., longitude 89°21'24" W.), extending from the 6.5-mile radius area to 8.5 miles south of the RSN, excluding that portion overlying the Sikeston transition area.

Charleston, S. C.

That airspace extending upward from 700 feet above the surface within a 9-mile radius of Charleston AFB/Municipal Airport (latitude 32°53'55" N., longitude 80°02'20" W.); within 3.5 miles each side of Charleston VORTAC 018°, 211°, and 332° radials, extending from the 9-mile radius area to 11.5 miles north; southwest and northwest of the VORTAC; within 3.5 miles each side of Charleston VORTAC 135° radial, extending from the 9-mile radius area to 10.5 miles southeast of the VORTAC; within a 6.5-mile radius of Johns Island Airport (lat. 32°42'00" N., long. 80°00'00" W.); within 3 miles each side of the 278° bearing from Johns Island RSN (lat. 32°42'09" N., long. 80°00'10" W.), extending from the 6.5-mile radius area to 8.5 miles west of the RSN.

Charleston, W. Va.

That airspace extending upward from 700 feet above the surface within a 14-mile radius of the center, lat. 38°22'22"N., long. 81°35'35"W., of Kanawha Airport, Charleston, W. Va.; within 6.5 miles southwest and 5 miles northeast of a line bearing 321° from a point lat. 38°26'25" N., long. 81°39'50" W., extending from said point to 11.5 miles northwest; within 6.5 miles northeast and 5 miles southwest of a line bearing 141° from a point lat. 38°17'12" N., long. 81°30'30" W., extending from said point to 11.5 miles southeast; and within 8 miles northwest and 5 miles southeast of the Kanawha Airport ILS localizer northeast course, extending from the 14-mile radius area to 13 miles northeast of the OM.

Charlevoix, Mich.

That airspace extending upward from 700 feet above the surface within a 5½-mile radius of Charlevoix Municipal Airport (latitude 45°18'17" N., longitude 85°16'08" W.) and within 3 miles each side of the 270° bearing from Charlevoix Municipal Airport, extending from the 5½-mile radius area to 8 miles west of the airport, and within 3 miles each side of the 69° bearing from Charlevoix Municipal Airport, extending from the 5½-mile radius area to 8 miles east of the airport.

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 309° radial, extending from the 6-mile radius area to the VOR, excluding the portion which overlies the Lansing, Mich., 700-foot floor transition area.

Charlotte, N. C.

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Douglas Municipal Airport (latitude 35°12'53" N., longitude 80°56'18" W.); within 3 miles each side of Charlotte VORTAC 058° radial, extending from the 8.5-mile radius area to 14 miles northeast of the VORTAC; within 9.5 miles west and 4.5 miles east of Charlotte VORTAC 171° radial, extending from the 5.5 NM DME Fix to 24 miles south of the VORTAC; within 9.5 miles northwest and 4.5 miles southeast of Charlotte VORTAC 223° radial, extending from the 5.5 NM DME Fix to 24 miles southwest of the VORTAC; within 9.5 miles northwest and 4.5 miles southeast of Charlotte ILS localizer southwest course, extending from the LOM to 18.5 miles southwest; within a 6.5-mile radius of Gastonia Municipal Airport, N. C. (latitude 35°12'00" N., longitude 81°09'05" W.); within a 6.5-mile radius of Rock Hill Municipal Airport, S. C. (latitude 34°59'05" N., longitude 81°03'30" W.); within a 7-mile radius of Jaars-Townsend Airport, Waxhaw, N. C. (latitude 34°51'50" N., longitude 80°44'50" W.); excluding the portion within Lancaster, S. C., transition area.

Charlotte Amalie, St. Thomas, V. I. (Harry S. Truman Airport)

That airspace extending upward from 700 feet above the surface within an 11-mile radius of Harry S. Truman Airport (lat. 18°20'26" N., long. 64°58'11" W.); that airspace extending upward from 1,200 feet above the surface within a 15-mile radius of Harry S. Truman Airport; within 9.5 miles west and 4.5 miles east of St. Thomas VOR 368° radial, extending from the 15-mile radius area to 18.5 miles north of the VOR.

Charlottesville, Va.

That airspace extending upward from 700 feet above the surface within a 9-mile radius of the center, lat. 38°08'25"N., long. 78°27'09"W., of Charlottesville-Albermarle Airport, Charlottesville, Va., extending clockwise from a 340° bearing to a 072° bearing from the airport; within an 11.5-mile radius of the center of the airport, extending clockwise from a 072° bearing to a 166° bearing from the airport; within a 13-mile radius of the center of the airport, extending clockwise from a 166° bearing to a 233° bearing from the airport; within a 12.5-mile radius of the center of the airport, extending clockwise from a 233° bearing to a 280° bearing from the airport; within a 19.5-mile radius of the center of the airport, extending clockwise from a 280° bearing to a 340° bearing from the airport and within 4.5 miles each side of the Charlottesville-Albermarle Airport ILS localizer southwest course, extending from the 13-mile radius arc to 11 miles southwest of the Azalea Park RBN.

Chase City, Va.

That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of the center of Chase City Municipal Airport, Chase City, Va. (lat. 36°47'18" N., long. 78°30'05" W.); and within 3 miles each side of a 179° bearing from the Chase City, Va., radio beacon (lat. 36°47'21" N., long. 78°30'05" W.), extending from the 5.5-mile radius area to 8 miles south of the radio beacon.

Chattanooga, Tenn.

That airspace extending upward from 700 feet above the surface within a 15-mile radius of Lovell Field (latitude 35°02'05" N., longitude 85°12'10" W.), extending clockwise from the 030° to the 210° bearing from Lovell Field; within a 19-mile radius of Lovell Field, extending clockwise from the 210° to the 030° bearing from Lovell Field; within 4.5 miles west and 9.5 miles east of the south ILS localizer course extending from the 19- and 15-mile radius areas to 18.5 miles south of the OM; within a 6.5-mile radius of Hardwick Field, Cleveland, Tenn. (lat. 35°13'20"N., long. 84°49'58"W.); within 3 miles each side of the 224° bearing from Hardwick RBN (lat. 35°09'13"N., long. 84°54'21"W.), extending from the 6.5-mile radius area to 8.5 miles southwest of the RBN.

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; within 2 miles each side of the 251° bearing from the Cheraw RBN (lat. 34°44'47" N., long. 79°50'40" W.), extending from the 5-mile radius area to the RBN.

Cherokee, Iowa

That airspace extending upward from 700 feet above the surface within a 6½-mile radius of the Cherokee Municipal Airport (lat. 42°43'55"N., long. 95°33'22"W.), and within 3 miles each side of the 206° true bearing from the Cherokee NDB (lat. 42°43'55"N., long. 95°33'10"W.), extending from the 6½-mile radius area to 8½ miles southwest of the NDB.

Cherokee Village, Ark.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of Cherokee Village Airport (latitude 36°15'49" N., longitude 91°33'55" W.), within 3.5 miles each side of the 223° bearing from the Cherokee Village RBN (latitude 36°15'55" N., longitude 91°33'45" W.) extending from the 8-mile radius area to 11 miles southwest of the RBN.

Cherry Point MCAS, N. C.

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Cherry Point MCAS (latitude 34°54'30" N., longitude 76°53'00" W.); excluding the portion within the New Bern, N. C., transition areas.

Chesapeake, Va.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the center, 36°39'48"N., 76°19'23"W., of Chesapeake Municipal Airport, Chesapeake, Va.

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 3 miles each side of the Madison VOR 062° radial extending from the 5-mile radius to the VOR.

Chester, S. C.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Chester Municipal Airport (lat. 34°47'18"N., long. 81°11'45"W.) and within 3 miles each side of the 353° bearing from the Chester RBN (lat. 34°46'56"N., long. 81°11'48"W.), from the 7-mile radius area to 8.5 miles north of the RBN.

Chesterfield, Mo.

That airspace extending upward from 700 feet above the surface within a 9-mile radius of Spirit of St. Louis Airport (lat. 38°39'35"N., long. 90°38'45"W.); within 3 miles each side of the Foristell, Mo., VORTAC 093° radial; extending from the 9-mile radius area to 9½ miles west of the Spirit of St. Louis Airport, excluding the portion which overlies the St. Louis, Mo., 700 foot floor transition area.

Chesterfield, Va.

That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of the center, 37°24'25"N., 77°31'18"W., of Chesterfield County Airport, Chesterfield, Va.; within 3 miles each side of the Flat Rock, Va., VORTAC 116° radial, extending from the 5.5-mile radius area to 10 miles southeast of the VORTAC; within 1.5 miles each side of a 321° bearing from the Harry Hill, Va., RBN (37°20'00"N., 77°27'15"W.) extending from the 5.5-mile radius area to 0.5 mile northwest of the RBN.

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 an area bounded by a line beginning at latitude 42°29'00" N., longitude 88°30'00" W., to latitude 42°29'00" N., longitude 88°03'00" W., to latitude 42°40'00" N., longitude 88°03'00" W., to latitude 42°43'00" N., longitude 87°57'00" W., to latitude 42°30'00" N., longitude 87°35'00" W., to latitude 41°55'00" N., longitude 87°19'00" W., to latitude 41°38'00" N., longitude 87°19'00" W., to latitude 41°33'00" N., longitude 87°10'00" W., to latitude 41°28'00" N., longitude 87°14'00" W., to latitude 41°22'00" N., longitude 87°40'00" W., to latitude 41°22'00" N., longitude 88°30'00" W., to latitude 41°41'00" N., longitude 88°30'00" W., to latitude 41°53'00" N., longitude 88°50'00" W., to latitude 42°01'00" N., longitude 88°50'00" W., to latitude 42°01'00" N., longitude 88°40'00" W., to latitude 42°15'00" N., longitude 88°40'00" W., to latitude 42°15'00" N., longitude 88°25'00" W., to latitude 42°21'00" N., longitude 88°30'00" W., to point of beginning.

Chickasha, Okla.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Chickasha Municipal Airport (lat. 35°05'44"N., long. 97°58'09"W.), and within 3 miles each side of the 205° radial of the Oklahoma City VORTAC (lat. 35°26'32"N., long. 97°46'20.6"W.), extending from the 6.5-mile radius area to 9 miles northeast of the Chickasha Municipal Airport, and within 2.5 miles each side of the runway centerline extended 179° bearing from the 6.5-mile radius and to 7.5 miles south of the Chickasha Municipal Airport.

AMENDMENTS 9/4/80 45 F. R. 40572 (Added)

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 Rancho Airport (latitude 39°43'10" N., longitude 121°52'10" W.).

Chicopee Falls, Mass.

That airspace extending upward from 700 feet above the surface within a 12-mile radius of the center, lat. 42°11'40"N., long. 72°32'15"W., of Westover AFB, Chicopee Falls, Mass.; within 7 miles each side of the Westover AFB, Mass., ILS localizer NE course extending from the 12-mile radius to 19 miles NE of the Westover TACAN and within a 10-mile radius of the center, lat. 42°09'25"N., long. 72°42'50"W., of Barnes Municipal Airport, Westfield, Mass., and within that airspace bounded by a line beginning at lat. 42°11'50"N., long. 72°54'10"W.; to lat. 42°32'20"N., long. 72°49'20"W.; to lat. 42°30'00"N., long. 72°32'00"W.; to lat. 42°24'45"N., long. 72°34'00"W.; to lat. 42°24'50"N., long. 72°33'25"W.; to lat. 42°22'00"N., long. 72°34'00"W.; thence to the point of beginning within a 6.5-mile radius of the center, lat. 42°19'45"N., long. 72°37'00"W., of LaFleur Airport, Northampton, Mass.; within 3.5 miles each side of the Chester, Mass., VOR 082° radial, extending from the 6.5-mile radius area to the Chester, Mass., VOR, excluding the portion which coincides with the Hartford, Conn., transition area.

AMENDMENTS 3/21/80 45 F. R. 13054 (Changed)

AMENDMENTS 6/26/80 45 F. R. 43159 (Rewritten)

Childress, Tex.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Childress Municipal Airport (lat. 34°25'55"N., long. 100°17'45"W.).

Chillicothe, Mo.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Chillicothe Municipal Airport (latitude 39°46'45" N., longitude 83°30'00" W.); and within 3 miles either side of the 337° bearing from the MHW facility extending from the 5-mile radius to 8.5 miles northwest, and that airspace extending upward from 1,200 feet above the surface 5 miles southwest and 9.5 miles northeast of the 337° bearing from the Chillicothe MHW facility extending from 6.5 miles southeast to 18.5 miles northwest of the Chillicothe MHW facility, excluding that portion which overlies the Trenton, Mo., transition area.

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.).

Christiansted, St. Croix, V. I.

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Alexander Hamilton Airport (lat. 17°42'13" N., long. 64°47'54" W.); within 3 miles each side of St. Croix VOR 068° radial, extending from the 8.5-mile radius area to 8.5 miles east of the VOR; and that airspace extending upward from 1,200 feet above the surface within a 15-mile radius of Alexander Hamilton Airport; within 9.5 miles north and 4.5 miles south of the St. Croix VOR 068° radial, extending from the 15-mile radius area to 18.5 miles east of the VOR; within 9.5 miles south and 4.5 miles north of the ILS localizer west course, extending from the 15-mile radius area to 18.5 miles west of the LOM.

Cincinnati, Ohio

That airspace extending upward from 700 feet above the surface within an 11.5-mile radius of Greater Cincinnati Airport (lat. 39°02'56" N., long. 84°39'41" W.); within 9.5 miles east and 4.5 miles west of Runway 36 ILS localizer south course, extending from the 11.5-mile radius area to 18.5 miles south of the LOM; within 3 miles each side of Runway 9R ILS localizer west course, extending from the 11.5-mile radius area to 8.5 miles west of Burlington RBN; within a 12-mile radius of Cincinnati Municipal-Lunken Field Airport (lat. 39°06'14" N., long. 84°25'18" W.); within 3 miles each side of the 044° bearing from Lunken RBN, extending from the 12-mile radius area to 8.5 miles northeast of the RBN; within a 5½-mile radius of Clermont County Airport, Batavia, OH. (latitude 39°04'43" N., longitude 84°12'38" W.); within a 5-mile radius of the Blue Ash Airport, Cincinnati, OH. (latitude 39°14'59" N., longitude 84°23'14" W.) and within 3 miles each side of the 046° bearing from the Blue Ash Airport from the 5-mile radius area to 7 miles northeast.

Circleville, Ohio

That airspace extending upward from 700 feet above the surface within a 12-mile radius of the Pickaway County Memorial Airport (latitude 39°31'00" N., longitude 82°58'55" W.) excluding the portion which lies within the Lockbourne AFB transition area.

Claremont, N. H.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Claremont Municipal Airport (latitude 43°22'15" N., longitude 72°22'00" W.); within 6.5 miles south and 4.5 miles north of the Claremont NDB (latitude 43°21'50" N., longitude 72°17'57" W.), 097° and 277° bearings from the NDB, extending from 12 miles east to 6 miles west of the NDB, excluding that portion within the Lebanon, N. H., and Springfield, Vt., transition areas.

Clarendon, Tex.

That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of Clarendon Municipal Airport (lat. 34°54'34"N., long. 100°52'20"W.), and within 3.5 miles each side of the 209° bearing from the NDB (lat. 34°54'37"N., long. 100°52'03"W.), extending from the 5.5-mile radius area to 11.5 miles southwest of the NDB.

Clarion, Iowa

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Clarion Municipal Airport (lat. 42°44'30"N., long. 93°45'30"W.) and within 3 miles each side of the 311° bearing from the Clarion Municipal Airport, extending from the 5-mile radius to 8.5 miles northwest of the airport.

Clarion, Pa.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Clarion County Airport (lat. 41°13'38"N., long. 79°26'30"W.).

Clarinda, Iowa

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Clarinda Municipal Airport (latitude 40°43'30" N., longitude 95°01'30" W.); within 3 miles each side of the 169° bearing from the Clarinda Municipal Airport extending from the 5-mile radius 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 169° bearing of the Clarinda Municipal Airport to 18½ miles south of the airport.

Clarksburg, W. Va.

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of the center, lat. 39°17'44" N., long. 80°13'46" W., of Benedum Airport; within 5 miles each side of the Clarksburg VOR 219° radial, extending from the 8.5-mile radius area to 11.5 miles southwest of the VOR and within 5 miles each side of the Benedum Airport ILS localizer northeast course, extending from the 8.5-mile radius area to 10 miles northeast of the OM.

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.

Clarksville, Ark.

That airspace extending upward from 700 feet above the surface within a 7-statute-mile radius of Clarksville Municipal Airport, Clarksville, Ark., (latitude 35°28'15" N., longitude 93°26'00" W.); and within 3.5 statute miles each side of the 136° bearing from Clarksville NDB (latitude 35°28'05" N., longitude 93°25'47" W.), extending from the 7-mile-radius area to 12 statute miles southeast of the NDB.

Clayton, Ala.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Clayton Municipal Airport (lat. 31°53'00"N., long. 85°29'00"W.)

Clearfield, Pa.

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of the center, 41° 02'57" N., 78°24'53" W., of Clearfield-Lawrence Airport, Clearfield, Pa., within a 10-mile radius of the center of the airport, extending clockwise from a 134° bearing to a 238° bearing from the airport; within an 11.5-mile radius of the center of the airport, extending clockwise from a 238° bearing to a 057° bearing from the airport.

Clemson, S. C.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Clemson-Oconee County Airport (latitude 34°40'22" N., longitude 82°53'07" W.); within 3 miles each side of the 099° bearing from the Oconee RBN (latitude 34°40'25" N., longitude 82°53'13" W.), extending from the 5-mile radius area to 8.5 miles east of the RBN; within a 6.5-mile radius of Pickens County Airport (lat. 34°48'55" N., long. 82°41'55" W.); within 3 miles each side of the 229° bearing from Pickens RBN (lat. 34°48'32" N., long. 82°42'06" W.), extending from the 6.5-mile radius area to 8.5 miles southwest of the RBN; excluding that portion within Anderson transition area.

Cleveland, Miss.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Cleveland Municipal Airport (lat. 33°45'30" N., long. 90°45'15" W.); within 3 miles each side of the 355° bearing from Renova RBN (lat. 33°48'25" N., long. 90°45'45" W.), extending from the 6.5-mile radius area to 8.5 miles north of the RBN.

Cleveland, Ohio

That airspace extending upward from 700 feet above the surface within a 12.5-mile radius of the center (41°24'30" N., 81°51'00" W.), of Cleveland-Hopkins International Airport, Cleveland, Ohio; within 3 miles each side of the Cleveland-Hopkins International Airport Runway 18-R centerline, extended from the 12.5-mile radius area to 14.5 miles south of the end of the runway; within 3 miles each side of the 230° bearing from the Gilbert, Ohio, RBN extending from the 12.5-mile radius area to 5 miles southwest of the RBN; within 3 miles each side of the Cleveland-Hopkins International Airport Runway 28-R centerline, extended from the 12.5-mile radius area to 13 miles west of the end of the runway; within the area bounded by a line beginning at a point on the Cleveland, Ohio, VORTAC 041° radial 20 miles northeast of the VORTAC, thence along a line bearing 052° from this point to its intersection with the arc of a 15-mile radius circle centered on Lost Nation Airport, Willoughby, Ohio (41°41'00" N., 81°23'20" W.), thence clockwise along the arc of the 15-mile radius circle to its intersection with the arc of a 9-mile radius circle centered on Casement Airport, Painesville, Ohio (41°44'05" N., 81°13'25" W.), thence clockwise along the arc of the 9-mile radius circle to its intersection with the arc of a 7.5-mile radius circle centered on Concord Airpark, Painesville, Ohio (41°40'00" N., 81°12'00" W.), thence clockwise along the arc of the 7.5-mile radius circle to its point of intersection with a line 2 miles east and parallel to the Chardon VORTAC 350° radial, thence south along this parallel line to its point of intersection with the Chardon VORTAC 080° radial, thence west along the Chardon VORTAC 080° radial to the Chardon VORTAC, thence southeast along the Chardon VORTAC 145° radial to a point 2 miles southeast of the VORTAC, thence southwest along a line 2 miles southeast and parallel to the Chardon VORTAC 235° radial commencing at the point of intersection of this parallel line and the Chardon VORTAC 145° radial to the point of intersection with the arc of a 5.5-mile radius circle centered on Chagrin Falls Airport, Chagrin Falls, Ohio (41°25'45" N., 81°19'50" W.), thence clockwise along the arc of the 5.5-mile radius circle to the point of intersection of the 5.5-mile arc with a line bearing 180° from a point 41°25'45" N., 81°19'50" W., thence direct to the intersection of a line bearing 126° from latitude 41°24'35" N., longitude 81°41'25" W., and the arc of a 12.5-mile radius circle centered on the Cleveland-Hopkins International Airport, thence to the point of beginning.

Cleveland, Tex.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Cleveland Municipal Airport (latitude 30°21'30" N., longitude 95°00'29" W.), and within 2.5 miles each side of the Daisetta, Tex., VORTAC 298° radial extending from the 5-mile radius to 19.5 miles northwest of the VORTAC.

Clifton, Tenn.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of Hassell Field (lat. 35°23'00" N., long. 87°58'00" W.).

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 Davenport 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.

Clinton, Mo.

That airspace extending upward from 700 feet above the surface within 5 miles of the Clinton, Missouri, Airport (latitude 38°21'27" N., longitude 93°40'54" W.); within 3 miles each side of the 054° bearing from the Clinton Memorial Airport extending from the 5-mile radius to 8 miles northeast of the airport; and within 3 miles each side of the 217° bearing from the Clinton Memorial Airport extending from the 5-mile radius to 8 miles southwest of the airport.

Clinton, N. C.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Sampson County Airport (lat. 34°58'48" N., long. 78°21'48" W.); within 3 miles each side of the 247° bearing from Clinton RBN (lat. 34°58'31" N., long. 78°21'48" W.), extending from the 6.5-mile radius area to 8.5 miles southwest of the RBN.

Clinton, Okla. (Clinton Municipal Airport)

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Clinton Municipal Airport (lat. 35°32'15" N., long. 98°56'00" W.), and within 3.5 miles each side of the 171° bearing from the Clinton RBN (lat. 35°32'00" N., long. 98°56'02" W.) extending from the 5-mile radius area to 11.5 miles south of the RBN.

Clinton, Okla. (Clinton-Sherman Airport)

That airspace extending upward from 700 feet above the surface within an 8-mile radius of Clinton-Sherman Airport (latitude 35°20'25" N., longitude 99°12'00" W.), and within 8 miles west and 5 miles east of the extended centerline of Clinton-Sherman Runways 17 and 35 extending from the 8-mile radius area to 20 miles north and 18 miles south of the ends of the runways excluding the portion within the Hobart, Okla., and Elk City, Okla., transition areas.

Clintonville, Wis.

That airspace extending upward from 700 feet above the surface within a 9-mile radius of the Clintonville Municipal Airport (latitude 44°36'50" N., longitude 88°43'52" W.).

Cloquet, Minn.

That airspace extending upward from 700 feet above the surface within a 6½-mile radius of the Cloquet-Carlton County Airport (latitude 46°42'10" N., longitude 92°30'20" W.); within 3 miles each side of the 355° bearing from the Cloquet-Carlton County Airport extending from the 6½-mile radius to 8 miles north of the airport; within 3 miles each side of the 175° bearing from the Cloquet-Carlton County Airport extending from the 6½-mile radius area to 8 miles south of the airport.

Clovis, N. Mex.

That airspace extending upward from 700 feet above the surface within a 23-mile radius of Cannon AFB, Clovis, N. Mex. (lat. 34°23'01" N., long. 103°18'58" W.); within 7.5 miles north and 2 miles south of the Texico VORTAC 254° and 074° radials, extending from the 23-mile radius area to 1.5 miles east of the Texico VORTAC; and within 3.5 miles each side of the Portales NDB (lat. 34°10'45" N., long. 103°22'33" W.) 202° bearings extending from the 23-mile radius area to 12 miles south of the NDB.

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 5-mile radius of the center 39°58' 40" N., 75°51'44" W., of Chester County, G. O. Carlson Airport, Coatesville, Pa., extending clockwise from a 024° bearing to a 231° bearing from the airport; within a 6-mile radius of the center of the airport, extending clockwise from a 231° bearing to a 024° bearing from the airport; within 3.5 miles each side of a 282° bearing from the COATY LOM (39°59'32"N., 75°57'06"W.), extending from the 6-mile radius arc to 11.5 miles west of the LOM; within 4.5 miles south and 6.5 miles north of the Modena VORTAC 095° and 275° radials, extending from 11.5 miles east to 5.5 miles west of the VORTAC; within 5 miles each side of the Modena VORTAC 293° radial extending from the VORTAC to 11 miles northwest of the VORTAC, excluding the portion that coincides with the Toughkenamon, Pa., transition area.

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 Airport (lat. 32°23'45" N., long. 83°16'45" W.); within 2.5 miles each side of Vienna VORTAC 046° radial, extending from the 5-mile radius area to 12.5 miles northeast of the VORTAC.

Cody, Wyo.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Cody Municipal Airport, Cody, Wyo. (latitude 44°31'09" N., longitude 109°01'25" W.), within 3 miles each side of the Cody VOR 022° and 202° radials, extending from the 8-mile radius area to 8.5 miles north of the VOR; that airspace extending upward from 1,200 feet above the surface within 6 miles west and 9.5 miles east of the Cody VOR 022° and 202° radials, extending from 2.5 miles south to 18.5 miles north of the VOR.

Coffeyville, Kans.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Coffeyville, Kans., Municipal Airport (lat. 37°05'45"N., long. 95°34'25"W.); and within 3 miles either side of the 183° bearing from the airport extending from 7 miles to 8 miles south of the airport.

Colby, Kans.

That airspace extending upward from 700 feet above the surface within a 5½-mile radius of Colby Municipal Airport (latitude 39°25'30" N., longitude 101°02'40" W.); and within 3 miles each side of the 017° bearing from Colby Municipal Airport, extending from the 5½-mile radius area to 8 miles north of the airport.

Cold Bay, Alaska

That airspace extending upward from 1,200 feet above the surface within a 16.5-mile radius of the Cold Bay VORTAC, extending clockwise from the 253° radial to the 041° radial; within 7 miles southeast of the Cold Bay VORTAC 041° radial, extending from the VORTAC to 16.5 miles northeast of the VORTAC; within 7 miles south of the Cold Bay VORTAC 253° radial, extending from the VORTAC to 16.5 miles west of the VORTAC; within 5 miles west and 11.5 miles east of the Cold Bay VORTAC 335° radial, extending from the VORTAC to 20 miles north of the VORTAC, and within 8.5 miles west and 5 miles east of the Cold Bay VORTAC 150° radial, extending from 18 to 25 miles south of the VORTAC.

Coldwater, Mich.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Branch County Memorial Airport (lat. 41°56'05"N., long. 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, and within 2.5 miles each side of Litchfield, Mich., VORTAC 239° radial extending from the 5-mile radius area to 8 miles southwest of the airport.

Coleman, Tex.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Coleman Municipal Airport (lat. 31°50'31"N., long. 99°24'13"W.) and within 3.5 miles each side of the 343° bearing from the NDB (lat. 31°50'28"N., long. 99°24'21"W.) extending from the 7-mile radius area to 8.5 miles north of the NDB.

AMENDMENTS 1/24/80 44 F. R. 68450 (Added)

College Station, Tex.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Easterwood Field (latitude 30°35'19" N., longitude 96°21'54" W.); within 2 miles each side of the College Station VORTAC 107° radial extending from the 5-mile radius area to 18 miles east of the VORTAC; within 3.5 miles each side of the College Station northwest localizer course extending from the 5-mile radius area to 13 miles northwest of the localizer site (latitude 30°35'59" N., longitude 96°21'48.3" W.); within 1.5 miles each side of the southeast localizer course extending from the 5-mile radius area to 7 miles southeast of the localizer site; within a 5-mile radius of Coulter Field (latitude 30°43'00" N., longitude 96°19'45" W.); within 2 miles each side of the College Station VORTAC 025° radial extending from the 5-mile radius area of Coulter Field to 15 miles northeast of the College Station VORTAC.

Colorado Springs, Colo.

That airspace extending upward from 700 feet above the surface within a 20-mile radius of the City of Colorado Springs Municipal Airport (lat. 38°48'35"N., long. 104°42'20"W.); and within 5 miles west and 8 miles east of the Colorado Springs Runway 17 ILS localizer course extending from the 20-mile radius area to 22.5 miles north of the airport, excluding that portion west of long. 104°52'00"W.; and that airspace extending upward from 1,200 feet above the surface bounded on the north by lat. 39°00'00"N., on the east by V-169, on the south by lat. 38°30'00"N., and on the west by long. 105°33'00"W.

AMENDMENTS 1/24/80 44 F. R. 68446 (Rewritten)

Columbia, Miss.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Columbia-Marion County Airport (lat. 31°17'45"N., long. 89°43'50"W.)

Columbia, Mo.

That airspace extending upward from 700 feet above the surface and within a 5-mile radius of the E. W. Cotton Woods Memorial Airport (lat. 39°00'15"N., long. 92°17'45"W.); within 1½ miles each side of the Hallsville, Mo., VORTAC 224° radial extending from the 5-mile radius area to the Hallsville, Mo., VORTAC; and within an 8½ mile radius of Columbia Regional Airport (lat. 38°48'49"N., long. 092°13'12"W.); within 2½ miles each side of the Hallsville, Mo., VORTAC 193° radial extending from the 8½-mile radius area to 10 miles south of the VORTAC; excluding the portion which overlies the Jefferson City, Mo., 700 foot floor transition area.

Columbia, S. C.

That airspace extending upward from 700 feet above the surface within an 11-mile radius of Columbia Metropolitan Airport (lat. 33°56'25.9" N., long. 81°07'11.2" W); within 9.5 miles southwest and 4.5 miles northeast of Columbia VORTAC 147° radial, extending from the 11-mile radius area to 18.5 miles southeast of the VORTAC; within 9.5 miles south and 4.5 miles north of Columbia ILS localizer west course, extending from the 11-mile radius area to 18.5 miles west of the LOW.

Columbus, Ga.

That airspace extending upward from 700 feet above the surface within a 10.5-mile radius of Columbus Metropolitan Airport (lat. 32°30'55" N., long. 84°56'25" W.); within a 10-mile radius of Lawson AAF (lat. 32°20'20" N., long. 84°59'35" W.); within 1.5 miles each side, expanding in width to 5 miles each side of Columbus ILS localizer northeast course, extending from the intersection of the Columbus VOR 102° radial to 11.5 miles northeast; within 9.5 miles southwest and 4.5 miles northeast of Lawson AAF ILS localizer southeast course, extending from the 10-mile radius area to 12 miles southeast of Louvale RBN; within 9.5 miles southwest and 4.5 miles northeast of Columbus VOR 149° and 329° radials, extending from the 10.5-mile radius area to 18.5 miles northwest of the VOR; within 4 miles each side of Lawson VOR 330° radial, extending from the 10-mile radius area to 20.5 miles north of the VOR.

Columbus, Miss

That airspace extending upward from 700 feet above the surface within a 17.5-mile radius of Columbus AFB (latitude 33°38'38" N., longitude 88°26'39" W.); within an 8-mile radius of Monroe County Airport (latitude 33°52'20" N., longitude 88°28'25" W.); within an 8-mile radius of Columbus-Lowndes County Airport (latitude 33°27'52"N., long. 88°22'50"W.); within 4.5 miles north and 9.5 miles south of the Bigbee VORTAC 281° radial, extending from the VORTAC to 18.5 miles west; within an 8.5-mile radius of Golden Triangle Regional Airport (lat. 33°26'48" N., long. 88°35'30" W.).

Columbus, Nebr.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Columbus Municipal Airport (lat. 41°26'49"N., long. 97°20'31"W.); and within 4.5 miles each side of the 323° bearing from the Columbus Airport extending from the 6.5-mile radius area to 11.5 miles northwest of the airport.

Columbus, Ohio

That airspace extending upward from 700 feet above the surface within an 11.5-mile radius of the center, lat. 39°59'41" N., long. 82°53'08" W. of Port Columbus International Airport, Columbus, Ohio; within a 14-mile radius of the center, lat. 39°49'00" N., long. 82°58'00" W. of Lockbourne AFB, Columbus, Ohio; within an 8-mile radius of the center, lat. 40°19'43" N., long. 82°31'32" W. of Mount Vernon Airport, Mount Vernon, Ohio; within an 8-mile radius of the center, lat. 40°01'29" N., long. 82°27'44" W. of Licking County Airport, Newark, Ohio; within a 7-mile radius of the center, lat. 40°04'40" N., long. 83°04'30" W. of Ohio State University Airport, Columbus, Ohio; within the arc of a 25-mile radius circle centered on a point located at lat. 39°59'59" N., long. 82°53'44" W., extending clockwise from the 048° bearing from this point to the 170° bearing from this point and within 3.5 miles each side of the 273° bearing from the Ohio State University RBN, lat. 40°04'47" N., long. 83°04'54" W., extending from the RBN to 11.5 miles west of the RBN; within a 6½-mile radius of Bolton Field (latitude 39°54'07" N., longitude 83°08'12" W.); within a 9-mile radius of Fairfield County Airport (latitude 39°45'21" N., longitude 82°39'27" W.).

Columbus, Tex.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Columbus Airport (latitude 29°43'10" N., longitude 96°33'50" W.).

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.

Commerce, Tex.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Commerce Municipal Airport (latitude 33°17'36" N., longitude 95°53'46" W.) and within 2.5 miles each side of the Sulphur Springs, Tex., VORTAC 286° radial extending from the 5-mile radius area to 14.5 miles west of the VORTAC.

Concord, N. H.

That airspace extending upward from 700 feet above the surface bounded by a line beginning at lat. 43°23'00"N., long. 71°11'50"W.; to lat. 43°09'00"N., long. 71°11'50"W.; to lat. 42°58'50"N., long. 71°01'00"W.; to lat. 42°53'00"N., long. 71°11'30"W.; to lat. 42°47'00"N., long. 71°09'00"W.; to lat. 42°38'00"N., long. 71°20'00"W.; to lat. 42°40'00"N., long. 71°35'00"W.; to lat. 42°43'00"N., long. 71°36'00"W.; to lat. 42°45'00"N., long. 71°38'25"W.; to lat. 42°53'30"N., long. 71°57'15"W.; to lat. 43°05'20"N., long. 71°49'30"W.; to lat. 43°23'00"N., long. 71°49'30"W.; to point of beginning.

AMENDMENTS 7/14/80 45 F. R. 47133 (Rewritten)**Concordia, Kans.**

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Blosser Municipal Airport (lat. 39°32'55"N., long. 97°39'05"W.); and within 3 miles each side of the 346° bearing from Concordia NDB (lat. 39°33'12"N., long. 97°39'03"W.) extending from the 5-mile radius area to the 8-mile radius area to 8 miles northwest of the NDB.

Connecticut

That airspace extending upward from 1,200 feet above the surface within the territorial boundaries of the State of Connecticut.

Connellsville, Pa.

That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of the center lat. 39°57'35" N., long. 79°39'25" W. of Connellsville Airport and within 9.5 miles northwest and 4.5 miles southeast of the 229° bearing from the Connellsville, Pa., RBN lat. 39°57'37"N., long. 79°39'16"W., extending from the RBN to 19.5 miles southwest of the RBN, excluding the portion that coincides with the Morgantown, W. Va., transition area.

Connersville, Ind.

That airspace extending upward from 700 feet above the surface within a 6½-mile radius of the Mettel Airport (latitude 39°42'00" N.; longitude 85°08'00" W.), and within 3 miles each side of the 015° bearing from the Mettel Airport extending from the 6½-mile radius to 8 miles north of the airport; excluding that airspace designated at Richmond, Ind.

Conrad, Mont.

That airspace extending upward from 700 feet above the surface within a 9-mile radius of the Conrad Airport (latitude 48°10'10" N., longitude 111°58'30" W.); within 3.5 miles each side of the 060° bearing from the Conrad RBN (latitude 48°11'12" N., longitude 111°55'31" W.) extending from the 9-mile radius area to 12 miles northeast of the RBN; and that airspace extending upward from 1,200 feet above the surface within 9.5 miles northwest and 4.5 miles southeast of the 060° bearing from the Conrad RBN extending from the RBN to 18.5 miles northeast of the RBN.

Conway, Ark.

That airspace extending upward from 700 feet above the surface within a 9.5-statute-mile radius of Conway Municipal Airport, Conway, Ark. (lat. 35°04'42"N., long. 92°25'29"W.); and within 3.5 statute miles each side of the 095° bearing from Conway NDB (lat. 35°05'02"N., long. 92°25'36"W.) extending from the 9.5-mile radius area to 11.5 statute miles east of the NDB; excluding that portion which overlies the Little Rock, Ark., transition area.

Conway, S. C.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Conway-Horry County Airport (lat. 33°49'13" N., long. 79°07'16" W.); within 3 miles each side of the 296° bearing from Horry RBN (lat. 33°49'54" N., long. 79°07'13" W.), extending from the 6.5-mile radius area to 8.5 miles northwest of the RBN; excluding the portion that coincides with the Myrtle Beach transition area.

Cookeville, Tenn.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Putnam County Airport (latitude 36°11'45" N., longitude 85°29'15" W.); within 3 miles each side of the 331° bearing from Cookeville RBN (latitude 36°11'34" N., longitude 85°29'04" W.), extending from the 6.5-mile radius area to 8.5 miles northwest of the RBN.

Cordele, Ga.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of Cordele Airport (latitude 31°59'15" N., longitude 83°46'24" W.).

Cordova, Alaska

That airspace extending upward from 700 feet above the surface within 6 miles northwest and 9.5 miles southeast of the 233° bearing from the Cordova (CDV) NDB extending from the intersection of the 233° bearing from the Cordova (CDV) NDB and Hinchinbrook, Alaska, RBN 106° bearing to 19 miles southwest; that airspace extending upward from 1,200 feet above the surface within 6 miles each side of the Cordova localizer east course extending from the localizer to 40 miles east; and within 5 miles each side of a line extending from the Johnstone Point VORTAC to the Cordova (CDV) NDB.

Corinth, Miss.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Roscoe Turner Airport (lat. 34°54'30" N., long. 88°36'00" W.); within 3 miles each side of the 185° and 346° bearings from Corinth RBN (lat. 34°54'39" N., long. 88°36'04" W.), extending from the 7-mile radius area to 8.5 miles south and north of the RBN.

Corning, Ark.

That airspace extending upward from 700 feet above the surface within a 5-statute-mile radius of the Corning Municipal Airport, Corning, Ark., lat. 36°24'14"N., long. 90°38'58"W.

Corning, Iowa

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Corning Municipal Airport (latitude 40°59'30" N., longitude 94°45'40" W.); and within 3 miles each side of the 359° bearing from the Corning Municipal Airport, extending from the 5-mile radius to 8 miles north of the airport.

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.

Corry, Pa.

That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of the center, 41°54'30"N., 79°38'30"W. of Lawrence Airport, Corry, Pa.; within 3 miles each side of the 305° bearing from the Corry RBN (41°54'44"N., 79°38'54"W.), extending from the 5.5-mile radius area to 8.5 miles northwest of the RBN; and within 5 miles each side of the Tidouate, Pa., VORTAC 321° radial, extending from 5.5-mile radius area to the VORTAC.

Corsicana, Tex.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Corsicana Municipal Airport (latitude 32°02'00" N., longitude 96°24'00" W.); within 3 miles each side of the Scurry, Tex., VORTAC 186° radial extending from the 5-mile radius area to 24 miles south of the VORTAC and within 3 miles each side of the 155° bearing from the Corsicana, Tex., RBN (latitude 32°02'00" N., longitude 96°24'00" W.) extending from the 5-mile radius area to 8 miles southeast of the RBN.

Cortez, Colo.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Cortez-Montezuma County Airport, Cortez, Colo., (latitude 37°18'15" N., longitude 108°37'35" W.), within 3.5 miles each side of the Cortez VOR 184° and 004° radials extending from the 7-mile radius area to 11.5 miles north of the VOR; that airspace extending upward from 1,200 feet above the surface within 6 miles east and 9.5 miles west of the Cortez VOR 184° and 004° radials, extending from 8 miles south to 19 miles north of the VOR, and within 5 miles northeast of and parallel to the Dove Creek VORTAC 129° radial, extending from the VORTAC to 21 miles southeast of the VORTAC.

Cortland, N. Y.

That airspace extending upward from 700 feet above the surface within a 9-mile radius of the center, lat. 42°35'30" N., long. 76°13'00" W. of Cortland County Chase Field Airport, Cortland, N. Y., and within 6.5 miles north and 5 miles south of the Georgetown, N. Y., VORTAC 236° radial extending from the 9-mile radius area to the VORTAC.

Corvallis, Oreg.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Corvallis Municipal Airport (lat. 44°29'50"N., long. 123°17'10"W.) within 4.5 miles each side of the Corvallis VOR 029° radial, extending from the 7-mile radius area to 14 miles northeast of the VOR, within 5 miles west of the Corvallis VOR 014° radial, extending from the 7-mile radius area to 15 miles north of the VOR, within 5 miles each side of the Eugene, Oreg., VORTAC 345° radial, extending from 10 to 17 miles north of the VORTAC, and within 5 miles each side of the Corvallis VOR 180° radial, extending from the 7-mile radius area to 11 miles south of the VOR excluding that portion overlying the Eugene, Oreg., Transition Area; that airspace extending upward from 1,200 feet above the surface within 6 miles northwest and 8 miles southeast of the Corvallis VOR 029° and 209° radials, extending from 6 miles southwest to 17 miles northeast of the VOR.

Coshocton, Ohio

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of the Richard Downing Airport (latitude 40°18'37" N., longitude 81°51'17" W.); and within a 7-mile radius of the Tri-City Airport (latitude 40°15'45" N., longitude 81°44'35" W.).

PENDING AMENDMENT**Coshocton, Ohio**

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of the Richard Downing Airport (lat. 40°18'37"N., long. 81°51'17"W.).

AMENDMENTS 12/25/80 45 F. R. 73649 (Rewritten)

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.); within 2 miles each side of the Cotulla VOR 266° radial extending from the 5-mile radius area to 14 miles west of the VOR; and within 8 miles north and 5 miles south of the Cotulla VOR 086° and 266° radials extending to 5 miles west and 12 miles east of the VOR.

Covington, Ga.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Covington Municipal Airport (latitude 33°37'54" N., longitude 83°51'07" W.); within 5 miles each side of Rex VORTAC 093° radial, extending from the 6.5-mile radius area to 34 miles east of the VORTAC.

Covington, Tenn.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Covington Municipal Airport (lat. 35°35'15"N., long. 89°35'15"W.); within 3 miles each side of the 186° bearing from Covington REM (lat. 35°35'22" N., long. 89°35'14" W.), extending from the 6.5-mile radius area to 8.5 miles south of the REM.

Cozad, Nebr.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Cozad Municipal Airport (latitude 40°52'23" N., longitude 100°00'19" W.); within 3 miles each side of the Cozad NDB 301° bearing, extending from the 5-mile radius to 8 miles NW of the NDB.

Cranberry Lake, N. Y.

That airspace extending upward from 1,200 feet above the surface beginning at the Saranac Lake, N. Y., VOR, thence southeast via the Saranac Lake VOR 134° radial to its point of intersection with the Burlington, Vt., VORTAC 215° radial; thence southwest along the Burlington, Vt., VORTAC 215° radial to its point of intersection with the Watertown, N. Y., VORTAC 123° radial; thence northwest along the Watertown VORTAC 123° radial to the Watertown VORTAC; thence northeast along the Watertown VORTAC 033° radial to its point of intersection with the Saranac Lake VOR 311° radial; thence southeast along the Saranac Lake VOR 311° radial to Saranac Lake VOR excluding the airspace in Canada.

Crawfordsville, Ind.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Crawfordsville Municipal Airport (latitude 39°58'45" N., longitude 86°55'00" W.) and within 3 miles each side of the 217° bearing from the Crawfordsville Municipal Airport extending from the 5-mile radius to 8 miles southwest.

Crescent City, Calif.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Jack-McNamara Field, Crescent City (lat. 41°46'50" N., long. 124°14'00" W.), within 3 miles each side of the Crescent City VORTAC 325° radial, extending from the 5-mile radius area to 9 miles northwest of the VORTAC and within 4 miles each side of the Crescent City VORTAC 180° radial, extending from the 5-mile radius area to 10 miles south of the VORTAC; and 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 and within 8 miles northeast and 9.5 miles southwest of the Crescent City VORTAC 325° radial, extending from the VORTAC to 18.5 miles northwest of the VORTAC and within 9.5 miles southwest and 4.5 miles northeast of the ILS localizer northwest course, extending from the threshold of Runway 11 to 25 miles northwest.

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.

Drestview, Fla.

That airspace extending upward from 700 feet above the surface within a 9-mile radius of Bob Sikes Airport (lat. 30°46'47" N., long. 86°31'21" W.).

Crete, Nebr.

That airspace extending upward from 700 feet above the surface within a 6½-mile radius of the Crete Municipal Airport (lat. 40°37'30"N., long. 96°55'45"W.) and within 3 miles either side of the 204° true radial of the Lincoln VORTAC (lat. 40°55'25.7"N., long. 96°44'30.2"W.) extending from the 6½-mile radius area to 8½ miles southwest of the airport.

AMENDMENTS 1/24/80 44 F. R. 68449 (Rewritten)**Creve Coeur, Mo.**

That airspace extending upward from 700 feet above the surface within 5 miles each side of the St. Louis, Mo., VORTAC 190° radial, extending from 12 miles south to 25½ miles south of the VORTAC, excluding the portions which overlie the Chesterfield, Mo., and St. Louis, Mo., 700-foot floor transition areas.

Crookston, Minn.

That airspace extending upward from 700 feet above the surface within a 5½-mile radius of the Crookston Municipal Kirkwood Field Airport (latitude 47°50'30" N., longitude 96°37'15" W.); within 3 miles each side of the 303° bearing from the airport extending from the 5½-mile radius area to 8 miles northwest of the airport; within 3 miles each side of the Grand Forks VORTAC 108° radial extending from the 5½-mile radius area to 7½ miles southeast of the airport; and that airspace extending upward from 1,200 feet above the surface within a 55 mile arc southeast of the Grand Forks VORTAC between V-430 and V-171 excluding the portion which overlies the Grand Forks, N. Dak., transition area.

Crosbyton, Tex.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Crosbyton Municipal Airport (lat. 33°37'30"N., long. 101°14'30"W.), and 3.5 miles each side of the 189° bearing from the Crosbyton NDB (lat. 33°37'25"N., long. 101°14'17"W.), extending from the 7-mile radius to 11.5 miles south of the NDB.

Cross City, Fla.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of Cross City Airport (lat. 29°37'45" N., long. 83°06'15" W.); within 3.5 miles each side of Cross City VORTAC 121° radial, extending from the 8-mile radius area to 7.5 miles southeast of the VORTAC.

Crossett, Ark.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Crossett Municipal Airport (latitude 33°10'30" N., longitude 91°52'45" W.); and within 3 miles each side of the 056° bearing from the Crossett RBN (latitude 33°10'30" N., longitude 91°52'45" W.), extending from the 6.5-mile radius area to 8.5 miles northeast of the RBN.

Cross Keys, N. J.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 39°42'09"N., 75°01'48"W., of Cross Keys Airport, Cross Keys, N. J., and within 2 miles each side of the Woodstown, N. J., VORTAC 071° radial, extending from the 5-mile radius to 9 miles east of the Woodstown, N. J., VORTAC.

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 Hinch Mountain VORTAC 334° radial, extending from the 6.5-mile radius area to the VORTAC.

Crownpoint, N. Mex.

That airspace extending upward from 11,500 feet MSL within an area bounded on the north by a line beginning at lat. 35°56'20"N., long. 108°30'00"W., thence to lat. 36°11'00"N., long. 107°45'30"W.; bounded on the east by the west boundary of V-187; bounded on the south by the north boundary of V-62; and bounded on the west by the east boundary of V-421; excluding the portion which coincides with the Gallup, N. Mex., transition area.

Crows Landing, Calif.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Crows Landing AIF (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.), and that airspace extending upward from 1,200 feet above the surface bounded on the north by latitude 37°38'00" N., on the east by the west edge of V-109, on the southwest by the northeast edge of V-107 and on the west by longitude 121°31'00" W.

Cuba, Mo.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Cuba Municipal Airport (lat. 38°04'08"N., long. 91°25'42"W.); and within 3 miles each side of the 358° bearing from the Cuba Municipal Airport, extending from the 5-mile radius area to 8½ miles north of the airport; and 3 miles each side of 196° bearing from the Cuba Municipal Airport extending from the 5-mile radius area to 8½ miles south of the airport.

Cullman, Ala.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Folsom Field (lat. 34°15'57"N., long. 86°51'35"W.); within 3.5 miles northwest and 6.5 miles southeast of the 016° bearing of the Cole Spring RBN (lat. 34°22'04"N., long. 86°49'26"W.) extending from the 6.5-mile radius to 11.5 miles northeast of the RBN; excluding the portion that coincides with the Huntsville, Ala., transition area.

Cullowhee, N. C.

That airspace extending upward from 700 feet above the surface within a 20-mile radius of Jackson County Airport (lat. 35°19'06"N., long. 83°12'43"W.).

Culpeper, Va.

That airspace extending upward from 700 feet above the surface within the arc of a 6.5-mile radius circle centered on Culpeper Municipal T. I. Martin Field (lat. 38°31'20"N., long. 77°51'40"W.) Culpeper, Va., extending clockwise from a 245° bearing to a 090° bearing from the center of the airport; within the arc of a 5.5-mile radius circle centered on Culpeper Municipal T. I. Martin Field, extending clockwise from a 090° bearing to a 245° bearing from the center of the airport and within 2.5 miles each side of the Caranova VORTAC 178° radial, extending from the 6.5-mile radius arc to the VORTAC, excluding the portion that coincides with the Midland, Va., transition area.

Cumberland, Md.

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of the center (lat. 39°37'02" N., long. 78°45'45" W.) of Cumberland Municipal Airport, Cumberland, Md.; and within 3.5 miles each side of the 022° bearing from the Cumberland RBN (lat. 39°39'00"N., long. 78°44'48"W.) extending from the 8.5-mile radius area to 11.5 miles north of the RBN; within 3.5 miles each side of the Cumberland Municipal Airport localizer northeast course extending from the 8.5-mile radius area to 18 miles northeast of the localizer.

Cushing, Okla.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Cushing Municipal Airport (latitude 35°57'00" N., longitude 96°46'30" W.), and within 3.5 miles each side of the 180° bearing from the Cushing RBN (latitude 35°53'24" N., longitude 96°46'30" W.) extending from the 5-mile radius area to 11.5 miles south 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.); within 9½ miles northeast and 4½ miles southwest of the Cut Bank VORTAC 150° radial extending from the VORTAC to 18½ miles southeast of the VORTAC; and within a 12-mile radius of the Cut Bank VORTAC extending from a line 5 miles west of and parallel to the Cut Bank VORTAC 172° radial counterclockwise to a line 5 miles northeast of and parallel to the Cut Bank VORTAC 150° radial.

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, Tex.

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.

Dallas-Fort Worth, Tex.

That airspace extending upward from 700 feet above the surface bounded by a line beginning at lat. 33°11'00" N., long. 97°27'00" W., thence to lat. 33°11'00" N., long. 97°19'00" W., to lat. 33°26'00" N., long. 97°15'00" W., to lat. 33°26'00" N., long. 97°07'00" W., to lat. 33°19'00" N., long. 97°08'00" W., to lat. 33°19'00" N., long. 96°57'00" W.; to lat. 33°08'30" N., long. 96°36'00" W.; to lat. 33°08'30" N., long. 96°25'00" W.; to lat. 33°00'15" N., long. 96°25'15" W.; thence clockwise along the arc of a 5-mile radius circle centered at lat. 32°56'00" N., long. 96°26'00" W.; to lat. 32°51'30" N., long. 96°25'30" W.; to lat. 32°44'00" N., long. 96°26'00" W.; to lat. 32°41'00" N., long. 96°29'30" W.; to lat. 32°37'30" N., long. 96°30'15" W.; to lat. 32°37'45" N., long. 96°32'45" W.; to lat. 32°34'00" N., long. 96°37'00" W.; to lat. 32°29'00" N., long. 96°32'00" W.; to lat. 32°25'00" N., long. 96°38'00" W.; to lat. 32°31'00" N., long. 96°44'00" W.; to lat. 32°29'00" N., long. 97°01'00" W.; to lat. 32°23'00" N., longitude 97°05'00" W.; to latitude 32°16'30" N., longitude 97°25'30" W.; to latitude 32°19'30" N., longitude 97°33'00" W.; thence north along longitude 97°33'00" 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 latitude 32°55'00" N., to latitude 33°13'00" N., longitude 97°56'00" W.; to latitude 33°15'30" N., longitude 97°49'00" W.; to latitude 33°13'30" N., longitude 97°39'30" W.; thence clockwise along the arc of a 5-mile radius circle centered at latitude 33°15'30" N., longitude 97°34'40" W.; to lat. 33°12'00" N., long. 97°31'30" W.; to point of beginning and within a 6.5-mile radius of the McKinney Municipal Airport (lat. 33°10'43" N., long. 96°35'25.5" W.) and within 3 miles either side of the 010° bearing from the NDB (lat. 33°10'43" N., long. 96°35'34.5" W.) extending from the 6.5-mile radius area to 8.5 miles north of the NDB.

Dalton, Ga.

That airspace extending upward from 700 feet above the surface within a 14.5-mile radius of Dalton Municipal Airport (lat. 34°43'00"N., long. 84°52'00"W.); within 5.5 miles southwest and 6.5 miles northeast of the 318° bearing from the Whitfield RBN (lat. 34°47'37"N., long. 84°56'53"W.), extending from the 14.5-mile radius area to 8.5 miles northwest of the RBN, excluding that portion that coincides with the Chattanooga, Tenn., transition area.

Danbury, Conn.

That airspace extending upward from 700 feet above the surface within a 9-mile radius of the center latitude 41°22'15" N., longitude 73°29'00" W. of Danbury Airport, Danbury, Conn., extending clockwise from the 018° bearing from the center of the airport to the 288° bearing and within a 13-mile radius from the 288° bearing clockwise to the 018° bearing and within 3.5 miles each side of the Carmel VORTAC 218° radial extending from the 9-mile radius area to 11.5 miles southwest of the Carmel VORTAC.

Within 2.5 statute miles each side of a 262° magnetic bearing from a point 41°25'05" N., 73°18'45" W., extending from 1 statute mile west of said point to 9 statute miles west of said point; within 2.5 statute miles each side of a 082° magnetic bearing from a point 41°19'22" N., 73°39'19" W., extending from 1 statute mile east of said point to 9 statute miles east of said point, excluding that airspace which coincides with the Bridgeport, Conn., and White Plains, N. Y., 700-foot floor transition areas.

Danbury, Tex.

That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of the Garrett Ranch Airport, Danbury, Tex. (lat. 29°17'13"N., long. 95°21'34"W.).

AMENDMENTS 1/24/80 44 F. R. 67370 (Added)

Danielson, Conn.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 41°49'10" N., 71°54'05" W., of Danielson Airport, Danielson, Conn.; within 2 miles each side of the runway 13 centerline, extended from the 5-mile radius area to 7.5 miles southeast of the end of the runway; within 2 miles each side of the runway 31 centerline, extended from the 5-mile radius area to 7.5 miles northwest of the end of the runway; and within 3 miles each side of the Putnam VORTAC 197° radial, extending from the 5-mile radius area to 2 miles south of the VORTAC.

Dansville, N. Y.

That airspace extending upward from 700 feet above the surface within a 10.5-mile radius of the center, 42°34'11"N., 77°42'43"W., of Dansville Municipal Airport, Dansville, N. Y.; within a 16-mile radius of the center of the airport, extending clockwise from a 025° bearing from the airport to a 090° bearing from the airport; within 5 miles each side of the Genesee, N. Y., VORTAC 177° radial, extending from the 10.5-mile radius area to the VORTAC, excluding the portion that coincides with the Hornell, N. Y., 700 foot floor transition area. This transition area is effective from sunrise to sunset daily.

Danville, Ill.

That airspace extending upward from 700 feet above the surface within a 6½-mile radius of the Vermillion County Airport (lat. 40°11'54" N., long. 87°35'49" W.); and within 2 miles each side of the Danville VORTAC 198° radial extending from the 6½-mile radius to the VORTAC.

Danville, Ky.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Goodall Field (lat. 37°34'45"N., long. 84°46'10"W.); within 3.5 miles each side of the 033° bearing from the Goodall RBN (lat. 37°34'35"N., long. 84°45'50"W.) extending from the 7-mile radius area to 8.5 miles northeast of the RBN.

Danville, Va.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of the center, lat. 36°34'30" N., long. 79°20'11" W., of Danville Municipal Airport, Danville, Va.; within 3 miles each side of the Danville, Va., VOR 044° radial, extending from the 8-mile radius area to 8.5 miles northeast of the VOR and within 3 miles each side of the Danville, Va., VOR 208° radial, extending from the 8-mile radius area to 8.5 miles southwest of the VOR; within 2.5 miles each side of a 017° bearing from a point 36°34'48" N., 79°20'08" W., extending from the 8-mile radius area to 11.5 miles north of said point.

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.).

Davis, Calif.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of University Airport (latitude 38°31'55" N., longitude 121°47'10" W.).

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.

Dayton, Ohio (Montgomery County)

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Montgomery County Airport (lat. 39°35'21" N., long. 84°13'21" W.), and within 3 miles each side of the Montgomery County VOR 145° radial extending from the 6-mile radius area to 8 miles southeast of the VOR; within 3 miles each side of the 027° radial extending from the 6-mile radius area to 8.5 miles northeast excluding the portions which overlie the Middletown and Dayton, Ohio, transition areas.

Dayton, Tenn.

That airspace extending upward from 700 feet above the surface within a 14.5-mile radius of the Mark Anton Airport (lat. 35°29'09" N., long. 84°55'56" W.) excluding the portions that coincide with the Athens, Tenn., and Chattanooga, Tenn., transition areas.

Daytona Beach, Fla.

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of the Daytona Beach Regional Airport (lat. 29°10'49" N., long. 81°03'23" W.); within a 6.5-mile radius of Municipal Airport, Ormond Beach, Fla. (lat. 29°18'00" N., long. 81°06'49" W.); within 3 miles each side of Ormond Beach VORTAC 256° radial extending from the 6.5-mile radius area to 8.5 miles west of the VORTAC.

Deadhorse, Alaska

That airspace extending upward from 700 feet above the surface within 6.5 miles S and 9.5 miles N of the Deadhorse VOR 075° radial extending from the VOR to 20 miles E of the VOR; within 6.5 miles S and 10 miles N of the Deadhorse VOR 255° radial extending from the VOR to 25.5 miles W; and within a 16.5-mile radius of the Deadhorse VOR extending from the 099° radial clockwise to the 231° radial; 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 70°33'00" N., 150°45'00" W.; thence east via 3 nautical miles offshore to latitude 70°14'00" N., longitude 146°00'00" W.; to 69°00'00" N., 148°00'00" W.; to 68°00'00" N., 148°00'00" W.; to 68°00'00" N., 153°00'00" W.; thence to point of beginning.

Decatur, Ill.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Decatur Airport (latitude 39°50'05" N., longitude 88°51'50" W.).

Deckerville, Mich.

That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of the Lamont Airport (latitude 43°34'35" N., longitude 82°39'10" W.); within 3 miles each side of the 076° bearing from the airport extending from the 5.5-mile radius area to 8.5 miles east of the airport; within 3 miles each side of the 285° bearing from the airport, extending from the 5.5-mile radius area to 8.5 miles west of the airport.

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.

Defiance, Ohio

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Defiance Memorial Airport (latitude 41°20'15" N., longitude 84°25'45" W.); within 3.5 miles each side of the 303° bearing from the airport extending from the 6.5-mile radius area to 11.5 miles northwest of the airport.

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°03'00" 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.

De Land, Fla.

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of De Land Municipal/Sidney H. Taylor Field (lat. 29°04'03" N., long. 81°17'00" W.); excluding the portion within Daytona Beach transition area.

Delano, Calif.

That airspace extending upward from 700 feet above the surface within a 3-mile radius of Delano Municipal Airport (latitude 35°44'48" N., longitude 119°14'08" W.) and within 3 miles each side of the Bakersfield VORTAC 336° T radial, extending from the 3-mile radius area to 12 miles NW of the VORTAC.

Delaware

That airspace extending upward from 1,200 feet above the surface within the boundary of the State of Delaware including the offshore airspace within 3 nautical miles and parallel to the shoreline.

Del Rio, Tex.

That airspace extending upward from 700 feet above the surface within a 12-mile radius of lat. 29°23'00"N., long. 100°50'15"W., and within 4.5 miles west and 9.5 miles east of the Laughlin VORTAC 148° radial extending from the 12-mile radius area to 22 miles southeast of the VORTAC and within 8.5 miles west and 6.5 miles east of the Laughlin VORTAC 315° radial extending from the 12-mile radius area to 18 miles northwest of the VORTAC, excluding the portion outside of the United States and 2 miles each side of the 331° bearing from the LOM (lat. 29°26'43"N., long. 100°59'20"W.), extending from the LOM to 8.5 miles northwest of the LOM.

Delta, Utah

That airspace extending upward from 700 feet above the surface within a 9-mile radius of Delta Municipal Airport (lat. 39°23'00"N., long. 112°30'35"W.); and within 10.5 miles northwest and 5 miles southeast of the Delta VORTAC 203° radial, extending from the 9-mile radius area to 18.5 miles southwest of the VORTAC; within 5 miles east of the Delta VORTAC 186° radial, extending from the 9-mile radius area to 13 miles south of the VORTAC; within 8 miles west and 6.5 miles east of the Delta VORTAC 360° radial, extending from the 9-mile radius area to 30 miles north of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within 9 miles southeast and 13.5 miles northwest of the Delta VORTAC 203° and 023° radials, extending from 12 miles northeast to 25.5 miles southwest of the VORTAC; and that airspace within 5 miles northeast and 5 miles southwest of the Delta VORTAC 326° radial extending from the VORTAC to the southeast boundary of Restricted Area R-6402.

Deming, N. Mex.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of Deming Municipal Airport (lat. 32°15'40" N., long. 107°43'10" W.).

Demopolis, Ala.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Demopolis Municipal Airport (lat. 32°27'45" N., long. 87°57'05" W.).

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.

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 1200 feet above the surface bounded on the north by lat. 40°30'00"N., thence northeast bound by V-207, thence eastbound by lat. 41°00'00"N., on the east by V-169, on the south by 39°00'00"N., on the west by long. 106°00'00"W., excluding the airspace within Federal airways; 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.

DeQueen, Ark.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Sevier County Airport (latitude 34°02'44" N., longitude 94°23'58" W.) and within 3.5 miles each side of the 269° bearing from the DeQueen NDB (latitude 34°02'39" N., longitude 94°23'59" W.) extending from the 5-mile radius area to a point 10 miles west of the NDB.

De Quincy, La.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of De Quincy Industrial Airpark (lat. 30°26'17"N., long. 93°28'21"W.); within 2 miles each side of the Lake Charles VORTAC 313°T radial extending from the 5-mile radius area to 24.5 miles northwest of the VORTAC and within 3 miles either side of the 325°T bearing from the De Quincy NDB (lat. 30°26'06"N., long. 93°28'00"W.) extending from the 5-mile radius area to 8 miles northwest of the NDB.

DeRidder, La.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Beauregard Parish Airport (lat. 30°50'00"N., long. 93°20'00"W.) within 3.5 miles each side of the 347° bearing from the DeRidder NDB (lat. 30°50'00"N., long. 93°20'00"W.) extending from the 5-mile radius area to 11.5 miles north of the NDB, and within 3 miles each side of the 191° bearing from the DeRidder NDB extending from the 5-mile radius area to 8 miles south of the NDB.

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" N., longitude 93°39'35" W.); and that airspace extending upward from 3,500 feet MSL bounded by a line starting at the intersection of longitude 93°30'00" W., and the north edge of V-216; thence 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 latitude 41°01'45" N., longitude 93°30'00" W.; thence south to the point of beginning.

Detroit, Mich.

That airspace extending upward from 700 feet above the surface bounded by a line beginning at latitude 43°00'00" N., longitude 82°25'00" W., on the Canadian boundary to latitude 43°04'00" N., longitude 82°30'00" W., to latitude 42°53'00" N., longitude 83°00'00" W., to latitude 42°45'00" N., longitude 83°50'00" W., to latitude 42°30'00" N., longitude 83°50'00" W., to latitude 42°10'00" N., longitude 84°00'00" W., to latitude 42°00'00" N., longitude 83°30'00" W., thence east along the 42nd parallel to the Canadian boundary, thence along the Canadian boundary to point of beginning.

Detroit Lakes, Minn.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Detroit Lakes Municipal Airport (latitude 46°49'34" N., longitude 95°53'06" W.); within 3 miles each side of the Detroit Lakes VOR 315° radial extending from the 5-mile radius area to 7½ miles northwest of the VOR; within 3 miles each side of the 145° 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 4½ miles northeast and 9½ miles southwest of the Detroit Lakes VOR 315° radial extending from the VOR to 18½ miles northwest; within 4½ miles southwest and 9½ miles northeast of the VOR 145° radial extending from the VOR to 18½ miles southeast, excluding that portion which overlies the Fargo, N. Dak., transition area.

Devils Lake, N. Dak.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Devils Lake Municipal Airport (latitude 48°06'55" N., longitude 98°54'30" W.); within 4½ miles southwest and 9½ miles northeast of the Devils Lake VORTAC 134° radial extending from the VORTAC to 18½ miles southeast of the VORTAC; within 4½ miles northeast and 9½ miles southwest of the Devils Lake VORTAC 324° radial extending from the VORTAC to 18½ miles northwest of the VORTAC; within 4½ miles southeast and 9½ miles northwest of the 026° bearing from the Devils Lake Airport extending from the airport to 18½ miles northeast of the airport; and that airspace extending upward from 1200 feet above the surface within a 17½ mile radius of the Devils Lake VORTAC.

Dexter, Mo.

That airspace extending upward from 700 feet above the surface within an 8½-mile radius of the Dexter Municipal Airport (latitude 36°46'30" N., longitude 89°56'30" W.).

Dickinson, N. Dak.

That airspace extending upward from 700 feet above the surface within a 9.5-mile radius of the Dickinson Municipal Airport (lat. 46°47'45"N., long. 102°48'00"W.) and that airspace extending upward from 1,200 feet above the surface within a 29-mile radius of the Dickinson VORTAC (lat. 46°51'36"N., long. 102°46'23"W.) extending clockwise from the Dickinson VORTAC 214° radial to the Dickinson VORTAC 093° radial.

AMENDMENTS 7/10/80 45 F. R. 26034 (Changed)

Dickson, Tenn.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Dickson Municipal Airport (lat. 36°07'47" N., long. 87°25'48" W.).

Dillingham, Alaska

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of the Dillingham Airport (latitude 59°02'30" N., longitude 158°30'28" W.); and that airspace within 2.5 miles each side of the Dillingham VORTAC 025° radial extending from the 8.5-mile radius zone to 15.5 miles northeast of the VORTAC and within 2 miles each side of the Dillingham VORTAC 205° radial extending from the 8.5 mile radius zone to 9 miles southwest of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within 4.5 miles northwest and 9.5 miles southeast of the Dillingham VORTAC 025° and 205° radials extending from 23 miles northeast to 18.5 miles southwest of the VORTAC and within an 18-mile radius of the Dillingham VORTAC extending clockwise from the 056° radial to the 173° radial of the VORTAC.

Dillon, Mont.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Dillon Airport (lat. 45°15'20" N., long. 112°33'10" W.) and within 3 miles each side of the Dillon VORTAC 025° radial, extending from the 6-mile radius zone to 8.5 miles northeast of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within 9.5 miles northeast and 6 miles southeast of the Dillon VORTAC 025° radial, extending from the VORTAC to 24 miles northeast; and that airspace extending upward from 11,700 feet MSL within 7.5 miles west and 10.3 miles east of the Dillon VORTAC 168° and 348° radials extending from 4.5 miles north to 19.5 miles south of the VORTAC.

Dillon, S. C.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Dillon County Airport (lat. 34°27'00" N., long. 79°22'00" W.); within 3 miles each side of the 233° bearing from the Dillon RBN (lat. 34°26'59" N., long. 79°22'10" W.), extending from the 5-mile radius area to 8.5 miles southwest of the RBN.

District of Columbia

That airspace extending upward from 1,200 feet above the surface within the territorial boundaries of the District of Columbia. The portion within P-56 is excluded.

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 Center, Minn.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Dodge County Municipal Airport, Dodge Center, Minn., (lat. 44°01'15"N., long. 92°50'00"W.); excluding that portion which overlies the Rochester, Minn., transition area.

AMENDMENTS 7/10/80 45 F. R. 32665 (Added)

Dodge City, Kans.

That airspace extending upward from 700 feet above the surface within a 9.5 mile radius of the Dodge City Municipal Airport (latitude 37°45'42" N., longitude 99°57'51" W.).

Donalsonville, Ga.

That airspace extending from 700 feet above the surface within a 6.5-mile radius of Donalsonville Municipal Airport (lat. 31°01'00"N., long. 84°52'30"W.); within 3 miles each side of the 188° bearing from the Donalsonville RBN (lat. 31°00'37"N., long. 84°52'32"W.), extending from the 6.5-mile radius area to 8.5 miles south of the RBN.

Dothan, Ala.

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Dothan Airport (lat. 31°19'10"N., long. 85°27'30"W.); within 5 miles each side of Wiregrass VORTAC 157° radial, extending from the 3.5-mile radius area to 11.5 miles SE of the VORTAC; within 4.5 miles each side of Wiregrass VORTAC 331° radial, extending from the 6.5-mile radius area to 10.5 miles NW of the VORTAC; excluding the airspace within a 1.5-mile radius of Headland Municipal Airport (lat. 31°21'45"N., long. 85°18'30"W.), the portion that coincides with the Fort Rucker, Ala., transition area, and the airspace within 1.5 miles each side of Wiregrass VORTAC 350° radial; within a 6.5-mile radius of Wheeler Airport (lat. 31°13'35"N., long. 85°29'30"W.); excluding the portion northwest of Wiregrass VORTAC 237° radial.

Douglas, Ariz.

That airspace extending upward from 700 feet above the surface within 4.5 miles northeast and 9.5 miles southwest of the Douglas VORTAC 333° radial extending from the VOR to 18.5 miles northwest 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 clockwise from the southwest edge of V-66 to the southeast edge of V-66, and within 5 miles east and 8.5 miles west 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.

AMENDMENTS 9/4/80 45 F. R. 45265 (Changed)

Douglas, Ga.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Douglas Municipal Airport (latitude 31°29'10" N., longitude 82°51'15" W.).

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 the Wyoming-Nebraska state boundary and 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.

Dover, Del.

That airspace extending upward from 700 feet above the surface within a 9-mile radius of the center, lat. 39° 07'30" N., long. 75°28'00" W. of Dover AFB, Dover, Del.; within 3.5 miles each side of the Dover TACAN 178° radial, extending from the 9-mile radius area to 10.5 miles south of the TACAN; within 3.5 miles each side of the Dover TACAN 012° radial, extending from the 9-mile radius area to 10.5 miles north of the TACAN; within 3.5 miles each side of the Dover TACAN 132° radial, extending from the 9-mile radius area to 10.5 miles southeast of the TACAN; and within a 5-mile radius of the center, lat. 39°13'04" N., long. 75°35'56" W., of Delaware Airpark, Dover-Cheswold, Del.; and within 6.5 miles north and 4.5 miles south of the Kenton, Delaware VORTAC 078° and 258° radials extending from 5.5 miles west to 11.5 miles east of the VORTAC.

Dowagiac, Mich.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Cass County Memorial Airport, (latitude 41°59'30" N., longitude 86°07'37" W.); within 2 miles each side of the Keeler, Mich., 181° radial extending from the 7-mile radius area to the VOR, excluding the portion which overlies the South Bend, Ind., transition area.

Downingtown, Pa.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, lat. 39° 59'00" N., long. 75°44'30" W., of Bob Shannon Memorial Field, Downingtown, Pa., and within 6.5 miles northeast and 4.5 miles southwest of the Modena, Pa., VORTAC 320° radial and 140° radial, extending from 5.5 miles northwest to 11.5 miles southeast of the VORTAC. This transition area is effective from sunrise to sunset, daily.

Doylestown, Pa.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center (latitude 40°20'20" N., longitude 75°07'20" W.) of Doylestown Airport, Doylestown, Pa.; within 8 miles northwest and 4.5 miles southeast of the 224° bearing and the 044° bearing from the Doylestown, Pa. RBN (latitude 40°19'59" N., longitude 75°07'21" W.), extending from 5.5 miles southwest of the RBN to 11.5 miles northeast of the RBN; within 8 miles northwest and 4.5 miles southeast of the Solberg, N. J. VORTAC 229° radial, extending from 7.5 miles southwest of the VORTAC to 24.5 miles southwest of the VORTAC, excluding the portions which coincide with the North Philadelphia, Pa., Pittstown, N. J., and Readington, N. J., transition areas.

Drew, Miss.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Ruleville-Drew Airport (lat. 33°46'39" N., long. 90°31'27" W.).

Dublin, Ga.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of Dublin Municipal Airport (lat. 32°33'55" N., long. 82°59'10" W.); within 2.5 miles each side of Dublin VORTAC 274° radial, extending from the 6-mile radius area to the VORTAC.

Dublin, Va.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of the center, lat. 37°08'12"N., long. 80°40'50"W., of New River Valley Airport, Dublin, Va.; within a 23-mile radius of the center of the airport, extending clockwise from a 252° bearing to a 272° bearing from the airport; within a 15.5-mile radius of the center of the airport, extending clockwise from a 272° bearing to a 291° bearing from the airport; within an 18-mile radius of the center of the airport, extending clockwise from a 291° bearing to a 314° bearing from the airport; within a 15.5-mile radius of the center of the airport, extending clockwise from a 314° bearing to a 355° bearing from the airport; within an 11-mile radius of the center of the airport, extending clockwise from a 355° bearing to a 015° bearing from the airport; within a 14.5-mile radius of the center of the airport, extending clockwise from a 015° bearing to a 060° bearing from the airport; within 5 miles each side of the Pulaski VORTAC 192° radial extending from the VORTAC to 11.5 miles south of the VORTAC, and within 5 miles each side of the 233° bearing from a point lat. 37°08'39" N., long. 80°40' 03" W., extending from said point to a point 16 miles southwest.

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.

Du Bois, Pa.

That airspace extending upward from 700 feet above the surface within an 11.5 mile radius of the center, 41° 10'45" N., 78°53'45" W. of Du Bois-Jefferson County Airport and within 3.5 miles each side of the Du Bois ILS localizer northeast course extending from the 11.5-mile radius area to 11.5 miles northeast of the OM.

Dubuque, Iowa

That airspace extending upward from 700 feet above the surface within an 8½-mile radius of the Dubuque Municipal Airport (latitude 42°24'10" N., longitude 90°42'32" W.); and within 3 miles on either side of the Dubuque VORTAC 321° radial, extending from the VORTAC to 8 miles northwest of the airport reference point; and within 3½ miles on either side of the Dubuque VORTAC 131° radial, extending from the VORTAC to 15½ miles southeast of the airport reference point, 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 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-218, to 90°08'00" W., and S. to the N. edge of V-172, to and N. along longitude 91°00'00" W., to the point of beginning, excluding the portion which overlies the State of Illinois.

Duchesne, Utah

That airspace extending upward from 1200 feet above the surface within 8 miles north and 6 miles south of the 104°T and 283°T radials extending from 14 miles east to 14 miles west of the Myton VORTAC.

Duluth, Minn.

That airspace extending upward from 700 feet above the surface within a 9-mile radius of Duluth International Airport (latitude 46°50'30" N., longitude 92°11'25" W.); within a 17.5-mile radius of the Duluth International Airport, extending from the Duluth VOR 262° radial clockwise to the Duluth VOR 058° radial; within 4½ miles north and 9½ miles south of Duluth localizer west course, extending from 4 miles east to 18½ miles west of the OM; and within 4½ miles east and 9½ miles west of the Duluth VORTAC 023° radial, extending from the 17.5-mile radius area to 28 miles northeast of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within a 35-mile radius of Duluth International Airport; within 8 miles northwest and 5 miles southeast of the Duluth VORTAC 051° radial, extending from the 35-mile radius area to 41 miles northeast of the VORTAC; and within 4½ miles northwest and 9½ miles southeast of the Duluth VORTAC 244° radial, extending from the 35-mile radius area to 41 miles southwest of the VORTAC; excluding the portions which overlie the Hibbing, Minn., and Cloquet, Minn., transition areas; and the State of Wisconsin.

Dumas, Tex.

That airspace extending upward from 700 feet above the surface within a 6-statute-mile radius of the Dumas Municipal Airport (lat. 35°51'30"N., long. 102°00'30"W.), and within 3 miles each side of the 197° bearing from the NDB (lat. 35°51'47"N., long. 102°00'44"W.) extending from the 6-mile radius area to 8.5 miles south of the NDB.

AMENDMENTS 1/24/80 44 F. R. 68451 (Changed)

Duncan, Okla.

That airspace extending upward from 700 feet above the surface within a 8.5-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° radial, extending from the 8.5-mile radius area to 7 miles southeast of the VOR.

Dunkirk, N. Y.

That airspace extending upward from 700 feet above the surface within a 8-mile radius of the center, 42°29'30" N., 79°18'30" W., of Dunkirk Municipal Airport, Dunkirk, N. Y., and within a 13.5-mile radius of the center of the airport extending clockwise from a 022° to 232° bearing from the airport.

Durango, Colo.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the La Plata County Airport (lat. 37°09'12"N., long. 107°45'04"W.) and within 5 miles each side of the Durango VOR 224°T radial extending from the 7-mile radius area to 17.5 miles southwest of the VOR; that airspace extending upward from 1,200 feet above the surface within 8.5 miles southeast and 6 miles northwest of the Durango VOR 224° and 044° radials, extending from 8 miles northeast to 25 miles southwest of the VOR.

Durant, Okla.

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Eaker Field (lat. 33°56'30"N., long. 96°24'00"W.) and within 3 miles each side of a 167° bearing from the Durant NDB (lat. 33°56'32"N., long. 96°23'54"W.) extending from the 8.5-mile radius area to 9 miles SE of the NDB.

Durhamville, N. Y.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the center, lat. 43°08'07"N., long. 75°38'54"W., of Kamp Airport within 2.5 miles each side of the 059° bearing of Kamp Airport, extending from the 6.5-mile radius area to 7 miles northeast of the airport; within 5 miles each side of the 107° bearing of Kamp Airport extending from the 6.5-mile radius area to 26 miles east of the airport; within an 18.5-mile radius of the center of the airport extending from the 6.5-mile radius area extending clockwise from a 122° bearing from the center of the airport to a 235° bearing from the center of the airport.

AMENDMENTS 9/4/80 45 F. R. 53086 (Added)

Dutch Harbor, Alaska

That airspace extending upward from 700 feet above the surface within 5 miles each side of the Dutch Harbor NDB 360° bearing extending from the NDB to 17.5 miles north of the NDB and within 4.5 miles east and 9.5 miles west of the NDB 360° bearing extending from 11.5 miles to 36 miles north of the NDB.

Dwight, Ill.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Dwight Airport (latitude 41°08'05" N., longitude 88°26'30" W.); and within 3 miles either side of the 097° bearing from the airport extending from the 5-mile radius area to 3 miles from the airport.

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.

Eagle, Colo.

That airspace extending upward from 700 feet above the surface within a 9-mile radius of the Eagle County Airport (lat. 39°38'42"N., long. 106°54'43"W.); within 3.5 miles each side of the 072° bearing from the Wolcott NDB (lat. 39°40'33"N., long. 106°45'34"W.) extending from the 9-mile radius area to 10 miles northeast of the Wolcott NDB; and that airspace extending upward from 1,200 feet above the surface within the area bounded by a line beginning at lat. 40°01'30"N., long. 106°34'00"W.; to lat. 39°35'15"N., long. 106°10'30"W.; to lat. 39°34'00"N., long. 106°35'40"W.; to lat. 39°25'00"N., long. 107°07'10"W.; to lat. 39°45'45"N., long. 107°15'45"W.; thence to point of beginning.

AMENDMENTS 10/30/80 45 F. R. 59839 (Rewritten)

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.

Eagle Pass, Tex.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Eagle Pass Municipal Airport (latitude 28°42'00" N., longitude 100°28'45" W.) and within 3 miles each side of the 089° bearing from the Eagle Pass RBN (latitude 28°42'20" N., longitude 100°29'10" W.) extending from the 5-mile radius area to 8 miles east of the Eagle Pass RBN excluding the portion outside the United States.

Eagle River, Wis.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Eagle River Municipal Airport (latitude 46°55'45" N., longitude 89°16'00" W.); and within 3 miles each side of the 037° bearing from Eagle River Municipal Airport extending from the 5-mile radius area to 7½ miles northeast of the airport.

East Hampton, N. Y.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center, 40°57' 30" N., 72°15'05" W., of East Hampton Airport, East Hampton, N. Y., extending clockwise from a 307° bearing to a 044° bearing from the airport; within a 7-mile radius of the center of the airport, extending clockwise from a 044° bearing to a 092° bearing from the airport; within a 6-mile radius of the center of the airport, extending clockwise from a 092° bearing to a 232° bearing from the airport; and within a 7-mile radius of the center of the airport extending clockwise from a 232° bearing to a 307° bearing from the airport.

Eastland, Tex.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Eastland Municipal Airport (lat. 32°25'00"N., long. 98°48'45"W.) and within 3.5 miles each side of the 180° bearing from the NDB (lat. 32°23'55"N., long. 98°48'35.18"W.) extending from the 6.5-mile radius area to a point 8.5 miles south of the NDB.

AMENDMENTS 1/24/80 44 F. R. 67371 (Aided)

East Liverpool, Ohio

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Columbiana County Airport (latitude 40°40'24" N., longitude 80°38'30" W.); within 3 miles each side of the 070° bearing from the airport, extending from the 5-mile radius area to 8.5 miles east of the airport, excluding that portion which overlies the Beaver Falls, Pa., transition area.

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.).

Easton, Mi.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the center, lat. 42°48'30" N., long. 78°04'30" W. of Easton Municipal Airport, and within 3 miles each side of the 038° bearing from the Easton, Mi., RBN, lat. 38°48'25"N., long. 76°04'05"W., extending from the 6.5-mile radius area to 8.5 miles northeast of the RBN.

Easton, Pa.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the center, latitude 40°44'32" N., 75°14'35" W. of Easton Airport, Easton, Pa.; within an 8-mile radius of the center of the airport, extending clockwise from a 248° bearing from the airport to a 060° bearing from the airport; within a 10.5 mile radius of the center of the airport, extending clockwise from a 060° bearing from the airport to a 095° bearing from the airport; within a 9.5-mile radius of the center of the airport, extending clockwise from a 095° bearing from the airport to a 129° bearing from the airport; within 5 miles each side of the Allentown, Pa., VORTAC 065° radial, extending from 12 miles east of the VORTAC to 20.5 miles east of the VORTAC. This transition area is effective from sunrise to sunset, daily.

East St. Louis, Ill.

That airspace extending upward from the surface within a 7-mile radius of the Bi-State Parks Airport (lat. 38°34'17.8"N., long. 90°09'34.3"W.), and within 4.5 miles N of the 116° bearing from the LOM, and 4.5 miles S of the 129° bearing from the airport, extending from the 7-mile radius to 10.5 miles SE of the LOM; excluding that portion which overlies the St. Louis, Mo., transition area and the Belleville, Ill., transition area.

East Stroudsburg, Pa.

That airspace extending upward from 700 feet above the surface within a 12-mile radius of the center, lat. 41°02'08" N., 75°09'45" W., of Stroudsburg-Pocono Airpark, East Stroudsburg, Pa., extending clockwise from a 337° bearing to a 108° bearing from the airport; within an 8.5-mile radius of the center of the airport, extending clockwise from a 106° bearing to a 110° bearing from the airport; within an 8-mile radius of the center of the airport, extending clockwise from a 110° bearing to a 177° bearing from the airport; within a 13.5-mile radius of the center of the airport, extending clockwise from a 177° bearing to a 221° bearing from the airport; within an 11-mile radius of the center of the airport, extending clockwise from a 221° bearing to a 258° bearing from the airport; within a 17.5-mile radius of the center of the airport, extending clockwise from a 258° bearing to a 337° bearing from the airport; excluding the portion within the Mount Pocono, Pa., transition area.

East Tawas, Mich.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Iosco County Airport (lat. 44°18'48"N., long. 83°25'30"W.), excluding the portion which overlies the Oscoda, Mich., transition area.

Eau Claire, Wis.

That airspace extending upward from 700 feet above the surface within a 14-mile radius of Eau Claire Municipal Airport (latitude 44°51'54" N., longitude 91°29'02" W.) and within 3½ miles each side of the Eau Claire ILS localizer northeast course extending from the 14-mile radius to 18 miles northeast of the airport; within 5 miles each side of the Eau Claire ILS localizer southwest course extending from the 14-mile radius to 15 miles southwest of the airport.

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 extending 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.

Edenton, N. C.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Edenton Municipal Airport (latitude 36°01'30" N., longitude 76°33'30" W.); within 3 miles each side of the 218° and 352° bearings from Edenton RBN (latitude 36°01'33" N., longitude 76°33'57" W.), extending from the 6.5-mile radius area to 8.5 miles southwest and north of the RBN.

Eliz. Tex.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Jackson County Airport (lat. 29°00'03"N., long. 96°34'55"W.) and within 3.5 miles either side of the 322° bearing from the MDB extending 6.5 miles from the 5-mile radius.

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°52'58"W.), within 2 miles SE and 8 miles NW of the Edwards AFB VORTAC 077° radial extending from the 15-mile radius area to 12.5 miles NE of the VORTAC.

Effingham, Ill.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Effingham County Memorial Airport (lat. 39°04'15"N., long. 88°32'15"W.); within 1½ miles either side of the 344° radial of the Bible Grove VORTAC extending from the 5-mile radius to the Bible Grove VORTAC.

Eglin AFB, Fla.

That airspace extending upward from 700 feet above the surface within 9-mile radii of Eglin AFB (lat. 30°29'07" N., long. 86°31'35" W.), Eglin AF Aux No. 3 (Duke Field) (lat. 30°39'01" N., long. 86°31'25" W.) and Eglin AF Aux No. 9 (Hurlburt Field) (lat. 30°25'42" N., long. 86°41'05" W.); within a 5-mile radius of Destin-Fort Walton Beach Airport (lat. 30°23'57" N., long. 86°28'47" W.); excluding the portions within W-151, Crestview, Fla., transition area, and a 1.5-mile radius of Fort Walton Beach Airport (lat. 30°24'25" N., long. 86°49'40" W.).

Elberton, Ga.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Elbert County-Patz Field Airport (lat. 34°05'42"N., long. 82°49'05"W.).

AMENDMENTS 5/29/80 45 F. R. 30423 (Added)

El Campo, Tex.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the El Campo Airpark (lat. 29°16'00"N., long. 96°19'30"W.); within a 5-mile radius of the El Campo Metro Airport (lat. 29°11'00"N., long. 96°18'45"W.) and within 3 miles each side of the 184° bearing from the proposed NDB (lat. 29°10'35"N., long. 96°19'11"W.) extending from the NDB to 8.5 miles south.

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 288° radials, extending from 15 miles E to 15 miles W of the VORTAC, and within 15 miles W and 6 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.

El Dorado, Kans.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the El Dorado Municipal Airport (lat. 37°46'32"N., long. 96°48'58"W.), and within 3 miles each side of the El Dorado NDB (lat. 37°46'46"N., long. 96°48'58"W.) 217° bearing extending from the 5-mile radius area to 8.5 miles southwest of the NDB.

AMENDMENTS 10/30/80 45 F. R. 59838 (Added)

Elizabeth City, N. C.

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of CGAS Elizabeth City (latitude 36°15'35" N., longitude 76°10'20" W.); within 3 miles each side of the 128° bearing from Weeksville RBN, extending from the 8.5-mile radius area to 8.5 miles southeast of the RBN; within 5 miles east and 3 miles west of Elizabeth City VOR 188° radial, extending from the 8.5-mile radius area to 12.5 miles south of the VOR; within 3 miles each side of Elizabeth City VOR 357° radial, extending from the 8.5-mile radius area to 8.5 miles north of the VOR.

Elizabethtown, Ky.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Elizabethtown-Hardin County Airport (lat. 37°45'13" N., long. 85°53'09" W.); within 2 miles each side of New Hope VOR 306° radial, extending from the 5-mile radius area to 9 miles northwest of the VOR; excluding the portion within Louisville transition area.

Elk City, Okla.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Elk City Airport (latitude 35°25'40" N., longitude 99°23'45" W.); and within 3.5 miles each side of the 015° bearing from the Elk City NDB (latitude 35°25'33" N., longitude 99°23'52" W.) extending from the 5-mile radius area to 8 miles north of the NDB.

Elkhart, Ind.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Elkhart Municipal Airport (lat. 41°43'11"N., long. 85°59'41"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, and within 2 miles each side of the Goshen, Ind., VORTAC 008° radial, extending south from the 5-mile radius area to 5 miles north of the Goshen VORTAC excluding the portion which overlies the South Bend, Ind., 700-foot floor transition area.

Elkin, N. C.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Elkin Municipal Airport (lat. 36°16'40"N., long. 80°47'12"W.); within 3 miles each side of the 057° bearing from Zephyr RBN (lat. 36°18'35"N., long. 80°43'37"W.), extending from the 6.5-mile radius area to 8.5 miles northeast of the RBN.

Elkins, W. Va.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the center, lat. 38°53'20" N., long. 79°51'24" W. of Elkins-Randolph County-Jennings Randolph Field, Elkins, W. Va.; within 4 miles each side of the Elkins VORTAC 098° radial extending from the 6.5-mile radius area to 1.5 miles east of the VORTAC and within 4.5 miles east and 9.5 miles west of the 011° bearing from the Randolph County RBN, extending from the RBN to 18.5 miles north of the RBN. This transition area is effective from sunrise to sunset, daily.

Elko, Nev.

That airspace extending upward from 700 feet above the surface within 4.5 miles east and 9 miles west of the Elko VORTAC 161° radial, extending from the VORTAC to 19 miles south of the VORTAC; and that airspace extending upward from 1,200 feet above the surface bounded by an arc of a 17-mile radius circle centered on the Elko VORTAC extending clockwise from the 091° to the 258° radial of the Elko VORTAC, and that airspace bounded on the north-west and north by V-8, on the southeast by V-465 and on the south by V-32.

Ellensburg, Wash.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Bowers Field (latitude 47°02'02" N., longitude 120°31'49" W.); within the arc of a 13-mile radius circle centered on the Ellensburg VORTAC, beginning at the 016° radial and extending clockwise to the 063° radial; within the arc of a 20.5-mile radius circle centered on the Ellensburg VORTAC beginning at the 063° radial and extending clockwise to the 221° radial; that airspace extending upward from 1,200 feet above the surface southwest of Ellensburg bounded on the north by V-2S, on the southeast by the Ellensburg VORTAC 221° radial, on the southwest by V-4.

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 4.5 miles each side of the Elmira VORTAC 237° radial, extending from the 12-mile radius area to 11.5 miles SW of the VORTAC, 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 9.5-mile radius of the El Paso International Airport (latitude 31°48'35" N., longitude 106°22'55" W.) extending clockwise from the 261° to the 278° bearings from the El Paso International Airport; within a 9-mile radius of the Biggs AAF (latitude 31°50'55" N., longitude 106°22'45" W.) extending clockwise from the 262° to the 029° bearings from the Biggs AAF; within 2 miles each side of the Newman, Tex., VORTAC 040° radial extending from the 9.5-mile radius area to 12 miles NE of the VORTAC; within a 15-mile radius of the El Paso International Airport extending clockwise from the 041° to the 161° bearings of the El Paso International Airport; thence via the United States/Mexican border to point of beginning.

El Rico, Calif.

That airspace extending upward from 700 feet above the surface within a 3-mile radius of El Rico Airport (latitude 36°02'43" N., longitude 119°38'44" W.) and within 3 miles each side of the Arenal VORTAC 034° radial, extending from the 3-mile radius area to 24 miles NE of the VORTAC.

Ely, Minn.

That airspace extending upward from 700 feet above the surface within a 6-statute-mile radius (5.2 nautical miles) from the 308° true bearing from the geographical center of the Ely, Minn., Airport (lat. 47°49'26"N., long. 91°49'42"W., estimated) clockwise to the 113° true bearing; then via the 8.5-statute-mile radius (7.1 nautical miles) from the 113° true bearing clockwise to 308° true bearing from the Airport, including that airspace 4 statute miles (3.5 nautical miles) each side of the 308° true bearing, extending northwest from the 6- and 8.5-statute-mile radius to 10.5 statute miles (9 nautical miles) from the airport, and that airspace 4 statute miles (3.5 nautical miles) each side of the 113° true bearing, extending southeast from the 6- and 8.5-statute-mile radius to 10.5 statute miles (9 nautical miles) from the airport, excluding that airspace overlying Prohibited Area 204 (P-204).

Ely, Nev.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Ely, Nev., VOR, within 5 miles northeast and 9.5 miles southwest of the Ely VOR 303° radial, extending from the VOR to 18.5 miles northwest of the VOR; that airspace extending upward from 1,200 feet above the surface within 6 miles east and 9.5 miles west of the Ely VOR 007° and 187° radials extending from 17 miles north to 2 miles south of the VOR and within 5 miles each side of the Ely VOR 167° radial, extending from the VOR to 21 miles south of the VOR.

Elyria, Ohio

That airspace extending upward from 700 feet above the surface within a 9-mile radius of the center, 41°20'40" N., 82°10'40" W., of Lorain County Regional Airport and within 3.5 miles each side of the Cleveland VORTAC 300° radial, extending from the 9-mile radius area to 9.5 miles northwest of the VORTAC, excluding the portion that coincides with the Cleveland, Ohio 700-foot transition area.

Emetsburg, Iowa

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Emetsburg Airport (lat. 43°06'12"N., long. 94°42'24"W.) and within 3 miles each side of the 121° bearing from the Emetsburg MDB (lat. 43°06'04"N., long. 94°42'25"W.), extending from the 5-mile radius area to 8½ miles southeast of the airport and within 3 miles each side of the 326° bearing from the Emetsburg MDB extending from the 5-mile radius area to 8½ miles northwest of the airport.

Emporia, Kans.

That airspace extending upward from 700 feet above the surface within 2 miles either side of the Emporia VORTAC 134° radial, extending from the 5-mile radius of the airport (latitude 38°20'00" N., longitude 96°11'15" W.); to 8 miles southeast of the VORTAC and 5 miles either side of the 010° bearing from the airport extending from the 5-mile radius to 12.5 miles north.

Emporia, Va.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the center, (36°41'30" N., 77°29'30" W.) of Emporia Municipal Airport, Emporia, Va., extending clockwise from a 057° bearing to a 183° bearing from the airport; within a 7-mile radius of the center of the airport, extending clockwise from a 183° bearing to a 057° bearing from the airport and within 3 miles each side of a 135° bearing from the Emporia RBN (36°40'58" N., 77°28'57" W.) extending from the RBN to 8.5 miles southeast of the RBN.

Endicott, N. Y.

That airspace extending upward from 700 feet above the surface within a 10-mile radius of the center lat. 42°04'42"N., long. 76°05'49"W., of Tri-Cities Airport, Endicott, N. Y.; within a 10.5-mile radius of the center of the airport, extending clockwise from a 020° bearing to a 090° bearing from the airport; within a 12-mile radius of the center of the airport, extending clockwise from a 090° bearing to a 125° bearing from the airport; within a 13-mile radius of the center of the airport, extending clockwise from a 125° bearing to a 235° bearing from the airport; within a 10.5-mile radius of the center of the airport, extending clockwise from a 235° bearing to a 263° bearing from the airport and within 3.5 miles each side of the Binghamton, N. Y., VORTAC 340° radial, extending from the 10-mile radius area to 11.5 miles north of the VORTAC.

Enid, Okla.

That airspace extending upward from 700 feet above the surface within 10 miles E and W of Vance AFB runway 17R-35L, extending to 15 miles N and S of Vance AFB (latitude 36°20'20" N., longitude 97°55'00" W.); and within 5 miles W and 8 miles E of the Woodring VOR 355° radial, extending from 2 miles SE of the VOR to 12 miles N of the VOR, and within 5 miles W and 8 miles E of the Woodring VOR 185° radial, extending from the VOR to 12 miles S.

Erie, Pa.

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of the center, lat. 42°04'53" N., long. 80°10'43" W. of Erie International Airport, Erie, Pa.; within a 15.5-mile radius of the center of the airport extending clockwise from a 074° bearing to a 221° bearing from the airport; within 4 miles each side of the Erie ILS localizer SW course, extending from the 8.5-mile radius area to 11 miles SW of the OM; within 5 miles each side of the Erie VORTAC 054° radial extending from the 8.5-mile radius area to 23.5 miles NE of the VORTAC.

Escanaba, Mich.

That airspace extending upward from 700 feet above the surface within a 6.5-statute mile radius of the Escanaba VORTAC; within 3 statute miles each side of the Escanaba VORTAC 007° radial from the 6.5-mile radius zone to 8.5 statute miles north of the VORTAC; within 3 statute miles each side of the Escanaba VORTAC 101° radial from the 6.5-mile radius zone to 9 statute miles east of the VORTAC; within 3 statute miles north and 4 statute miles south of the Escanaba VORTAC 270° radial from the 6.5-mile radius zone to 13.5 statute miles west of the VORTAC.

Estherville, Iowa

That airspace extending upward from 700 feet above the surface within a 6½-mile radius of the Estherville Municipal Airport (lat. 43°24'15"N., long. 94°44'45"W.); and within 3 miles each side of the 175° radial from the Estherville VOR (lat. 43°24'37"N., long. 94°44'20"W.), extending from the 6½-mile radius area to 8½ miles south of the VOR; and within 3 miles each side of the 340° radial from the Estherville VOR extending from the 6½-mile radius area to 9½ miles north of the VOR.

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 4 miles each side of Eufaula VOR OLA° radial, extending from the 6.5-mile radius area to 10 miles north of the VOR.

Eugene, Oreg.

That airspace extending upward from 700 feet above the surface within a 21-mile radius of the Eugene VORTAC; that airspace extending upward from 1200 feet above the surface northeast of Eugene, bounded on the north by V-538, on the southeast by V-121N (proposed), on the southwest by the arc of the 21-mile radius circle, on the northwest by V-23E; that airspace east of Eugene bounded on the north by V-121 (proposed), on the east by latitude 122°30'00" W. on the southwest by V-452 and on the west by the arc of the 21-mile radius circle.

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.

Evergreen, Ala.

That airspace extending upwards from 700 feet above the surface within a 6.5-mile radius of Middleton Field Airport (lat. 31°24'52"N., long. 87°02'29"W.)

Excelsior Springs, Mo.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Excelsior Springs Memorial Airport (lat. 39°20'14"N., long. 94°11'51"W.) and within 3 miles each side of the Napoleon, Mo., VORTAC 348° radial extending from the 5-mile radius area to 13 miles north of the airport.

AMENDMENTS 10/30/80 45 F. R. 59837 (Added)**Fairbanks, Alaska**

That airspace extending upward from 700 feet above the surface within 9.5 miles W and 4.5 miles E of the Eielson localizer S course extending from the Eielson VOR to 18.5 miles S of the VOR; within 2 miles NW and 4.5 miles SE of the Fairbanks localizer NE course, extending from the Fairbanks outer marker to Fox RBN; within 4.5 miles SE and 9.5 miles NW of the Fairbanks localizer NE course extending from Fox RBN to 18.5 miles NE of the RBN; within 4.5 miles NW and 9.5 miles SE of the Fairbanks localizer SW course, extending from 5 miles SW of the localizer antenna (latitude 64°48'11" N., longitude 147°53'01" W) to 18.5 miles SW of the localizer antenna; within 4.5 miles N and 9.5 miles S of the Chena 089° bearing, extending from Chena RBN to 18.5 miles E of the RBN; and that airspace extending upward from 1,200 feet above the surface beginning at latitude 68°00'00" N., longitude 153°00'00" W.; to 68°00'00" N., 144°00'00" W.; to 63°10'00" N., 144°00'00" W.; to 62°38'00" N., 145°41'00" W.; to 62°45'00" N., 148°48'00" W.; to 62°59'00" N., 150°15'00" W.; to 63°00'00" N., 151°10'00" W.; to 64°00'00" N., 153°00'00" W.; to point of beginning, excluding the portion within Restricted Areas R-2202B and R-2206.

Fairbury, Nebr.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Fairbury Municipal Airport (lat. 40°10'59"N., long. 97°09'54"W.). Within 3 miles each side of the 173° course, extending 3 miles north from the 5-mile radius; within 2 miles each side of the 192° course, extending 3 miles north from the 5-mile radius.

Fairfield, Ill.

That airspace extending upward from 700 feet above the surface within a 5½-mile radius of the Fairfield Airport (latitude 38°23'00" N., longitude 88°25'00" W.) and within 3 miles either side of the 179° bearing from the Fairfield Airport extending from the 5½-mile radius to 8 miles south of the airport.

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 3 miles each side of the 188° bearing from Fairfield Municipal Airport, extending from the 5-mile radius area to 11 miles south of the airport.

Fairmont, Minn.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Fairmont Municipal Airport (latitude 43°38'41" N., longitude 94°25'04" W.); within 3 miles each side of the 132° bearing from Fairmont Municipal Airport, extending from the 7-mile radius area to 8 miles southeast of the airport; and within 3 miles each side of the 319° bearing from Fairmont 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 southwest and 9½ miles northeast of the 132° bearing from the Fairmont Municipal Airport, extending from the airport to 18½ miles southeast of the airport; excluding the portion in Minnesota.

Fairmont, W. Va.

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of the center, 39°28'50" N., 80°10'00" W., of Fairmont Airport, Fairmont, W. Va., and within 5 miles each side of the Morgantown, W. Va., VORTAC 245° radial extending from the 8.5-mile radius area to 7.5 miles southwest of the VORTAC.

Fairview, Okla.

Within a 5-mile radius of the Fairview, Okla., Municipal Airport (latitude 36°17'12" N., longitude 98°28'00" W.) and within 3.5 miles either side of the 360° bearing of the Fairview RBN (latitude 36°17'10" N., longitude 98°28'08" W.) extending from the 5-mile radius to 2.5 miles north.

Falfurrias, Tex.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Brooks County Airport (latitude 27°12'15" N., longitude 98°07'15" W.) and within 3 miles each side of the 163° T bearing from the Brooks County RBN (latitude 27°12'23" N., longitude 98°07'24" W.) extending from the 5-mile radius area to 8 miles southeast of the RBN.

Fallon, Nev.

That airspace extending upward from 700 feet above the surface within an 11-mile radius of NAS 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 beginning at latitude 40°01'00" N., longitude 118°01'00" W.; to latitude 39°51'00" N., longitude 117°58'00" W.; to latitude 39°51'00" N., longitude 117°31'00" W.; to latitude 39°34'00" N., longitude 117°39'30" W.; to latitude 39°18'00" N., longitude 117°47'30" W.; to latitude 39°00'00" N., longitude 117°40'00" W., to point of intersection of a line 8 miles NE of and parallel to the Reno VORTAC 135° radial and the NE edge of V-105E, thence via a line 8 miles NE of and parallel to Reno 135° radial to longitude 119°00'00" W., to latitude 39°42'00" N., longitude 119°00'00" W. to latitude 40°01'00" N., longitude 118°19'00" W., to point of beginning, excluding that airspace below 1,500 feet AGL within R-4816N and that airspace within R-4816S extending upward from 500 feet AGL to and including 2,000 feet AGL which lies N of and within 1 nautical mile from U. S. Highway 50 between the inter sections of Highway 50 with longitude 118°25'30" W. and 118°09'50" W.; that airspace extending upward from 9,500 feet MSL extending from 23 to 44 miles SE of Fallon TACAN bounded on the NE by a line 10 miles NE of and parallel to the Fallon TACAN 139° radial and on the SW by the NE edge of V-105E. The 1,200-foot portion underlying the 9,500 foot MSL portion of the transition area is excluded.

Falls City, Nebr.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Brenner Field Airport, Falls City, Nebr. (lat. 40°04'39"N., long. 95°35'27"W.), and within 3 miles each side of the 142° bearing from the NDB facility (lat. 40°04'35"N., long. 95°35'12"W.), extending from the 5-mile radius to 8 miles SE of the NDB facility.

AMENDMENTS 1/24/80 44 F. R. 68449 (Added)

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°23'25" 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 Edgartown 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.).

AMENDMENTS 3/21/80 45 F. R. 13054 (Changed)

Farewell, Alaska

That airspace extending upward from 1,200 feet above the surface within 9.5 miles northeast and 5 miles southwest of the Farewell RBN 126° and 306° bearings, extending from 6 miles southeast to 18.5 miles north-west of the RBN.

Fargo, N. Dak.

That airspace extending upward from 700 feet above the surface within an 18.5-mile radius of Hector Field (latitude 46°54'57" N., longitude 96°48'53" W.) and that airspace extending upward from 1,200 feet above the surface within a 29-mile radius of Hector Field; and that airspace extending upward from 1,200 feet above the surface within a 48-mile radius of Hector Field extending clockwise from the Fargo VORTAC 056° radial to the north edge of V2N, west of Fargo; and within 10 miles east and 7 miles west of the Fargo VORTAC 187° radial extending from the 48-mile radius area to 56 miles south of the VORTAC; and that airspace extending upward from 2,700 feet MSL extending from the 29-mile radius area to the 48-mile radius area between the north edge of V2N, west of Fargo, clockwise to the Fargo VORTAC 056° radial, excluding V-181, V-181E, and the Grand Forks, N. Dak., transition area.

Faribault, Minn.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Faribault Municipal Airport (lat. 44°19'30"N., long. 93°18'30"W.), within 1.25 miles each side of 199° bearing from Faribault Municipal Airport, extending from the Faribault 5-mile radius area to 9 miles southwest of the airport, excluding the portion within the Owatonna, Minn., transition area.

Farmerville, La.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Farmerville Airport, (lat. 32°43'30"N., long. 92°20'15"W.).

AMENDMENTS 9/4/80 45 F. R. 45266 (Added)

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°28'30" W.); and within 1½ miles each side of the Farmington VORTAC 300° radial, extending from the 9-mile radius area to the VORTAC.

Farmington, N. Mex.

That airspace extending upward from 700 feet above the surface within an 11-mile radius of Farmington Municipal Airport (lat. 36°44'28" N., long. 108°13'39" W.) within 3.5 miles each side of the Farmington VORTAC 086° radial extending from the 11-mile radius area to 12 miles east of the VORTAC, and within 4.5 miles each side of the Farmington VORTAC 265° radial extending from the 11-mile radius area to 23 miles west 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.

Farmville, Va.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center, lat. 37° 21'22" N., long. 78°26'16" W. of Farmville Municipal Airport, Farmville, Va.

Fayetteville, Ark.

That airspace extending upward from 700 feet above the surface within a 27.5-mile radius of latitude 36°12'00" N., longitude 94°14'00" W., within 5 miles each side of the Drake VOR 186° radial extending from the 27.5-mile radius area to 19 miles south of the VOR.

Fayetteville, N. C.

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Fayetteville Municipal Airport (Grannis Field) (latitude 34°39'22" N., longitude 78°52'52" W.); within a 10-mile radius of Pope AFB (latitude 35°10'15" N., longitude 79°00'55" W.); within 10 miles north and 2 miles south of Simmons AAF (lat. 35°07'55" N., long. 78°57'05" W.) Runway 27 extended and centerline, extending from the 10-mile radius area to 17.5 miles east of the runway end; within 9.5 miles northeast and 4.5 miles south-east of Pope AFB ILS localizer northeast course, extending from the 10-mile radius area to 24 miles northeast of the Pope TACAN.

Fayetteville, Tenn.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Fayetteville Municipal Airport (lat. 35°03'28" N., long. 86°33'53" W.); within 3 miles each side of the 188° bearing from Highland RBN (lat. 35°03'32" N., long. 86°33'58" W.), extending from the 6.5-mile radius area to 8.5 miles south of the RBN.

Fergus Falls, Minn.

That airspace extending upward from 700' above the surface within a 6½-mile radius of Fergus Falls Municipal Airport (lat. 46°17'15"N., long. 96°09'45"W.); within 3 miles each side of the 187° bearing from the airport, extending from the 6½-mile radius area to 8 miles south of the airport; and within 3 miles each side of the 343° bearing from the airport, extending from the 6½-mile radius area to 8 miles northwest of the airport.

Fernandina Beach, Fla.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Fernandina Beach Airport (lat. 30°36'34"N., long. 81°27'39"W.); excluding the portion outside of the continental limits of the United States.

Festus, Mo.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Festus Memorial Airport (latitude 38°11'45" N., longitude 90°23'00" W.); and within 3 miles each side of the 180° bearing from Festus Memorial Airport, extending from the 7-mile radius area to 8 miles south of the airport.

Findlay, Ohio

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Findlay, Ohio, Airport (latitude 41°00'40" N., longitude 83°40'30" W.) within 3 miles each side of the 063° bearing from the Findlay Airport extending from the 6.5-mile radius area to 8.5 miles northeast of the airport, within 3 miles each side of the 179° bearing from the Findlay Airport extending from the 6.5-mile radius area to 8.5 miles south of the airport within 2 miles each side of the Findlay VORTAC 231° radial extending from the Bluffton Flying Service Airport (latitude 40°53'09" N., longitude 83°52'04" W.) 5-mile radius area to the 6.5-mile radius area of the Findlay Airport.

Firebaugh, Calif.

That airspace extending upward from 700 feet above the surface within a 3-mile radius of Firebaugh Airport (latitude 36°51'36" N., longitude 120°27'49" W.); and within 3 miles each side of the Los Banos VORTAC 060° radial, extending from the 3-mile radius area to 15 miles NE of the VORTAC.

Fitzgerald, Ga.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Fitzgerald Municipal Airport (lat. 31°41'00" N., long. 83°16'00" W.); within 3 miles each side of the 200° bearing from Fitzgerald RBN (lat. 31°41'06" N., long. 83°16'00" W.), extending from the 5-mile radius area to 8.5 miles southwest of the RBN.

Flagstaff, Ariz. (Pulliam Airport)

That airspace extending upward from 700 feet above the surface within an 11.5-mile radius of Pulliam Airport (latitude 35°08'16" N., longitude 111°40'17" W.), and that airspace extending upward from 1,200 feet above the surface within 9.5 miles each side of the Flagstaff VOR 127° and 307° radials, extending from 8 miles north-west to 19 miles southeast of the VOR, excluding that portion within R-2302.

Flemingsburg, Ky.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Fleming-Mason Airport (latitude 38°32'33" N., longitude 83°44'25" W.); within 3 miles each side of the 061° bearing from Flemingsburg RBN (latitude 38°32'17" N., longitude 83°44'49" W.), extending from the 6.5-mile radius area to 8.5 miles northeast of the RBN.

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 outer marker; within a 4-mile radius of Owosso City Airport, (latitude 42°59'30" N., longitude 84°08'00" W.); within a 5½ mile radius of the Price Airport, (latitude 42°48'25" N., longitude 83°46'20" W.); and within a 5-mile radius of the Davison-Genova Airport, (latitude 43°01'45" N., longitude 83°31'34" W.); excluding the portion which overlies the Detroit, Mich., transition area.

Flippin, Ark.

That airspace extending upward from 700 feet above the surface within a 9.5-mile radius of the Flippin Municipal Airport (latitude 36°17'30" N., longitude 92°35'30" W.); within 3.5 miles each side of the Flippin VOR 086° radial extending from the Flippin Municipal Airport 9.5-mile radius area to 8.5 miles east of the VOR; within an 8-mile radius of Mountain Home Municipal Airport (latitude 36°22'00" N., longitude 92°28'00" W.); and within 3.5 miles each side of the Flippin VOR 172° radial extending from the Mountain Home Municipal Airport 8-mile radius area to 8.5 miles south of the VOR.

Flora, Ill.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Flora Municipal Airport (FOA) (lat. 38°39'55"N., long. 88°27'10"W.), and within 3 miles each side of the Q42° bearing from the FOA NDB, extending from the 5-mile radius to 8 miles NE of the NDB.

Florence, S. C.

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Florence City-County Airport (lat. 34°11'17" N., long. 79°43'28" W.); within 4 miles each side of Florence VORTAC 049° radial, extending from the 8.5-mile radius area to 9 miles northeast of the VORTAC.

Florida

That airspace extending upward from 1,200 feet above the surface within the boundary of the State of Florida including the offshore airspace within 3 NM of and parallel to the shoreline of Florida.

Follett, Tex.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Follett-Libscumb County Airport (lat. 36°26'26"N., long. 100°07'24"W.), and within 4 miles each side of the 189° bearing from the NDB (lat. 36°26'08"N., long. 100°07'16.5"W.), extending from the 7-mile radius area to 8.5 miles south of the NDB.

AMENDMENTS 3/20/80 45 F. R. 3886 (Rewritten)

Corr: 45 F. R. 14544

Foraker, Okla.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Codding Cattle Airport (latitude 36°46'00" N., longitude 96°33'00" W.).

Forest, Miss.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Forest Municipal Airport (lat. 32°21'12"N., long. 89°29'19"W.), within 3 miles each side of the 335° bearing from the Forest RBN, extending from the 6.5-mile radius area to 8.5 miles northwest of the RBN.

AMENDMENTS 4/9/80 45 F. R. 17005 (Added)

Forest City, Iowa

That airspace extending upward from 700 feet above the surface within an 8½-mile radius of the Forest City Municipal Airport (lat. 43°14'00"N., long. 93°37'30"W.), excluding that portion overlying the Mason City, Iowa, 700 foot transition area.

AMENDMENTS 1/24/80 44 F. R. 67104 (Rewritten)

Forrest City, Ark.

That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of Forest City Municipal Airport (latitude 34°56'42" N., longitude 90°46'16" W.), and within 3.5 miles each side of the 180° bearing from the Forrest City RBN (latitude 34°56'28" N., longitude 90°46'24" W.) extending from the 5.5-mile radius area to 11.5 miles south of the RBN.

Forsyth, Mont.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Forsyth Airport (latitude 46°16'14" N., longitude 106°37'00" W.); within 4 miles north and 5 miles south of the 075° bearing from the Forsyth NDB (latitude 46°16'10" N., longitude 106°31'01" W.), extending from the NDB to 10 miles east of the NDB; and that airspace extending upward from 1,200 feet above the surface within 9.5 miles north and 5 miles south of 089° bearing from the Forsyth NDB, extending from the NDB to 18.5 miles east of the NDB, excluding that portion which overlies the Miles City, Mont., transition area.

Fort Bridger, Wyo.

That airspace extending upward from 700 feet above the surface within a 9-mile radius of Fort Bridger Municipal Airport (latitude 41°24'00" N., longitude 110°25'00" W.), and within 3.5 miles each side of the Fort Bridger VORTAC 047° radial extending from the 9-mile radius area to 11.5 miles northeast of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within 8.5 miles southeast and 12.5 miles northwest of the Fort Bridger VORTAC 047° and 227° radials extending from 23 miles northeast to 10.5 miles southwest of the VORTAC.

Fort Collins, Colo.

That airspace extending upward from 700 feet above the surface within 9.5 miles east and 9.5 miles west of the 173° and 353° bearings from the Fort Collins-Loveland NDB (lat. 40°26'39"N., long. 105°00'19"W.) extending from 18 miles north to 18.5 miles south of the NDB.

AMENDMENTS 1/24/80 44 F. R. 60079 (Rewritten)

Fort Dodge, Iowa

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Fort Dodge Municipal Airport (lat. 42°33'05"N., long. 94°11'10"W.); and that airspace extending upward from 3,800 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.

Fort Huachuca, Ariz.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of Libby AAF, Fort Huachuca, Ariz. (lat. 31°35'00"N., long. 110°20'30"W.), that airspace within an arc of a 22-mile radius circle centered on the Libby AAF VOR, extending clockwise from a line 5 miles northwest of and parallel to the 033° radial of the Libby AAF VOR to a line 5 miles south of and parallel to the Libby AAF VOR 093° radial; that airspace extending upward from 1,200 feet above the surface bounded on the north by the Tucson, Ariz., transition area, on the northeast by the southwest edge of V-66, on the east by long. 109°14'00"W., on the south by lat. 31°25'00"N., on the west by long. 110°30'00"W., and that airspace northeast of Libby AAF bounded on the north by the south edge of V-168, on the east by a line 5 miles west of and parallel to the Douglas, Ariz., VORTAC 347° radial, on the southwest by the northeast edge of V-66 and on the west by long. 110°00'00"W.

Fort Indiantown Gap, Pa.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the center, 40°26'00"N., 76°34'00"W. of Murr AAF, Fort Indiantown Gap, Pa.; within a 12-mile radius of the center of the airport, extending clockwise from a 230° bearing to a 252° bearing from the airport; within a 14.5-mile radius of the center of the airport, extending clockwise from a 252° bearing to a 037° bearing from the airport; within a 12.5-mile radius of the center of the airport, extending clockwise from a 037° bearing to a 086° bearing from the airport; within an 8-mile radius of the center of the airport, extending clockwise from a 086° bearing to a 136° bearing from the airport; within 4.5 miles each side of the 097° bearing from the Bellgrove, Pa., RBN, extending from the RBN to 10 miles east of the RBN.

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 6½-mile radius of the Forney AAF (latitude 37°44'30" N., longitude 92°08'25" W.); within 4½ miles southwest and 9½ miles northeast of the Forney AAF VOR 323° radial, extending from the VOR to 18½ miles northwest of the VOR; within 4½ miles southwest and 9½ miles northeast of the 146° and 326° bearings from Forney AAF RBN, extending from Forney AAF to 18½ miles southeast of the Forney AAF RBN; and within 4½ miles southwest and 9½ miles northeast of the Forney AAF VOR 152° radial extending from the VOR to 18½ miles southeast of the VOR.

Fort Madison, Iowa

That airspace extending upward from 700 feet above the surface within a 6-mile radius of Fort Madison Municipal Airport (lat. 40°39'30"N., long. 91°19'30"W.); and within 2 miles each side of the Burlington, Iowa, VORTAC 258° radial, extending from the 6-mile radius area to 12 miles west of the VORTAC excluding the portion which overlies the Burlington, Iowa, transition area.

Fort McCoy, Wis.

That airspace extending upward from 700 feet above the surface within an 11-mile radius of the Camp McCoy Army Airfield (lat. 43°57'15"N., long. 90°44'15"W.), and within 3.5 miles each side of the 109° bearing from the Camp McCoy RBN, extending from the 11-mile radius to 7.8 miles east of the Camp McCoy RBN, excluding that portion that overlies the LaCrosse, Wis., transition area.

Fort Myers, Fla.

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Page Field (lat. 26°35'09"N., long. 81°51'51"W.); within 3.5 miles each side of Fort Myers VORTAC 062° radial, extending from the 8.5-mile radius area to 10 miles northeast of the VORTAC.

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 lat. 31°38'00"N., long. 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 lat. 31°03'00"N., long. 86°19'33"W.; to lat. 31°03'00"N., long. 86°24'30"W.; to the point of beginning; within a 6.5-mile radius of Blackwell Field, Ozark, Ala. (lat. 31°25'50"N., long. 85°37'10"W.); within a 6.5-mile radius of Andalusia-Opp Airport, Andalusia, Ala., (lat. 31°18'45"N., long. 86°23'00"W.)

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.

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, within 3.5 miles each side of the VORTAC 119° radial extending from the VORTAC to 11.5 miles southeast 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 Penobscot Bottoms RBN (latitude 35°19'21" N., longitude 94°28'28" W.).

Fort Stewart, Ga.

That airspace extending upwards from 700 feet above the surface within an 8.5-mile radius of Lyle H. Wright AAF (lat. 31°53'20"N., long. 81°33'45"W.).

Fort Stockton, Tex.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of Pecos County Airport (latitude 30°55'00" N., longitude 102°54'30" W.), within 6 miles each side of the Fort Stockton VORTAC 308° and 128° radials extending from the airport to 8 miles northwest of the VORTAC, and within 7 miles each side of the Fort Stockton VORTAC 128° radial extending from 9 miles southeast to 21 miles southeast of the VORTAC.

Fortuna, Calif.

That airspace extending upward from 700 feet above the surface within 2 miles each side of the Fortuna VORTAC 327° radial, extending from the VORTAC to 8 miles northwest of the VORTAC; within 2 miles northeast and 4.5 miles southwest of the Fortuna VORTAC 147° radial, extending from the VORTAC to 3.5 miles southeast of the VORTAC; within 2.5 miles southwest and 3.5 miles northeast of the 129° and 309° bearings from the Rohnerville Airport (latitude 40°33'15" N., longitude 124°07'53" W.), extending from 7.5 miles northwest to 3 miles southeast of the airport, and within 2 miles each side of the Fortuna VORTAC 034° radial, extending from the VORTAC to 11 miles northeast of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within 4.5 miles southeast and 10 miles northwest of the Fortuna VORTAC 229° radial, extending from the VORTAC 18.5 miles southwest of the VORTAC.

Fort Wayne, Ind.

That airspace extending upward from 700 feet above the surface within a 17-mile radius of Fort Wayne VORTAC; and within an 18½-mile radius of Fort Wayne VORTAC, extending from the Fort Wayne VORTAC 194° radial clockwise to the Fort Wayne VORTAC 335° radial.

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°34'16" N., longitude 145°14'59" W.) and within 3 miles south and 4.5 miles north of Fort Yukon 076° radial extending from the 5-mile radius area to 10.5 miles east of the Fort Yukon VORTAC and within 3 miles each side of the Fort Yukon VORTAC 214° radial extending from the 5-mile radius area to 8.5 miles southwest of the VORTAC.

PENDING AMENDMENT**Fosston, Minn.**

That airspace extending upward from 700 feet above the surface within a 5 statute mile radius of the Fosston Municipal Airport and extending 3 statute miles either side of the 175° bearing from the Fosston NDB to 8 statute miles south of the Fosston NDB.

AMENDMENTS 12/25/80 45 F. R. 73650 (Added)

Fostoria, Ohio

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Fostoria Metropolitan Airport (latitude 41°11'30" N., longitude 83°23'50" W.); within 3 miles each side of the 084° bearing from the airport extending from the 6.5-mile radius area to 8.5 miles east of the airport; excluding that portion that overlies the Tiffin, Ohio, transition area.

Frankfort, Ind.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Frankfort Municipal Airport (latitude 40°16'25" N., longitude 86°33'45" W.) and within 3 miles each side of the 221° bearing from the airport extending from the 5-mile radius area to 8.5 miles southwest.

Frankfort, Ky.

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Capital City Airport (lat. 38°10'55" N., long. 84°54'16" W.); within 3 miles each side of the 062° bearing from Jett RBN (lat. 38°12'58" N., long. 84°49'32" W.), extending from the 8.5-mile radius area to 8.5 miles northeast of the RBN; within 3 miles each side of Frankfort VOR 063° radial, extending from the 8.5-mile radius area to 8.5 miles northeast of Jett RBN; within 3 miles each side of Frankfort VOR 240° radial, extending from the 8.5-mile radius area to 8.5 miles southwest of the VOR.

Franklin, Pa.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center (41° 22'45" N., 79°51'40" W.) of Chess-Lamberton Airport, Franklin, Pa.; within 3.5 miles each side of the Franklin, Pa., VOR 360° radial, extending from the 7-mile radius area to 11.5 miles north of the VOR.

Franklin, Tex.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Rocking 7 Ranch Airport (latitude 31°09'37" N., longitude 96°26'14" W.); within 2.5 miles each side of the 276° radial from the Leona, Tex., VORTAC extending from the 5-mile radius area to 22 miles southwest of the Leona VORTAC.

Franklin, Va.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the center, 36°41'50"N., 76°54'15"W., of John Beverly Rose Field-Franklin Municipal Airport; within 2 miles each side of the Franklin VORTAC 096° radial extending from the 6.5-mile radius area to 13 miles east of the VORTAC.

Frederick, Md.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of the center, lat. 39°25'00" N., long. 77°22'30" W. of Frederick Municipal Airport, Frederick, Md.; within a 16-mile radius of the center of the airport, extending clockwise from a 248° bearing to a 350° bearing from the airport and within 3.5 miles each side of the Frederick VOR 040° radial, extending from the 8-mile radius area to 14.5 miles northeast of the VOR, excluding the portion within P-40.

AMENDMENTS 9/4/80 45 F. R. 49245 (Changed)

Frederick, Okla.

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Frederick, Okla., Municipal Airport (latitude 34°21'09" N., longitude 98°59'21" W.) and within 3.5 miles each side of the 001° bearing from the Frederick, Okla., RBN (latitude 34°23'35" N., longitude 98°59'19" W.) extending from the 8.5-mile radius area to 11.5 miles north of the RBN.

Fredericksburg, Va.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center, 38°15'40" N., 77°26'20" W. of Shannon Airport, Fredericksburg, Va., and within 2 miles each side of the Brooke, Va., VORTAC 227° radial, extending from the 6-mile radius area to 1 mile southwest of the VORTAC.

Fredericksburg, Tex.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Gillespie County Airport (lat. 30°14'56"N., long. 98°54'37"W.), and within 1.5 miles either side of the 282° radial from the Stonewall VORTAC (lat. 30°12'26"N., long. 98°42'17"W.), extending from the 5-mile radius to 6 miles east of the Gillespie County Airport.

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.

Fremont, Mich.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of Fremont Municipal Airport, Fremont, Mich. (latitude 43°26'31" N.; longitude 85°59'29" W.).

Fremont, Nebr.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of Fremont Municipal Airport (latitude 41°28'55" N., longitude 96°30'50" W.).

Fremont, Ohio

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, lat. 41° 20'00" N., long. 83°09'40" W. of Progress Field, Fremont, Ohio, and within 2.5 miles each side of the Waterville, Ohio, VORTAC 108° radial, extending from the 5-mile radius area to 19.5 miles east of the VORTAC.

French Lick, Ind.

That airspace extending upward from 700 feet above the surface within a 6 $\frac{1}{2}$ -mile radius of the French Lick Municipal Airport, French Lick, Ind., (lat. 38°30'26"N., long. 86°37'59"W.).

AMENDMENTS 7/10/80 45 F. R. 31054 (Rewritten)

Frenchville, Maine

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center of the Northern Aroostock Regional Airport (latitude 47°17'15" N., longitude 68°19'00" W.) and within 5 miles each side of the 115° bearing of the Frenchville (FVE) NDB (latitude 47°16'05" N., longitude 68°15'26" W.) extending from the 6-mile radius to 11.5 miles southeast of the NDB, excluding the airspace within Canada.

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 37°29'00" N., longitude 119°15'00" W., to latitude 36°49'00" N., longitude 118°46'00" W., to latitude 36°39'00" N., longitude 118°46'00" W., to latitude 36°39'00" N., longitude 119°09'00" W., to latitude 36°00'00" N., longitude 118°45'00" W., thence west via latitude 36°00'00" N., to longitude 119°30'00" W., thence north via longitude 119°30'00" W., to the west edge of V-23, thence north via the west edge of V-23 to latitude 36°37'00" N., longitude 119°56'00" W., to latitude 37°02'00" N., longitude 120°18'00" W., to point of beginning.

Fryeburg, Maine

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, lat. 43° 59'28" N., long. 70°56'53" W., of Eastern Slopes Airport, Fryeburg, Maine, and within 4.5 miles north and 6.5 miles south of the 118° bearing and the 298° bearing from the Fryeburg NDB, lat. 43°59'21" N., long. 70°56' 58" W., extending from 5.5 miles west of the NDB to 11.5 miles east of the NDB, excluding the portions within the North Conway, N. H., area.

Fulton, Mo.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Fulton Municipal Airport (lat. 38°50'22"N., long. 92°00'17"W.), and within 2 miles each side of the Hallsville, Mo., VORTAC (lat. 39°06'49"N., long. 92°07'41"W.), 154° radial; extending from the 5-mile radius area to 6 miles NN of the Fulton Municipal Airport, and within 3 miles each side of the Fulton, Mo., NDB (lat. 38° 50'34"N., long. 92°00'16"W.), 229° bearing; extending from the 5-mile radius area to 8.5 miles SW of the NDB, and within 3 miles each side of the NDB facility 065° bearing; extending from the 5-mile radius area to 8.5 miles NE of the NDB; excluding that portion which overlies the Columbia, Mo., 700 foot transition area.

AMENDMENTS 1/24/80 44 F. R. 65390 (Rewritten)

AMENDMENTS 5/15/80 45 F. R. 18913 (Rewritten)

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 Oswego County Airport, Fulton, N. Y.

That airspace extending upward from 1,200 feet above the surface within 5.5 miles each side of the Syracuse, NY., 344° radial, extending from the VORTAC to the United States/Canadian border; and within 5 miles each side of the Watertown, NY., 309° radial extending from the VORTAC to the United States/Canadian border.

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.).

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.).

Gainesville, Fla.

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Gainesville Regional Airport (lat. 29°41'22"N., long. 82°16'28"W.).

Gainesville, Ga.

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Lee Gilmer Memorial Airport (lat. 34°16'37" N., long. 83°49'42" W.); within 9.5 miles northwest and 4.5 miles southeast of the 216° bearing from Gainesville RBN (lat. 34°16'30" N., long. 83°49'56" W.), extending from the RBN to 18.5 miles southwest; excluding the portion within the Lawrenceville, Ga., transition area.

Gainesville, Tex.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Gainesville Airport (lat. 33°39'00" N., long. 99°11'40" W.); and within 3.5 miles each side of the 001° bearing from the Gainesville RBN (lat. 33°42'12" N., long. 97°11'50" W.) extending from the 5-mile radius area to 11.5 miles north of the RBN.

Gaithersburg, Md.

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of the center (39° 09'54" N., 77°10'00" W.), of Montgomery County Airpark, Gaithersburg, Md.; within 5 miles each side of the Frederick, Md., VOR 176° radial, extending from the VOR to 13 miles south of the VOR; and within 4.5 miles south and 9.5 miles north of a 292° bearing from the Gaithersburg, Md., RBN (39°10'06" N., 77°09'42" W.), extending from the RBN to 18.5 miles west of the RBN.

Galax, Va.

That airspace extending upward from 700 feet above the surface within a 10.5-mile radius of the center, lat. 36°45'52" N., long. 80°49'20" W. of Twin County Airport; and within 4.5 miles each side of the Pulaski VORTAC 196° radial, extending from the 10.5-mile radius area to 8 miles south of the VORTAC.

Galena, Alaska

That airspace extending upward from 700 feet above the surface within a 19-mile radius of the Galena 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 7-mile radius of the Galesburg Municipal Airport, Galesburg, Ill. (lat. 40°56'24"N., long. 90°25'46"W.); within 8 miles each side of the Galesburg VOR 031° radial extending from the VOR to 12 miles north of the VOR; within 8 miles each side of the Galesburg VOR 199° radial extending from the VOR to 12 miles south of the VOR; within a 7-mile radius of the Monmouth, Ill., Municipal Airport (lat. 40°55'42"N., long. 90°38'06"W.).

AMENDMENTS 7/10/80 45 F. R. 31055 (Rewritten)**Galeton, Pa.**

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center, lat. 41° 40'00"N., long. 77°49'15"W., of Cherry Springs Airport, Galeton, Pa., within 3.5 miles each side of the Slate Run, Pa., VORTAC 037° radial, extending from the 7-mile radius area to the Slate Run, Pa., VORTAC.

Gallipolis, Ohio

That airspace extending upward from 700 feet above the surface within an 8½-mile radius of the Gallia-Meigs Regional Airport, Gallipolis, Ohio (latitude 38°50'03" N., longitude 82°09'49" W.).

Gallup, N. Mex.

That airspace extending upward from 700 feet above the surface within a 9-mile radius of Senator Clarke Field (lat. 35°30'35"N., long. 108°47'00"W.) and within 3.5 miles south and 5.5 miles north of the Gallup VORTAC 241° radial, extending from the 9-mile radius area to 11.5 miles southwest of the Gallup VORTAC; and that airspace extending upward from 1,200 feet above the surface within an area bounded by a line beginning at lat. 35°47'30"N., long. 108°34'00"W.; to lat. 35°26'50"N., long. 108°34'00"W.; to lat. 35°13'15"N., long. 109°06'00"W.; to lat. 35°20'25"N., long. 109°10'40"W.; to lat. 35°52'00"N., long. 108°47'00"W., to point of beginning, excluding the portion which coincides with the State of New Mexico transition area.

Galveston, Tex. (Offshore)

That airspace extending upward from 700 feet above the surface within a 5-mile radius of coordinates lat. 28°53'00"N., long. 94°43'00"W.

Garden City, Kans.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Garden City Municipal Airport (latitude 37°55'49" N., longitude 100°43'40" W.), within 3 miles each side of the 144° and 324° bearings from Holcomb RBN, extending from the 7-mile radius to 8 miles northwest of the RBN; and 4½ miles east and 9½ miles west of the 004° radial of the Garden City VORTAC extending from the 7-mile radius to 18½ miles north of the VORTAC.

Gaylord, Mich.

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of the Otsego County Airport, Gaylord, Mich., (lat. 45°01'00"N., long. 84°41'45"W.) and within an 8.5-mile radius of the Gaylord (GLR) VORTAC (lat. 45°00'45.3"N., long. 84°42'14.5"W.) and 4 miles south and 4 miles north of the 282° true radial of the GLR VORTAC extending from the 8.5-mile radius out to 13 miles, and within 5 miles north and 5 miles south of the 274° true bearing of the Alpine (ALV) NDB (lat. 45°04'58"N., long. 83°33'25"W.) extending from the 8.5-mile radius out to 13 miles.

Georgetown, Del.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the center, lat. 38°41'23" N., long. 75°21'38" W. of Sussex County Airport, Georgetown, DE., and within 2 miles each side of the Waterloo, Del., VORTAC 225° radial extending from the 6.5-mile radius area to the VORTAC and within 2.5 miles each side of a 033° bearing from a point 38°41'42"N., 75°21'18"W., extending from said point to 7 miles northeast of said point.

Georgetown, Ohio

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Brown County Airport (latitude 38°52'55" N., longitude 83°52'58" W.); and within 3 miles either side of the 162° bearing from the airport extending from the 5-mile radius to 8 miles southeast of the airport.

Georgetown, S. C.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Georgetown County Airport (latitude 33°19'00" N., longitude 79°19'00" W.); within 3 miles each side of the 213° bearing from Georgetown RBN (latitude 33°18'55" N., longitude 79°19'29" W.), extending from the 6.5-mile radius area to 8.5 miles southwest of the RBN.

Georgetown, Tex.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Georgetown Municipal Airport (lat. 30°40'45"N., long. 97°40'45"W.), within 3.5 miles each side of the 358° bearing from the NDB (lat. 30°41'03"N., long. 97°40'45"W.), extending from the 5-mile radius to 11.5 miles northwest of the NDB.

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.

Gibson City, Ill.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Gibson City Municipal Airport, latitude 40°29'00" N., longitude 88°16'00" W., and within 2 miles either side of the Roberts VORTAC 220° radial extending from the 5-mile radius northeast to Roberts VORTAC.

Giddings, Tex.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Giddings-Lee County Airport (lat. 30°10'11"N., long. 96°58'51"W.), and 3 miles each side of the 351° bearing from the NDB (lat. 30°10'07.3"N., long. 96°58'46.6"W.) extending from the 5-mile radius area to 8.5 miles northwest of the NDB.

AMENDMENTS 1/24/80 44 F. R. 69284 (Changed)

Gideon, Mo.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Gideon Memorial Airport (lat. 36°26'45"N., long. 89°54'15"W.), excluding the portion which overlies the Malden, Mo., 700 foot transition area.

Gila Bend, Ariz.

That airspace extending upward from 5,500 feet MSL bounded on the north and northeast by the south and southwest edges of V-66, on the east by longitude 111°45'00" W., on the south by latitude 32°27'00" N., and on the west by longitude 113°35'00" W.

Gillette, Wyo.

That airspace extending upward from 700 feet above the surface within 7 miles east and 9.5 miles west of the Gillette VOR (lat. 44°20'52"N., long. 105°32'34"W.) 176° and 356° radials, extending from 17.5 miles south to 18.5 miles north of the VOR, and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at lat. 44°47'00"N., long. 106°22'30"W.; to lat. 44°23'00"N., long. 106°22'30"W.; to lat. 44°16'00"N., long. 105°58'00"W.; to lat. 44°05'00"N., long. 106°00'00"W.; to lat. 43°49'15"N., long. 106°09'30"W.; to lat. 43°39'00"N., long. 106°00'00"W.; to lat. 43°39'00"N., long. 105°09'00"W.; to lat. 44°08'00"N., long. 105°09'00"W.; to lat. 44°01'00"N., long. 104°51'00"W.; to lat. 44°30'00"N., long. 104°41'00"W.; thence to point of beginning.

AMENDMENTS 1/24/80 44 F. R. 67105 (Rewritten)

Glasgow, Ky.

That airspace extending upward from 700 feet above the surface within a 9-mile radius of Glasgow Municipal Airport (lat. 37°01'54"N., long. 85°57'10"W.); within 3 miles north and 4.5 miles south of the 252° bearing from Glasgow RBN (lat. 37°01'03" N., long. 86°00'33" W.), extending from the 9-mile radius area to 8.5 miles west of the RBN.

Glasgow, Mont.

That airspace extending upward from 700 feet above the surface within 9 miles each side of the Glasgow VORTAC (lat. 48°12'55"N., long. 106°37'30"W.) 016°/196° radials extending from the VOR 9 miles southwest and 24.5 miles northeast, and that airspace extending upward from 1,200 feet above the surface starting at lat. 48°40'00"N., long. 106°00'00"W.; to lat. 48°32'00"N., long. 105°50'00"W.; to lat. 48°03'00"N., long. 105°50'00"W.; to lat. 48°05'00"N., long. 106°10'00"W.; to lat. 47°54'00"N., long. 106°22'30"W.; to lat. 48°16'00"N., long. 107°07'00"W.; to lat. 48°40'00"N., long. 107°07'00"W.; thence to point of beginning, excluding that area designated as the Wolf Point, Mont., 1,200 foot transition area.

AMENDMENTS 3/20/80 45 F. R. 6358 (Rewritten)

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.

Glens Falls, N. Y.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center, latitude 43°20'32" N., longitude 73°36'35" W., of Warren County Airport extending clockwise from 050° bearing to a 220° bearing from the airport; within an 18.5-mile radius of the center of the airport extending clockwise from a 220° bearing to a 050° bearing from the airport; within 7 miles west and 9.5 miles east of the Glens Falls VORTAC 172° radial extending from the VORTAC to 18.5 miles south of the VORTAC.

Glenwood, Minn.

That airspace extending upward from 700 feet above the surface within a 6.5-statute-mile radius of the Glenwood Municipal Airport, Glenwood, Minn. (lat. 45°38'41"N., long. 95°19'14"W.).

AMENDMENTS 3/20/80 44 F. R. 76269 (Added)

Globe, Ariz.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Globe-San Carlos Regional Air Facility Airport (lat. 33°21'10"N., long. 110°40'10"W.); and within 4 miles each side of the 080° bearing from the Globe-San Carlos Regional Air Facility Radio Beacon (RBN) (lat. 33°21'16"N., long. 110°39'53"W.) extending from the 5-mile radius area to 10 miles east of the RBN.

AMENDMENTS 5/15/80 45 F. R. 25054 (Added)

Gloucester, Mass.

That airspace east of Gloucester extending upward from 2,000 feet above the surface bounded by a line beginning at lat. 42°42'30"N., long. 69°30'00"W.; to lat. 42°58'45"N., long. 68°27'06"W.; to lat. 43°31'06"N., long. 66°59'15"W.; to lat. 42°46'27"N., long. 68°18'10"W.; to lat. 42°19'00"N., long. 68°53'01"W.; to lat. 42°23'40"N., long. 70°03'45"W.; to lat. 42°23'00"N., long. 70°03'45"W.; to lat. 42°39'00"N., long. 69°30'00"W.; to the point of beginning.

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. This transition area shall be in effect from sunrise to sunset, daily.

Goldsboro, N. C.

That airspace extending upward from 700 feet above the surface within a 9-mile radius of Seymour-Johnson AFB (lat. 35°20'20" N., long. 77°57'50" W.); within a 6.5-mile radius of Goldsboro-Wayne Municipal Airport (lat. 35°27'30" N., long. 77°58'00" W.); within three miles each side of the 044° bearing from the Wayne RBN (lat. 35°27'15" N., long. 77°58'26" W.), extending from the 6.5-mile radius area to 8.5 miles northeast of the RBN; within a 6.5-mile radius of Mount Olive Municipal Airport (lat. 35°13'24" N., long. 78°02'21" W.).

Goodland, Kans.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Renner Field, Goodland Municipal Airport (lat. 39°22'10" N., long. 101°41'55" W.); within 5 miles each side of the Goodland VORTAC 163° radial, extending from the 7-mile radius area to 12 miles south of the VORTAC; within 3.5 miles each side of the Goodland localizer course extending from the 7-mile radius area to 8 miles southeast of the airport.

Gordon, Nebr.

That airspace extending upward from 700 feet along the surface within a 7-mile radius of the Gordon, Nebr., Municipal Airport (lat. 42°48'20" N., long. 102°10'34" W.); within 3 miles each side of the 032° bearing from Gordon NDB (lat. 42°48'04" N., long. 102°10'44" W.) extending from the 7-mile radius to 8.5 miles northeast of the airport.

Gordonsville, Va.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center, lat. 38°09'21" N., long. 78°09'59" W., of Gordonsville Municipal Airport, Gordonsville, Va., and within 2 miles each side of the Gordonsville VORTAC 356° radial, extending from the 7-mile radius area to the VORTAC.

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.

Gothenburg, Nebr.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Gothenburg Airport (lat. 40°55'45" N., long. 100°09'00" W.) within 3 miles each side of the Gothenburg NDB 136° true bearing, extending from the 5-mile radius to 8 miles southeast of the NDB.

Grafton, N. Dak.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Grafton Municipal Airport, Grafton, N. Dak., (lat. 48°24'30" N., long. 97°22'00" W.) and within 3 miles each side of the 164° true bearing from the Grafton NDB (lat. 48°24'24" N., long. 97°22'17" W.) extending from the 6.5-mile radius area to 8.5 miles southeast of the Grafton NDB, and that airspace extending upward from 1,200 feet above the surface within 5 miles each side of the 200° bearing from the Pembina, N. Dak., VORTAC to the Grafton NDB within the State of North Dakota.

AMENDMENTS 3/20/80 45 F. R. 2013 (Added)**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 RBN (latitude 33°07'48" N., longitude 98°32'59" W.) extending from the 5-mile radius area to 8 miles north of the RBN.

Grain Valley, Mo.

That airspace extending upward from 700 feet above the surface within a 5½ mile radius of the East Kansas City Airport (lat 39°00'56" N., long. 94°12'47" W.) and within three miles each side of the 217° radial of the Napoleon, Mo., VORTAC (lat. 39°05'43.5" N., long. 94°07'43.0" W.) extending from the 5½ mile radius area to the VORTAC.

Granbury, Tex.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Granbury Municipal Airport (latitude 32°26'38" N., longitude 97°49'00" W.); and within 1.5 miles each side of the Acton VORTAC 274° radial extending from the 5-mile radius of the Acton VORTAC.

Grand Canyon, Ariz. (Grand Canyon National Park Airport)

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Grand Canyon National Park Airport (lat. 35°57'16" N., long. 112°08'37" W.); and within 3.5 miles each side of the Grand Canyon VOR 211° radial, extending from the 5-mile radius area to 8 miles southwest 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.

Grand Forks, N. Dak.

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of the Grand Forks International Airport (latitude 47°57'05" N., longitude 97°10'35" W.) within 4.5 miles west and 9.5 miles east of the Grand Forks VORTAC 173° radial, extending from the VORTAC to 18.5 miles south of the VORTAC, and within a 10-mile radius of Grand Forks AFB (latitude 47°57'40" N., longitude 97°24'00" W.) and within 4.5 miles west and 9.5 miles east of the Grand Forks VORTAC 180° radial, extending from the 8.5-mile radius to 26½ miles south of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within a 39-mile radius of Grand Forks AFB, within the State of North Dakota.

Grand Island, Nebr.

That airspace extending upward from 700 feet above the surface within a 10-mile radius of Grand Island County Airport (latitude 40°58'03" N., longitude 98°18'30" W.); within 4½ miles northeast and 9½ miles southwest of the Grand Island VORTAC 303° radial, extending from the 10-mile radius area to 18½ miles northwest of the VORTAC; and within 4½ miles east and 9½ miles west of the Grand Island VORTAC 360° radial, extending from the 10-mile radius area to 18½ miles north of the VORTAC.

Grand Isle, La.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Grand Isle seaplane base (lat. 29°15'45" N., long. 89°57'40" W.), and within 2 miles each side of the Grand Isle RBN 052° bearing, extending from the 5-mile radius area to the RBN; within 2 miles each side of the Leeville, La., VORTAC 052° radial extending from the 5-mile radius area to the VORTAC, and within 2 miles each side of the Leeville, La., 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.

Grand Marais, Minn.

That airspace extending upward from 700 feet above the surface within a 9½-mile radius of Devils Track Municipal Airport (latitude 47°49'35" N., longitude 90°22'45" W.); and within 4½ miles north and 9½ miles south of the 103° bearing from the Devils Track Municipal Airport, extending from the airport to 18½ miles east of the airport except for that portion which overlies P-204; and that airspace extending upward from 1,200 feet above the surface within 5 miles each side of the 273° bearing from the Devils Track Municipal Airport extending from the airport to 12 miles west of the airport.

Grand Rapids, Mich.

That airspace extending upward from 700 feet above the surface within a 9-mile radius of the Kent County Airport (latitude 42°52'50" N., longitude 85°31'25" W.); within 2 miles each side of the 261° bearing from the Kent County Airport extending from the 9-mile radius area to 15½ miles west of the airport.

Grand Rapids, Minn.

That airspace extending upward from 700 feet above the surface within a 9½-mile radius of Grand Rapids Municipal Airport (latitude 47°12'45" N., longitude 93°30'34" W.); and 5 miles each side of the Grand Rapids VOR 162° radial, extending from the 9½-mile radius area to 8 miles south of the VOR; and that airspace extending upward from 1,200 feet above the surface within 4½ miles west and 9½ miles east of the Grand Rapids VOR 162° radial extending from the VOR to 18½ 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 (lat. 38°50'50"N., long. 94°33'20"W.); within a 6-mile radius of Johnson County Executive Airport (lat. 38°51'00"N., long. 94°44'15"W.); within 3 miles each side of the 182° bearing from Johnson County Executive Airport extending from the 6-mile radius area to 8 miles south of the airport; and within an 8.5-mile radius of the Johnson County Industrial Airport (lat. 38°49'47"N., long. 94°53'29"W.).

PENDING AMENDMENT**Grantsburg, Wis.**

That airspace extending upward from 700 feet above the surface within a 6.5-statute-mile radius of the Grantsburg Municipal Airport, Grantsburg, Wis., (lat. 45°47'45"N., long. 92°40'15"W.), and within 4 miles either side of the 188° bearing from the Grantsburg (GTG) VOR (lat. 45°46'09"N., long. 92°40'30"W.), extending from the 6.5-mile radius area out to 10 miles south of the airport.

AMENDMENTS 12/25/80 45 P. R. 65194 (Added)

Grayling, Mich.

That airspace extending upward from 700 feet above the surface within a 10.5-mile radius of Grayling Army Airfield (latitude 44°40'45" N., longitude 84°43'45" W.); excluding that portion which overlies restricted areas R-4201 and R-4202.

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.

Great Bend, Kans.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Great Bend Municipal Airport (lat. 38°20'40"N., long. 98°51'43"W.); and within 4.5 miles each side of the 303° bearing from the Great Bend Municipal Airport, extending from the 7-mile radius to 18 miles northwest of the airport.

Great Bend, N. Y.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the center 44°03'15" N., 75°43'15" W. of Wheeler-Sack AAF, N. Y.; within an 8-mile radius of the center of the airport, extending clockwise from a 065° bearing to a 135° bearing from the airport; within an 11-mile radius of the center of the airport, extending clockwise from a 135° bearing to a 165° bearing from the airport; within a 13.5-mile radius of the center of the airport, extending clockwise from a 165° bearing to a 195° bearing from the airport; within a 10.5-mile radius of the center of the airport, extending clockwise from a 195° bearing to a 242° bearing from the airport within 4.5 miles each side of the Watertown, N. Y., VORTAC 066° radial, extending from the 6.5-mile radius area and the 10.5-mile radius area to the VORTAC, and within 5 miles each side of the Watertown, N. Y., VORTAC 069° radial, extending from the 6.5-mile radius area and the 10.5-mile radius area to the VORTAC. That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at 43°52'00" N., 75°54'00" W., to 43°50'30" N., 75°53'30" W., to 43°44'00" N., 75°49'15" W., thence clockwise along an arc with a radius of 40 miles from the center of Griffiss AFB, Rome, N. Y., to longitude 75°30'00" W., thence north along longitude 75°30'00" W., to 44°08'00" N., 75°30'00" W., to 44°10'30" N., 75°31'00" W., to 44°13'00" N., 75°42'20" W., to point of beginning, excluding the portion which coincides with the Watertown, N. Y., 700-foot and 1,200-foot transition areas.

Great Falls, Mont.

That airspace extending upward from 700 feet above the surface within a 17-mile radius of Malmstrom AFB (latitude 47°30'05" N., longitude 111°11'20" W.), within 3.5 miles each side of the Truly RBN 180° bearing, extending from the 17-mile radius area to 9 miles south of the RBN and within 3 miles each side of the Great VOR 157° radial, extending from the 17-mile radius area to 21.5 miles southeast of the VOR, 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.

PENDING AMENDMENT

The Great Falls, Mont., transition area is amended by deleting the 1,200 foot portion and substituting the following:

That airspace extending upward from 1,200 feet above the surface within a 60-mile radius of the Great Falls VOR (lat. 47°27'00"N., long. 111°24'41"W.); and that airspace beginning 60 miles southeast of the Great Falls VOR from the south edge of V-113, east to the west edge of V-187, southeast to the intersect of the east edge of V-2N, northwest to the intersect of the 60-mile radius of Great Falls VOR; thence to point of beginning, excluding that portion overlying the Billings and Helena, Mont., 1,200 foot transition areas.

AMENDMENTS 12/25/80 45 P. R. 67655 (Changed)

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.

Green Bay, Wis.

That airspace extending upward from 700 feet above the surface within a 9-mile radius of Austin-Straubel Airport, Green Bay, Wis. (latitude 44°29'16" N., longitude 88°07'49" W.); within 2½ miles each side of the Green Bay ILS southwest localizer course extending from the 9-mile radius to 8 miles southwest of the OM; within 5 miles each side of the Green Bay VORTAC 326° radial, extending from the 9-mile radius area to 8 miles northwest of the VORTAC; and within 5 miles each side of the Green Bay ILS localizer northeast course extending from the 9-mile radius to 14 miles northeast of the airport.

Greencastle, Ind.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Putnam County Airport (lat. 39°38'00"N., long. 86°48'45"W.).

Greenville, Tenn.

That airspace extending upward from 700 feet above the surface within a 9-mile radius of Greenville Municipal Airport (lat. 36°11'30"N., long. 82°49'01"W.); excluding the portion within the Tri-City, Tenn., transition area.

Greensboro, N. C.

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Greensboro/High Point/Winston-Salem Regional Airport (latitude 36°05'36" N., longitude 79°58'34" W.); within 5 miles each side of Greensboro VORTAC 035° radial, extending from the 8.5-mile radius area to 17.5 miles northeast of the VORTAC; within 4 miles each side of Greensboro VORTAC 207° radial, extending from the 8.5-mile radius area to 8.5 miles southwest of the VORTAC; within 9.5 miles southwest and 4.5 miles northeast of Greensboro ILS localizer northwest course, extending from the LOM to 18.5 miles northwest.

Greenville, Ala.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Greenville Municipal Airport (latitude 31°50'44" N., longitude 86°36'38" W.); within 3 miles each side of the 148° bearing from Persimmon RBN (latitude 31°51'03" N., longitude 86°36'52" W.), extending from the 6.5-mile radius area to 8.5 miles southeast of the RBN.

Greenville, Ill.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Greenville, Illinois, Airport (latitude 38°50'12" N., longitude 89°22'38" W.), and within 2 miles each side of the 348° bearing from Greenville Airport extending from the 6.5-mile radius to 8 miles north of the airport.

Greenville, Ky.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Muhlenberg County Airport (lat. 37°13'30"N., long. 87°09'31"W.).

Greenville, Maine

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of the center (lat. 45°27'47"N., long. 69°33'21"W.), Greenville Municipal Airport, Greenville, Maine, within 3.5 miles each side of a 305° bearing from the SQUAW, Maine, NDB extending from the 8.5-mile radius area to a point 11.5 miles northwest of the SQUAW NDB.

AMENDMENTS 10/30/80 45 F. R. 65196 (Rewritten)

Greenville, Miss.

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Greenville International Airport (lat. 33°29'05"N., long. 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; within 3 miles each side of the 181° bearing from Metcalf RBN, extending from the 8.5-mile radius area south of the RBN.

PENDING AMENDMENT

The Greenville, Miss., transition area is amended by deleting the "Greenville International Airport" and substituting the "Greenville Municipal Airport" therefor.

AMENDMENTS 12/25/80 45 P. R. 70855 (Changed)

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 Alwood 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.

Greenville, S. C.

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Greenville Municipal Downtown Airport (lat. 34°50'54"N., long. 82°21'01"W.); within a 9.5-mile radius of Greenville-Spartanburg Airport (lat. 34°53'45"N., long. 82°13'04"W.); within 4 miles each side of Greenville-Spartanburg ILS localizer northeast course, extending from the 9.5-mile radius area to 15 miles northeast of the airport.

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.

PENDING AMENDMENT**Greenwood, Ind.**

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Skyway Airport, Greenwood, Ind., (lat. 39°38'00"N., long. 86°05'15"W.), excluding that portion that overlies the Indianapolis transition area.

AMENDMENTS 12/25/80 45 F. R. 65195 (Added)

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.

Greenwood, S. C.

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Greenwood County Airport (latitude 34°15'00" N., longitude 82°09'35" W.).

Greenwood Village, Colo.

That airspace extending upward from 700 feet above the surface within 9.5 miles east and 4.5 miles west of the Arapahoe ILS south localizer course Runway 34R, extending from the Castle LOM (lat. 39°27'08"N., long. 104°50'43"W.) to 18.5 miles south of the LOM, excluding that portion which overlies the Denver, Colo., transition area.

Grenada, Miss.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Grenada Municipal Airport (lat. 33°49'40"N., long. 89°47'55"W.).

Griffin, Ga.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Griffin-Spalding County Airport, Griffin, Ga. (lat. 33°13'30" N., long. 84°16'30" W.).

Groton, Conn.

That airspace extending upwards from 700 feet above the surface within the area bounded by a line beginning at 41°10'30" N., 72°00'00" W. to 41°12'00" N., 72°10'00" W. to 41°18'00" N., 72°14'00" W. to 41°27'00" N., 72°09'00" W. to 41°25'00" N., 71°42'30" W. to 41°18'00" N., 71°42'00" W. to 41°16'00" N., 71°49'00" W. to 41°13'00" N., 71°48'00" W. to point of beginning.

Grove City, Pa.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 41°08'42"N., 80°09'54"W., of Grove City Airport, Grove City, Pa.; within 2 miles each side of the Ellwood City, Pa., VORTAC 005° radial, extending from the 5-mile radius area to 16.5 miles north of the VORTAC; within 2.5 miles each side of a 261° bearing from a point 41°08'48"N., 80°10'18"W., extending from said point to 5.5 miles west; within 2.5 miles each side of a 081° bearing from a point 41°08'48"N., 80°09'36"W., extending from said point to 9 miles east.

Grundy, Va.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center, 37°13'57"N., 82°07'30"W., of Grundy Municipal Airport, Grundy, Va., and within 2.5 miles each side of the Lonesome Pine, Va., VOR (36°59'03"N., 82°32'17"W.) 055° radial, extending from the 6-mile radius area to 21.5 miles northeast of the Lonesome Pine, Va., VOR.

Gruver, Tex.

That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of the Gruver Municipal Airport (lat. 36°14'12"N., long. 101°25'56"W.); within 3.5 miles each side of the NDB (lat. 36°14'01"N., long. 101°25'42"W.) 019° bearing extending from the 5.5-mile radius area to 11.5 miles north of the NDB.

Guam Island

That airspace extending upward from 700 feet above the surface bounded by a line beginning at lat. 13°46'35"N., long. 144°51'15"E., thence clockwise along the arc of a 12-NM radius circle centered on Anderson AFB (lat. 13°35'00"N., long. 144°55'00"E.), to lat. 13°23'50"N., long. 145°01'00"E., thence to lat. 13°08'45"N., long. 144°29'20"E., thence to lat. 13°29'45"N., long. 144°18'30"E., thence to point of beginning, and within an 8-mile radius of the Rota International Airport (lat. 14°10'26"N., long. 145°14'41"E.); and that airspace extending upward from 1,200 feet above the surface within a 100-nautical mile radius of the Agana VOR and within a 35-nautical mile radius of the Saipan RBN, excluding the portion within W-517.

AMENDMENTS 9/4/80 45 F. R. 49913 (Changed)

Gulfport, Miss.

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Gulfport-Biloxi Regional Airport (lat. 30°24'28"N., long. 89°04'05"W.); within 3.5 miles each side of Gulfport VORTAC 050°, 129°, 213°, and 319° radials, extending from the 8.5-mile radius area to 11 miles northeast, southeast, southwest and northwest of the VORTAC; within an 8.5-mile radius of Keesler AFB (lat. 30°24'39" N., long. 88°55'26"W.); within 4.5 miles each side of Keesler TACAN 041° and 203° radials, extending from the 8.5-mile radius area to 12.5 miles northeast and southwest of the TACAN.

Gulkana, Alaska

That airspace extending upward from 700 feet above the surface within 6 miles E and 10.5 miles W of the 346° radial extending from Gulkana VORTAC to 22 miles N of the VORTAC; within 4.5 miles E and 9.5 miles W of the 181° radial extending from the Gulkana VORTAC to 18.5 miles S of the VORTAC; and within a 16.5-mile radius of the Gulkana VORTAC; and that airspace extending upward from 1,200 feet above the surface within 8.5 miles E and 5.5 miles W of the Gulkana VORTAC 184° radial extending from 9 miles S to 30 miles S of the VORTAC; and within 8.5 miles W and 5.5 miles E of the Gulkana VORTAC 356° radial extending from 9 miles N to 30 miles N of the VORTAC.

Gunnison, Colo.

That airspace extending upward from 700 feet above the surface within 9.5 miles northwest and 6 miles southeast of the Gunnison VORTAC 045° and 225° radials extending from 12 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, VORTAC; 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 RBN, extending from 16 miles NW to 48 miles SE of the RBN; and within 22 miles SW of the 325° bearing from the Gustavus RBN, extending from 16 miles NW to 26 miles NW; and that airspace extending upward from 12,500 feet MSL within 5 miles each side of the Sisters Island VORTAC 302° radial extending from the NW boundary of the 1,200-foot portion transition area to 59 miles NW of the VORTAC, thence widening to 6 miles each side of the 302° radial at 69 miles NW of the VORTAC.

AMENDMENTS 9/4/80 45 F. R. 46350 (Changed)

Guthrie, Okla.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Guthrie Municipal Airport (latitude 35°50'30" N., longitude 97°25'00" W.) and within 3 miles each side of the 349° true bearing from the Guthrie RBN (latitude 35°51'04" N., longitude 97°25'10" W.) extending from the 5-mile radius area to 10 miles north of the RBN.

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.

Guymon, Okla.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of Guymon Municipal Airport (latitude 36°40'45" N., longitude 101°30'30" W.), and within 3.5 miles each side of the 006° bearing from the Guymon RBN (latitude 36°42'19" N., longitude 101°30'17" W.) extending from the 8-mile radius area to 11 miles north of the RBN.

Gwinner, N. Dak.

That airspace extending upward from 700 feet above the surface within a 8.5-mile radius of the Gwinner Municipal Airport (latitude 46°13'10" N., longitude 97°38'27" W.); and that airspace extending upward from 1,200 feet above the surface within a 12-mile radius of the Gwinner Municipal Airport, and within 9.5 miles west and 4.5 miles east of the 167° T bearing from the Gwinner NDB (latitude 46°13'24" N., longitude 97°38'35" W.), extending from the 12-mile radius area to 18.5 miles south of the NDB; and from 5 miles west of the 017° bearing from the Gwinner NDB clockwise to 5 miles south of the 088° bearing from the NDB, extending from the 12-mile radius area to the boundary of the Fargo, N. Dak., transition area.

Hagerstown, Md.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of the center, 39°42' 27" N., 77°43'50" W., of Hagerstown Regional Airport, Hagerstown, Md.; within 3.5 miles each side of the Hagerstown, Md., VOR 239° radial and 059° radial, extending from 11 miles southwest of the VOR to 3 miles north-east of the VOR; within 5 miles each side of the Hagerstown Regional Airport ILS Runway 27 localizer course, extending from the localizer to 14.5 miles east of the localizer, within 5 miles each side of the St. Thomas, Pa., VORTAC 143° radial, extending from the 8-mile radius area to the St. Thomas, Pa., VORTAC.

Haleyville, Ala.

That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of Haleyville Municipal Airport (lat. 34°16'40" N., long. 87°36'05" W.); within 5 miles each side of Hamilton VORTAC 077° radial, extending from the 5.5-mile radius area to 11.5 miles E of the VORTAC.

Hallock, Minn.

That airspace extending upward from 700 feet above the surface within 5 miles northeast and 5 miles southwest of the Pembina VORTAC 135° radial extending from 6 miles southeast of the VORTAC to 22.5 miles southeast of the VORTAC, and that airspace extending upward from 1,200 feet above the surface 4.5 miles northeast and 7 miles southwest of the 315° radial and the 135° radial of Pembina VORTAC extending from 6 miles southeast of the VORTAC to 12.5 miles northwest of the VORTAC excluding that airspace north of latitude 49°00'00" N.; within 9.5 miles northeast and 4.5 miles southwest of the Pembina VORTAC 135° radial extending from 17.5 miles southeast of the VORTAC to 36 miles southeast of the VORTAC; and that airspace within a 29.5 mile radius of the Pembina VORTAC extending counterclockwise from the 183° radial to 4.5 miles southwest of and parallel to the 135° radial.

Hamilton, Ala.

That airspace extending upward from 700 feet above the surface within a 9-mile radius of Marion County Airport (lat. 34°07'10" N., long. 87°59'53" W.); within 3 miles each side of Hamilton VORTAC 349° radial extending from the 9-mile radius area to 8.5 miles northwest of the VORTAC.

Hamilton, N. Y.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the center lat. 42°50'35" N., long. 75°33'40" W. of AMA Executive Airport, Hamilton, N. Y., and within 5 miles each side of the Georgetown, N. Y., VORTAC 074° and 254° radials extending from the 6.5-mile radius area to 4.5 miles west of the Georgetown, N. Y., VORTAC.

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.

Hammond, La.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Hammond Municipal Airport (lat. 30°31'19"N., long. 90°24'57"W.).

AMENDMENTS 9/1/80 45 F. R. 47134 (Rewritten)

Hammonton, N. J.

That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of the center of lat. 39°40'30" N., long. 74°44'30" W. of Hammonton Municipal Airport, Hammonton, N. J.; within 2 miles each side of the Cedar Lake, N. J., VORTAC 051° radial extending from the 5.5-mile radius area to 7.5 miles northeast of the VORTAC.

AMENDMENTS 10/30/80 45 F. R. 68646 (Changed)

Hampton, Iowa

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Hampton Municipal Airport (latitude 42°43'35" N., longitude 93°13'35" W.); excluding that airspace which overlies the Mason City, Iowa, transition area.

Hanford, Calif.

That airspace extending upward from 700 feet above the surface within a 3-mile radius of the Hanford Municipal Airport (latitude 36°19'04" N., longitude 119°37'39" W.), and within 2 miles each side of the Visalia TVOR 246° radial extending from the 3-mile radius area toward the Visalia TVOR to abut the currently designated Visalia 700-foot transition area, excluding that airspace within a 1-mile radius of the Blair (private) Airport (latitude 36°16'31" N., longitude 119°38'23" W.).

Hanksville, Utah

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Hanksville (FAA Site 54) Airport (latitude 38°25'01" N., longitude 110°41'57" W.), and within 3.5 miles each side of the Hanksville VORTAC 109° radial, extending from the 5-mile radius area to 11.5 miles east of the VORTAC; that airspace extending upward from 1,200 feet above the surface within 6 miles north and 9.5 miles south of the Hanksville VORTAC 286° and 106° radials, extending from 7.5 miles west to 18.5 miles east of the VORTAC.

Hannibal, Mo.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Hannibal, Missouri, Municipal Airport (latitude 39°43'30" N., longitude 91°26'35" W.); and within 3 miles each side of the 162° bearing from the Hannibal Municipal Airport extending from the 5-mile radius area to 8 miles southeast of the airport, excluding that portion which overlies the Quincy, Ill., transition area.

Harlan, Iowa

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Harlan Municipal Airport (lat. 41°35'15"N., long. 95°20'15"W.) and within 5 miles each side of the Neola, Iowa, VORTAC 064° radial extending from the 7-mile radius to 8 miles northeast of the VORTAC and 3 miles each side of the 136° bearing from the Harlan NDB to 8 miles southeast excluding that portion which overlies the Atlantic, Iowa, 700 foot transition area.

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°39'12" W.); within 3.5 miles either side of the Harlingen ILS localizer north course extending from the 5-mile radius zone to 11.5 miles north of the outer marker (latitude 26°18'17.7" N., longitude 97°39'28.2" W.); within 1.5 miles each side of the localizer (latitude 26°12'48" N., longitude 97°39'31" W.) back course 181° T radial extending from the 5-mile radius zone to 5.5 miles south of the localizer and within 2 miles either side of the Harlingen VOR 118° radial extending from the 5-mile radius zone to the VOR.

Harrisburg, Ill.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Harrisburg-Raleigh Airport (latitude 37°48'45" N., longitude 88°33'00" W.); and within 3 miles each side of the 049° bearing from Harrisburg-Raleigh Airport, extending from the airport to 8 miles northeast of the airport.

Harrisburg, Pa.

That airspace extending upward from 700 feet above the surface within a 19.5-mile radius of the center, 40° 12'59" N., 76°51'03" W., of Capital City Airport, Harrisburg, Pa., extending clockwise from a 009° bearing to a 035° bearing from the airport; within a 13-mile radius of the center of the airport, extending clockwise from a 035° bearing to a 099° bearing from the airport; within a 11.5-mile radius of the center of the airport, extending clockwise from a 099° bearing to a 161° bearing from the airport; within a 13-mile radius of the center of the airport, extending clockwise from a 161° bearing to a 233° bearing from the airport; within a 11.5-mile radius of the center of the airport, extending clockwise from a 233° bearing to a 290° bearing from the airport; within a 16.5-mile radius of the center of the airport, extending clockwise from a 290° bearing to a 069° bearing from the airport; within 5.5 miles each side of the Harrisburg, Pa., VORTAC 274° radial, extending from the VORTAC to 11.5 miles west of the VORTAC; within 9.5 miles north and 4.5 miles south of the Capital City Airport ILS localizer west course, extending from the OM to 18.5 miles west of the OM; within a 12.5-mile radius of the center, 40°11'34" N., 76°45'48" W., of Harrisburg International Airport-Olmsted Field, Middletown, Pa., extending clockwise from a 025° bearing to a 078° bearing from the airport; within a 13.5-mile radius of the center of the airport, extending clockwise from a 078° bearing to a 147° bearing from the airport; within a 12.5-mile radius of the center of the airport, extending clockwise from a 147° bearing to a 228° bearing from the airport; within a 14.5-mile radius of the center of the airport, extending clockwise from a 228° bearing to a 270° bearing from the airport; within a 10.5-mile radius of the center of the airport, extending clockwise from a 270° bearing to a 025° bearing from the airport; within a 26-mile radius of a point 40°13'24"N., 76°52'39"W., extending clockwise from a 072° bearing to a 094° bearing from said point.

Harrison, Ark.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Boone County Airport (lat. 36°15'55"N., long. 93°09'14"W.), within a 12.5-mile radius of the airport extending from the Harrison VOR 140° radial clockwise to the 320° radial and within 3.5 miles each side of the Harrison VOR 320° radial extending from the 6.5-mile radius area to 11.5 miles northwest of the VOR and within 4 miles each side of the ILS localizer south course extending from the 12.5-mile radius area to 11.5 miles south of the LOM (lat. 36°11'28"N., long. 93°09'36"W.).

Harrison, Ohio

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center of Harrison Airport (lat. 39°15'50"N., long. 84°47'04"W.), Harrison, Ohio, and within 3.6 miles on each side of the 347° bearing from the airport reference point extending from the 5-mile radius to 9.5 miles north of the airport excluding that portion which overlies the Oxford, Ohio, transition area.

Hartford, Conn.

That airspace extending upward from 700 feet above the surface within an 11.5-mile radius of the center, lat. 41°56'19" N., long. 72°41'00" W. of Bradley International Airport, Windsor Locks, Conn.; within 6.5 miles southeast and 4 miles northwest of the Bradley International Airport back-course localizer northeast course, extending from the 11.5-mile radius area to 19.5 miles northeast of the Bradley International Airport; within 4.5 miles northwest and 15.5 miles southeast of the Bradley International Airport ILS localizer southwest course, extending from the 11.5-mile radius area to 18.5 miles southwest of the OM; within a 9-mile radius of the center 41°45'10"N., 72°37'25"W., of the Bentschler Field, East Hartford, Conn.; within 4 miles each side of Runway 4 centerline extended from the 9-mile radius to 10 miles southwest of the runway threshold and within 4.5 miles each side of Runway 22 centerline extended from the 9-mile radius to 10 miles northeast of the runway threshold; within 3.5 miles each side of a 130° bearing from the Brainard NDB extending from the NDB to 11.5 miles southeast of the NDB; within 2 miles each side of the Hartford VOR 154° radial extending from the 9-mile radius area to 8 miles southeast of the VORTAC; within 2 miles each side of the Hartford VORTAC 130° and 310° radials extending from the 9-mile radius area to 6 miles southeast of the VORTAC; within 5 miles northwest and 5 miles southeast of the Hartford VOR 223° radial extending from the VOR to a point 15 miles southwest; excluding those portions that coincide with the Chicopee Falls, Mass., 700-foot transition area.

Hartford, Wisc.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Hartford Airport (latitude 43°20'55" N., longitude 88°23'30" W.).

Hartsville, S. C.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Hartsville Municipal Airport (latitude 34°24'15" N., longitude 80°07'04" W.); within 3 miles each side of the 014° bearing from Hartsville RBN (latitude 34°24'25" N., longitude 80°06'56" W.), extending from the 6.5-mile radius area to 8.5 miles north of the RBN; excluding the portion within the Darlington, S. C., transition area.

Haskell, Tex.

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of the Haskell, Tex., Municipal Airport (latitude 33°12'18" N., longitude 99°42'43" W.).

Hastings, Mich.

That airspace extending upward from 700 feet above the surface within a 6½ mile radius of Hastings Municipal Airport (latitude 42°39'50" N., longitude 85°20'50" W.); and within 2 miles each side of the Grand Rapids, Mich., VOR 141° radial extending from the 6½ mile radius area to the Grand Rapids VOR, excluding the portion which overlies Grand Rapids, Mich. 700-foot floor transition area.

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 M 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.

Hattiesburg, Miss.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Hattiesburg Municipal Airport (lat. 31°16'01"N., long. 89°15'16"W.); within 1.5 miles each side of the Eaton 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 (lat. 31°17'57"N., long. 89°18'01"W.), extending from the 7-mile radius area to 8.5 miles northwest of the RBN; within an 8.5-mile radius of the Pine Belt Regional Airport (lat. 31°28'03"N., long. 89°20'11.6"W.); within 3 miles each side of the Eaton VORTAC 182° radial, extending from the 8.5-mile radius area to 8.5 miles south of the VORTAC.

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°03'48" 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 060° 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.

Hawaiian Islands

That airspace extending upward from 5,500 feet above the surface within an area bounded by a line beginning at lat. 23°57'N., long. 160°46'W.; to lat. 24°19'N., long. 157°17'W.; to lat. 24°03'N., long. 156°19'W.; to lat. 23°32'N., long. 155°29'W.; to lat. 23°00'N., long. 154°39'W.; to lat. 22°22'N., long. 153°53'N.; to lat. 21°43'N., long. 153°09'W.; to lat. 20°49'N., long. 153°00'W.; to lat. 20°16'N., long. 152°14'W.; to lat. 19°14'N., long. 151°54'W.; to lat. 18°15'N., long. 157°49'W.; to lat. 18°26'N., long. 158°54'W.; to lat. 18°53'N., long. 159°53'W.; to lat. 19°32'N., long. 160°36'W.; to lat. 20°06'N., long. 161°52'W.; to lat. 21°01'N., long. 162°14'W.; to lat. 21°56'N., long. 162°29'W.; to lat. 22°50'N., long. 162°14'W.; to lat. 23°32'N., long. 161°35'W.; to the point of beginning; and the airspace upward from 1,200 feet above the surface within the area described above bounded by a line beginning at lat. 22°28'N., long. 155°48'W., to lat. 21°00'N., long. 153°51'W., thence clockwise along the arc of a 115-mile radius circle of the Hilo VORTAC (lat. 19°43'28"N., long. 155°00'49"W.), to lat. 19°00'N., long. 153°23'W., to lat. 19°00'N., long. 157°40'W., to lat. 20°28'N., long. 160°29'W., thence clockwise along the arc of a 115-mile radius circle of the South Kauai VORTAC (lat. 21°54'13"N., long. 159°31'54"W.), to lat. 23°30'N., long. 159°02'W., to the point of beginning.

AMENDMENTS 3/20/80 45 F. R. 5674 (Changed)

Hawesville, Ky.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of Hancock Airfield (lat. 37°56'40"N., long. 86°47'35"W.); excluding the portion which coincides with the Tell City, Ind., transition area.

Hawthorne, Nev.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Hawthorne Municipal Airport (lat. 38°32'40"N., long. 118°38'00"W.) and within 4 miles each side of the Mina, Nev., VORTAC 267° radial extending from the 5-mile radius area to the VORTAC.

AMENDMENTS 5/15/80 45 F. R. 20784 (Added)

Hayden, Colo.

That airspace extending upward from 700 feet above the surface within 5 miles each side of the Hayden, Colo., VOR 248° radial extending from the VOR to 18 miles southwest of the VOR; and that airspace extending upward from 1,200 feet above the surface within an area bounded by a line beginning at 40°06'00"N., long. 107°00'00"W.; to lat. 40°43'00"N., long. 107°00'00"W.; to lat. 40°43'00"N., long. 107°45'00"W.; to lat. 40°35'00"N., long. 107°45'00"W.; to lat. 40°35'00"N., long. 108°08'00"W.; to lat. 40°22'00"N., long. 108°08'00"W.; to lat. 40°22'00"N., long. 107°45'00"W.; to lat. 40°07'30"N., long. 107°45'00"W.; thence along the north edge of V-200 to the point of beginning.

Hays, Kans.

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.).

Hayward and Cable, Wis.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Hayward Municipal Airport (latitude 46°01'00" N., longitude 91°27'00" W.) and within an 8-mile radius of Cable Union Airport (latitude 46°11'30" N., longitude 91°15'00" W.) and within 4½ miles each side of the 206° bearing from the Hayward Airport extending from the 7-mile radius to 11 miles southwest of the airport and within 4½ miles east and 9½ miles west of the 023° bearing from the Hayward Airport extending from the 7-mile radius to 18½ miles northeast of the airport.

Hazlehurst, Ga.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of Hazlehurst Airport (lat. 31°53'00"N., long. 82°38'45"W.); within 2.5 miles each side of Alma VORTAC 340° radial, extending from the 6-mile radius area to 18 miles north of the VORTAC; within 3 miles each side of the 330° bearing from the Hazlehurst RBN (lat. 31°52'48"N., long. 82°38'51"W.), extending from the 6-mile radius area to 8.5 miles northwest of the RBN.

AMENDMENTS 4/3/80 45 F. R. 16169 (Changed)

Hebronville, Tex.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Jim Hogg County Airport (lat. 27°20'57"N., long. 98°44'12"W.), within 3.5 miles each side of the 326° bearing from the proposed NDB (lat. 27°21'13"N., long. 98°44'38"W.) extending from the 5-mile radius to 11.5 miles northwest of the proposed NDB.

Heber, Ariz.

That airspace extending upward from 12,000 feet MSL bounded by a line beginning at latitude 34°39'00" N., longitude 111°39'00" W., to latitude 34°43'00" N., longitude 111°24'00" W., to latitude 34°43'00" N., longitude 110°20'00" W., thence south via longitude 110°20'00" W., to the north edge of V-190N, thence west and southwest via the north and northwest edges of V-190N to latitude 34°03'30" N., longitude 111°05'00" W., to latitude 34°10'00" N., longitude 111°30'00" W., to latitude 34°10'00" N., longitude 111°43'00" W., to point of beginning.

Heber Springs, Ark.

That airspace extending upward from 700 feet above the surface within a 10.5-mile radius of the Heber Springs, Ark., Airport (latitude 35°30'41" N., longitude 92°00'25" W.).

Helena, Mont.

That airspace extending upward from 700 feet above the surface within a 16½-mile radius of the Helena VORTAC (latitude 46°36'25" N., longitude 111°57'09" W.), extending from the Helena VORTAC 352° radial clockwise to the 191° radial; and that airspace extending upward from 1,200 feet above the surface within a 24-mile radius of the Helena VORTAC; within 6 miles south and 9 miles north of the Helena VORTAC 272° radial, extending from the 24-mile radius area to 45 miles west of the VORTAC; within 15.5 miles west and parallel to the Helena VORTAC 352° radial, extending from the 24-mile radius area to 31 miles north of the VORTAC; within 5 miles east and 9 miles west of the Helena VORTAC 023° radial, extending from the 24-mile radius area to 36 miles northeast of the VORTAC; and within 6 miles south and 9.5 miles north of the Helena VORTAC 102° radial, extending from the 24-mile radius area to 28.5 miles east of the VORTAC.

PENDING AMENDMENT

Under Helena, Mont., the 700-foot portion of the transition area is amended to read as follows:

That airspace extending upward from 700 feet above the surface within a 22-mile radius of the Helena VORTAC (lat. 46°36'25"N., long. 111°57'09"W.);

AMENDMENTS 12/25/80 45 F. R. 73651 (Changed)

Hemingway, S. C.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Hemingway-Stuckey Airport (lat. 33°43'42"N., long. 79°30'46"W.); within 3 miles each side of the 287° bearing from the Stuckey RBN (lat. 33°43'41"N., long. 79°31'41"W.), extending from the 6.5-mile radius to 8.5 miles west of the RBN.

Henderson, Ky.

That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of Henderson Airport (lat. 37°48'27" N., long. 87°41'00" W.); within 1.5 miles each side of Evansville, Ind., VORTAC 152° radial, extending from the 5.5-mile radius area to the VORTAC; excluding the portion within Evansville, Ind., transition area; within 3 miles each side of the 287° bearing from the Geneva RBN (lat. 37°48'13"N., long. 87°46'14"W.) from the 5.5-mile radius area to 8.5 miles west of the RBN.

AMENDMENTS 7/15/80 45 F. R. 39836 (Changed)

Henderson, Tex.

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of the Rusk County Airport, Henderson, Tex., (lat. 32°08'30"N., long. 94°51'15"W.); within 5 miles each side of the Gregg County, Tex., VORTAC 197° radial extending from the 8.5-mile radius area to 11.5 miles south of the VORTAC; and within 3.5 miles each side of a 350° bearing from the Henderson NDB (lat. 32°11'16"N., long. 94°51'39"W.) extending from the 8.5-mile radius area to 11.5 miles northwest of the NDB.

Henryetta, Okla.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Henryetta Municipal Airport (latitude 35°24'40" N., longitude 96°00'50" W.), and within 3.5 miles each side of the 186° bearing from the Henryetta RBN extending from the 5-mile radius area to 8.5 miles south of the RBN.

Hereford, Tex.

That airspace extending upward from 700 feet above the surface within a 5-statute-mile radius of Hereford Municipal Airport, Hereford, Tex. (lat. 34°51'30"N., long. 102°19'25"W.), including an extension from the 5-statute-mile radius area to 11.5 statute miles north of the NDB and 3.5 statute miles either side of the 019° bearing from the NDB.

Herington, Kans.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Herington Municipal Airport (lat. 38°41'55"N., long. 96°48'27"W.), and within 3 miles each side of the NDB facility 011°T bearing extending from the 6.5-mile radius area to 8.5 miles NE of the NDB, and within 3 miles each side of the NDB facility 168°T bearing; extending from the 6.5-mile radius area to 8.5 miles SE of the NDB.

AMENDMENTS 7/10/80 45 F. R. 30422 (Added)

Hershey, Pa.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center, lat. 40°17'35" N., long. 76°39'40" W. of Hershey Airpark, Hershey, Pa.; within a 7-mile radius of the center of the airport extending clockwise from a 092° bearing to a 041° bearing from the airport.

Hettinger, N. D.

That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of the Hettinger Municipal Airport (lat. 46°00'48"N., long. 102°39'00"W.), and within 3 miles each side of the 157° bearing from the Hettinger NDB (lat. 46°00'59"N., long. 102°38'55"W.) extending from the 5.5-mile radius area to 8.5 miles southeast of the Hettinger NDB, and that airspace extending upward from 1,200 feet above the surface bounded on the north by V-2, on the east by V-169, on the south by V-120, and on the west by the Bowman, N. D., 1,200 foot transition area excluding the Bismarck, N. D., 1,200 foot transition area.

Hibbing, Minn.

That airspace extending upward from 700 feet above the surface within an 11½-mile radius of Chisholm-Hibbing Airport (latitude 47°23'10" N., longitude 92°50'19" W.); within 5 miles each side of the Hibbing VORTAC 313° radial, extending from the 11½-mile radius area to 26 miles northwest of the VORTAC; within an 11-mile radius of Eveleth-Virginia Airport (latitude 47°25'55" N., longitude 92°30'03" W.); and within 9½ miles north and 4½ miles south of the Eveleth VOR 092° radial, extending from the 11-mile radius area to 18½ miles east of the VOR; and that airspace extending upward from 1,200 feet above the surface within a 27-mile radius of the Hibbing VORTAC, extending from the Hibbing VORTAC 198° radial clockwise to the Hibbing VORTAC 340° radial; within a 13-mile radius of Hibbing VORTAC, extending from the Hibbing VORTAC 095° radial clockwise to the Hibbing VORTAC 196° radial; within 4½ miles northeast and 10 miles southwest of the Hibbing VORTAC 313° radial, extending from the 27-mile radius area to 33½ miles northwest of the VORTAC, excluding the portion which overlies the Duluth, Minn., transition area.

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 5 miles each side of the ILS localizer northeast course, extending from the 8.5-mile radius area to 11.5 miles northeast of the airport.

Higgins, Tex.

That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of the Higgins Municipal Airport, Higgins, Tex., (lat. 36°06'20"N., long. 100°01'30"W.), and within 2 miles each side of the 207° radial of the Gage, Okla., VORTAC, extending from the 5.5-mile radius to 6.5 miles northeast of the airport.

Higginsville, Mo.

That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of the Higginsville Municipal Airport (latitude 39°04'20" N., longitude 93°40'39" W.); and within 3 miles either side of the 351° bearing from the airport, extending from the 5.5-mile radius to 8 miles north of the airport.

Highgate, Vt.

That airspace extending upward from 700 feet above the surface within an arc of a 5-mile radius circle centered on Franklin County State Airport, Highgate, Vt. (lat. 44°56'26"N., long. 73°05'54"W.) extending clockwise between the 305° and 050° bearings from the Franklin County State Airport; within an arc of a 7-mile radius circle centered on Franklin County State Airport, extending clockwise between the 050° and 305° bearings of Franklin County State Airport; within 6.5 miles northwest and 4 miles southeast of Plattsburgh, N. Y., VORTAC 060° radial extending from the radius area to the VORTAC, excluding that portion of the Plattsburgh, N. Y., 700-foot transition area.

Hillsboro, Ohio

That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Highland County Airport (latitude 39°11'21" N., longitude 83°32'18" W.).

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°56'50" 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 N to 27 miles SW of the VORTAC.

Hillsboro, Wis.

That airspace extending upward from 700 feet above the surface within a 8-mile radius of the Kickapoo Airport (latitude 43°39'24" N., longitude 90°19'41" W.).

Hillsdale, Mich.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Hillsdale, Mich., Airport (latitude 41°55'15" N., longitude 84°35'05" W.), and within 2 miles each side of the Litchfield, Mich., VORTAC 140° radial extending from the 5-mile radius area to 8 miles northwest of the airport.

Hilo, Hawaii

That airspace extending upward from 700 feet above the surface within the arc of an 8.5-mile radius circle centered on General Lyman Field, Hilo, Hawaii (lat. 19°43'15" N., long. 155°02'55" W.), extending clockwise from a line 2 miles southwest of and parallel to the Hilo VORTAC 321° radial to a line 2 miles south of and parallel to the Hilo VORTAC 099° radial.

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.

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 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 lat. 34°33'53"N., long. 99°16'24"W. and within a 6-mile radius of the Tipton Municipal Airport excluding the portion which overlies the Frederick, Okla., transition area.

Hobbs, N. Mex.

That airspace extending upward from 700 feet above the surface within a 9-mile radius of the Lea County Airport (latitude 32°41'19" N., longitude 103°13'01" W.), within 3.5 miles each side of the Hobbs VORTAC 222° radial extending from the VORTAC to 11.5 miles SW, and within 5 miles each side of the Hobbs VORTAC 042° radial extending from the VORTAC to 21 miles NE.

PENDING AMENDMENT**Holdenville, Okla.**

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Holdenville Municipal Airport, (lat. 35°05'15"N., long. 96°25'00"W.), and within 3 miles each side of the 348° bearing of the Holdenville NDB, (lat. 35°05'07"N., long. 96°23'47"W.), extending from the 5-mile radius area to 8.5 miles north of the Holdenville NDB.

AMENDMENTS 2/19/81 45 F. R. 77418 (Added)

Holdrege, Nebr.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Brewster Field (latitude 40°27'15" N., longitude 98°20'15" W.); and within 3 miles each side of the 011° bearing from Brewster Field, extending from the 5-mile radius area to 8 miles north of the airport.

Holland, Mich.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of Park Township Airport (lat. 42°47'45"N., long. 86°09'45"W.); within a 6-mile radius of Tulip City Airport (lat. 42°44'45"N., long. 86°06'30"W.); within 3 miles each side of the 175° bearing from Park Township Airport, extending from the 6-mile radius area to 8 miles south of the airport; and within 3 miles each side of the 237° bearing from Park Township Airport, extending from the 6-mile radius area to 8.5 miles southwest of the airport; and within 3 miles each side of the 040° bearing from Park Township Airport, extending from the 6-mile radius area to 8.5 miles northeast of the airport; and within 2 miles each side of the Pullman, Mich., VORTAC 359° radial, extending from the 6-mile radius area to 12 miles north of the VORTAC.

AMENDMENTS 10/30/80 45 F. R. 58105 (Rewritten)

Holly Springs, Miss.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Holly Springs-Marshall County Airport (lat. 34°48'12" N., long. 89°31'16" W.); within 2 miles each side of Holly Springs VORTAC 336° radial, extending from the 6.5-mile radius area to 11 miles northwest of the VORTAC.

Homer, Alaska

That airspace extending upward from 700 feet above the surface within a 11-mile radius of the Homer localizer antenna site (lat. 59°39'08"N., long. 151°27'22"W.); and that airspace extending upward from 1,200 feet above the surface within a 30-mile radius of the Homer VORTAC extending from the 027° radial clockwise to the 252° radial excluding the portion within Control 1218.

AMENDMENTS 7/10/80 45 F. R. 32664 (Changed)

Homer, La.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Homer Municipal Airport (lat. 32°47'19"N., long. 93°00'13"W.) and within 3.5 miles each side of the Homer, La., Municipal Airport NDB (lat. 32°47'24"N., long. 93°00'02"W.) 296° bearing extending from the 6.5-mile radius area to a point 12.0 miles west of the NDB.

Homerville, Ga.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Homerville Airport (latitude 31°03'00" N., longitude 82°46'30" W.); within 3 miles each side of the 310° bearing from the Homerville RBN (latitude 31°03'17" N., longitude 82°46'16" W.), extending from the 6.5-mile radius area to 8.5 miles northwest of the RBN.

Honesdale, Pa.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the center, lat. 41°30'52"N., long. 75°15'10"W., of Cherry Ridge Airport, Honesdale, Pa., and within 5 miles each side of the Wilkes-Barre VORTAC 054° radial extending from the 6.5-mile radius area to 10 miles northeast of the Wilkes-Barre VORTAC.

Honolulu, Hawaii (Honolulu International Airport)

That airspace extending upward from 700 feet above the surface south and southeast of Honolulu beginning at lat. 21°20'30"N., long. 157°51'15"W., thence south to lat. 21°15'30"N., long. 157°49'15"W., thence east along the shoreline to and clockwise along the arc of a 15 NM radius circle centered on Honolulu International Airport (lat. 21°19'15"N., long. 157°55'45"W.) to lat. 21°08'40"N., long. 158°07'35"W., thence northwest to lat. 21°10'10"N., long. 158°11'55"W., thence northeast along a line 4.5 miles southeast of and parallel to the Honolulu VORTAC 242° radial to and counterclockwise along the arc of a 5-mile radius circle centered on NAS Barbers Point (lat. 21°18'35"N., long. 158°04'30"W.) to and counterclockwise along the arc of a 5-mile radius circle centered on Honolulu International Airport to the point of beginning, and within 3 miles northwest and 4.5 miles southeast of the Honolulu VORTAC 242° radial, extending from 13 miles to 14 miles southwest of the VORTAC.

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 (lat. 21°29'00"N., long. 158°02'30"W.) to the INT of the Honolulu, Hawaii, VORTAC 358° and the Koko Head, Hawaii, VORTAC 298° radials, and that airspace extending upward from 700 feet above the surface within 2 miles northwest of and parallel to the centerline of Runway 06 (068°38'40" true bearing) beginning at the 3-mile radius arc and extending northeast to intercept an arc of a 5-mile radius circle centered on Wheeler AFB (lat. 21°29'00"N., long. 158°02'30"W.) thence clockwise along the 5-mile arc to the Koko Head, Hawaii, VORTAC 305° radial; thence northwest along the Koko Head, Hawaii, VORTAC 305° radial to the arc of the 3-mile radius circle.

Hope, Ark.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of Hope Municipal Airport (lat. 33°43'06"N., long. 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 and within 3 miles each side of the 355° bearing from the NDB (lat. 33°43'06"N., long. 93°39'26"W.) extending from the 6-mile radius area to 8.5 miles north of the NDB.

AMENDMENTS 3/20/80 45 F. R. 3886 (Changed)

Hopedale, Mass.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center, 42°06' 25"N., 71°30'40"W., of the Hopedale Draper Airport, Hopedale, Mass., within 5 miles southeast and 6.5 miles northwest of the 060° radial from the Putnam VORTAC, 41°57'19"N., 71°50'41"W., extending from the 6-mile radius area to the Putnam VORTAC, excluding that portion that coincides with the Danielson, Conn., and the Southbridge, Mass., transition area.

Hopewell, Va.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the center, lat. 37°18'00"N., long. 77°13'00"W., of Hopewell Airport, Hopewell, Va.

Hopkinsville, Ky.

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Campbell AAF (lat. 36°40'23" N., long. 87°29'27" W.); within 3 miles each side of the 044° bearing from Campbell RBN, extending from the 8.5-mile radius area to 8.5 miles northeast of the RBN; within an 8.5-mile radius of Outlaw Field, Clarksville, Tenn. (lat. 36°37'15"N., long. 87°24'52"W.); within a 5-mile radius of Sabre Army Helicopter, F. Campbell, Ky. (lat. 36°34'14"N., long. 87°28'50"W.), within an 8-mile radius of the Hopkinsville-Christian County Airport (lat. 36°51'25"N., long. 87°27'25"W.).

AMENDMENTS 1/24/80 44 F. R. 65391 (Changed)

Hoquiam, Wash.

That airspace extending upward from 700 feet above the surface east of Bowerman Field, bounded on the north by a line 2 miles north of and parallel to the Hoquiam VORTAC 068° radial, on the south by a line 2 miles south of and parallel to the Hoquiam VORTAC 088° radial, extending eastward between the arcs of 5- and 13-mile radius circles centered on Bowerman Field, (lat. 46°58'15" N., long. 123°56'05" W.); and that airspace extending upward from 1,200 feet above the surface within 6 miles north and 9 miles south of the Hoquiam VORTAC 081° and 261° radials, extending from 8 miles east to 10 miles west of the VORTAC, excluding that portion coinciding with W-237.

Hornell, N. Y.

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of the center, lat. 42°22'30" N., long. 77°40'45" W. of Hornell Municipal Airport, extending clockwise from a 319° bearing to a 352° bearing from the airport; within a 10.5-mile radius of the center of the airport, extending clockwise from a 352° bearing to a 028° bearing from the airport; within an 11.5-mile radius of the center of the airport, extending clockwise from a 028° bearing to a 074° bearing from the airport; within a 9.5-mile radius of the center of the airport, extending clockwise from a 074° bearing to a 096° bearing from the airport; within a 10.5-mile radius of the center of the airport, extending clockwise from a 096° bearing to a 131° bearing from the airport; within an 11.5-mile radius of the center of the airport, extending clockwise from a 131° bearing to a 157° bearing from the airport; within a 13-mile radius of the center of the airport, extending clockwise from a 157° bearing to a 252° bearing from the airport; within a 12-mile radius of the center of the airport, extending clockwise from a 252° bearing to a 290° bearing from the airport and within a 10.5-mile radius of the center of the airport, extending clockwise from a 290° bearing to a 319° bearing from the airport.

Hot Springs, Ark.

That airspace extending upward from 700 feet above the surface within a 15-mile radius of Memorial Field (latitude 34°28'40" N., longitude 93°05'45" W.), and within 3.5 miles each side of the 248° bearing from the Hot Springs RBN extending from the 15-mile radius area to 11.5 miles west of the RBN.

Hot Springs, Va.

That airspace extending upward from 700 feet above the surface within a 9.5 mile radius of the center, lat. 37°37'04" N., long. 79°50'02" W. of Ingalls Field, Hot Springs, Va.

Houghton, Mich.

That airspace extending upward from 700 feet above the surface within an 18-mile radius of the Houghton VOR; and that airspace extending upward from 1,300 feet above the surface within 4½ miles east and 9½ miles west of the 020° bearing from the Calumet RBN, extending from the RBN to 18½ miles north of the RBN; within 4½ miles northeast and 10½ miles southwest of the Houghton ILS localizer northwest course, extending from the airport to 24½ miles northwest; within 4½ miles southeast and 9½ miles northwest of the Houghton VOR 060° radial extending from the VOR to 18½ miles northeast of the VOR; and within 4½ miles southwest and 9½ miles northeast of the Houghton ILS localizer southeast course extending from the airport to 23½ miles southeast.

Houghton Lake, Mich.

That airspace extending upward from 700 feet above the surface within an 8.5-statute-mile radius of the Roscommon County Airport, Houghton Lake, Mich., (lat. 44°21'N., long. 84°40'W.).

AMENDMENTS 3/20/80 44 F. R. 76268 (Added)

Houlton, Maine

That airspace extending upward from 700 feet above the surface within a 13-mile radius of the center, 46°07'25" N., 67°47'40" W., of Houlton International Airport, Houlton, Maine.

AMENDMENTS 10/2/80 45 F. R. 57371 (Changed)

Houma, La.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Houma-Terrebonne Airport (lat. 29°34'03"N., long. 90°39'37"W.) and within 2 miles each side of the 123° radial of the Tibby VORTAC (lat. 29°39'51"N., long. 90°49'44"W.) extending from the 6.5-mile radius area to the VORTAC.

AMENDMENTS 5/15/80 45 F. R. 20058 (Rewritten)

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 including within 3.5 miles each side of the 335° T (227°M) bearing from the Lakeside Airport NDB (latitude 29°50'52" N., longitude 95°41'19" W.) extending from the NDB to 11.5 miles northwest.

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.

Hudson, N. Y.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of the center, lat. 42°17'35" N., long. 73°42'38" W. of Columbia County Airport, Hudson, N. Y.; within a 17-mile radius of the center of the airport extending clockwise from a 025° bearing to a 180° bearing from the airport; within 3.5 miles each side of a 194° bearing from the Philmont, N. Y., radio beacon (lat. 42°15'08" N., long. 73°43'24" W.), extending from the 8-mile radius area to 11.5 miles south of the RBN.

Hugo, Colo.

That airspace south and east of Hugo, Colo., WOR extending upward from 8500 feet MSL, bounded on the west by V-19, on the northwest by V-108 and V-169, on the north by V-4, on the northeast by V-17, on the southeast by V-216, and on the south by V-210, excluding the airspace within Federal airways, the Pueblo and Colorado Springs, Colo., transition areas and the State of Kansas.

Humboldt, Nebr.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Humboldt Municipal Airport (lat. 40°09'50"N., long. 95°55'54"W.) and within 1.75 miles each side of the 099° radial of the Pawnee City VORTAC extending from the 5-mile radius to 7 miles west of the airport and within 4.75 miles each side of the 137° bearing from Humboldt Municipal Airport extending from the 5-mile radius to 9.5 miles southeast of the airport.

Humboldt, Tenn.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Humboldt Municipal Airport (lat. 35°48'00" N., long. 88°52'00" W.); within 2.5 miles each side of the Dyersburg VORTAC 121° radial, extending from the 5-mile radius area to 23 miles southeast of the VORTAC.

Huntingburg, Ind.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Huntingburg Airport (lat. 38°15'00"N., long. 86°57'00"W.); and within 3 miles either side of a 091° bearing from the Huntingburg Airport extending from the 6.5-mile radius to 9 miles E of the airport; and within 3 miles either side of a 271° bearing from the Huntingburg Airport extending from the 6.5-mile radius to 9 miles W of the airport.

AMENDMENTS 1/24/80 44 F. R. 61941 (Rewritten)

Huntington, Ind.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Huntington Municipal Airport (latitude 40°51'15" N., longitude 85°27'50" W.), excluding the portion which overlies the Fort Wayne, Ind., 700-foot floor transition area.

Huntington, W. Va.

That airspace extending upward from 700 feet above the surface within an 11-mile radius of the center, lat. 38°22'00"N., long. 82°33'20"W., of Tri-State Airport (Walker-Long Field), Huntington, W. Va.; within 4.5 miles each side of the Tri-State Airport (Walker-Long Field) ILS localizer east course, extending from the 11-mile radius area to 6 miles east of the Shoals, W. Va., FM; and within 5 miles each side of the Tri-State (Walker-Long Field) ILS localizer west course, extending from the 11-mile radius area to 11.5 miles west of the OM.

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 3 miles each side of the Decatur VOR 197° radial, extending from the 8.5-mile radius area to 8.5 miles south of the VOR; 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; within a 5-mile radius of Huntsville Airport North (lat. 34°51'25"N., long. 86°33'22"W.).

Huntsville, Tex.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Huntsville Municipal Airport (lat. 30°44'30" N., long. 95°35'30" W.), within 3 miles each side of the Leona VORTAC 139° radial extending from the 5-mile radius area to 27.5 miles southeast of the VORTAC, and within 3.5 miles each side of the 008° bearing from the Huntsville RBN (lat. 30°44'20" N., long. 95°35'17" W.) extending from the 5-mile radius area to 11.5 miles north of the RBN.

Huron, S. Dak.

That airspace extending upward from 700 feet above the surface within a 6½-mile radius of the Huron Regional Airport (latitude 44°23'03" N., longitude 98°13'39" W.); within 4½ miles northeast and 11 miles southwest of the Huron VORTAC 314° and 134° radials, extending from 5 miles southeast to 18½ miles northwest of the VORTAC; and within 5 miles each side of the Huron ILS localizer southeast course, extending from the 6½-mile radius area to 19½ miles southeast of the OM; and that airspace extending upward from 1,200 feet above the surface within a 25-mile radius of the Huron VORTAC extending from a line 5 miles west of and parallel to the 343° radial clockwise to a line 5 miles north of and parallel to the 269° radial; and within 4½ miles southwest and 9½ miles northeast of the Huron localizer southeast course extending from 6 miles southeast of the OM to 29 miles southeast of the OM.

Hurtsboro, Ala.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Sehoy Airport (lat. 32°13'12"N., long. 85°28'05"W.).

Hutchinson, Kans.

That airspace extending upward from 700 feet above the surface within an 8½-mile radius of Hutchinson Municipal Airport (latitude 38°03'56" N., longitude 97°51'37" W.); within 3½ miles each side of the Hutchinson VORTAC 222° radial, extending from the 8½ mile radius area to 8 miles southwest of the VORTAC; and within 4½ miles southwest and 9½ miles northeast of the Hutchinson ILS localizer northwest course, extending from the airport to 18½ miles northwest of the ILS outer marker.

Hutchinson, Minn.

That airspace extending upward from 700 feet above the surface within a 6.5-statute-mile radius of the Hutchinson Municipal Airport, Hutchinson, Minn., (lat. 44°52'N., long. 94°23'W.), excluding that portion which overlaps the Litchfield, Minn., transition area.

AMENDMENTS 3/20/80 44 F. R. 76269 (Added)

PENDING AMENDMENT

Hutchinson, Minn.

That airspace extending upward from 700 feet above the surface within a 6.5-statute-mile radius of the Hutchinson Municipal Airport, Hutchinson, Minn., (lat. 44°52'N., long. 94°23'W.), within 3 statute miles each side of the 340° bearing from the airport, extending from the 6.5-mile radius out to 8.5 statute miles northwest of the airport, excluding that portion that overlies the Litchfield, Minn., transition area.

AMENDMENTS 12/25/80 45 F. R. 65195 (Rewritten)

Idabel, Okla.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Idabel Municipal Airport (lat. 33°54'23" N., long. 94°50'41" W.) and within 3.5 miles each side of the 349° bearing from the NDB (lat. 33°54'23" N., long. 94°50'45" W.) extending from the 5-mile radius area to a point 8 miles north of the NDB.

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.

Idaho Falls, Idaho

That airspace extending upward from 700 feet above the surface within 10.5 miles northwest and 6 miles southeast of the Idaho Falls VOR 036° and 216° radials, extending from 25.5 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.

Iliamna, Alaska

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Iliamna Airport (lat. 59°45'12"N., long. 154°54'54"W.); and within 2.5 miles each side of the 189° bearing from the Iliamna NDB, extending from the 5-mile radius area to 9.5 miles south of the NDB; and that airspace extending upward from 1,200 feet above the surface within 4.5 miles west and 9.5 miles east of the Iliamna NDB 189° bearing from the Iliamna NDB, extending from the NDB to 18.5 miles south of the NDB.

Illinois

That airspace extending upward from 1,200 feet above the surface within the boundary of the State of Illinois.

PENDING AMENDMENT**Immokalee, Fla.**

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Immokalee Airport (lat. 26°25'45"N., long. 81°24'00"W.).

AMENDMENTS 12/22/80 45 F. R. 79013 (Added)

Imperial, Nebr.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Imperial Municipal Airport, Imperial Nebr. (lat. 40°30'35"W., long. 101°37'11"W.), within 3 miles each side of the 133° bearing from the Imperial NDB (lat. 40°30'32"W., long. 101°37'43"W.) extending from the 7-mile radius area to 8 miles southeast of the NDB.

AMENDMENTS 7/10/80 45 F. R. 31972 (Added)

Independence, Iowa

That airspace extending upward from 700 feet above the surface within a 9-mile radius of the Independence Municipal Airport (lat. 42°27'04"N., long. 91°56'57"W.), excluding that airspace overlying the Waterloo, Iowa, transition area and the Oelwein, Iowa, transition area.

AMENDMENTS 7/10/80 45 F. R. 34263 (Added)

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.).

Indiana

That airspace extending upward from 1,200 feet above the surface within the boundary of the State of Indiana.

Indiana, Pa.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center, (lat. 40°38'00" N., long. 79°06'15" W.) of Indiana County-Jimmy Stewart Field, Indiana, Pa., within 3.5 miles each side of the Indiana County-Jimmy Stewart Field ILS localizer east course, extending from the 7-mile radius area to 12 miles east of the OM (40°37'19"N., 78°58'43"W.), and within 4.5 miles each side of the 090° bearing from the Indiana RBN (lat. 40°37'54"N., long. 79°03'51"W.) extending from the 7-mile radius area to 11 miles east of the RBN.

Indianapolis, Ind.

That airspace extending upward from 700 feet above the surface within a 9-mile radius of Indianapolis Municipal (Weir-Cook) Airport (latitude 39°43'35" N., longitude 86°17'05" W.); within a 5½-mile radius of Bob Shank Airport (latitude 39°49'15" N., longitude 86°14'30" W.); within a 5½-mile radius of Eagle Creek Airpark (latitude 39°49'45" N., longitude 86°17'45" W.); and within 3 miles each side of the Indianapolis VORTAC 257° radial, extending from the 5½ and 9-mile radii to 8 miles west of the VORTAC.

Indianola, Miss.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Indianola Municipal Airport (lat. 33°29'05"N., long. 90°40'34"W.); within 3 miles each side of the 191° and 354° bearings from Indianola RBN (lat. 33°28'48"N., long. 90°40'34"W.), extending from the 6.5-mile radius area to 8.5 miles south and north of the RBN.

International Falls, Minn.

That airspace extending upward from 700 feet above the surface within 4½ miles northeast and 9½ miles southwest of the International Falls VORTAC 140° and 320° radials, extending from 6 miles southeast to 18½ miles northwest of the VORTAC; and within 4½ miles southwest and 9½ miles northeast of the International Falls VORTAC 129° and 309° radials extending from 6 miles northwest to 18½ miles southeast of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within a 20-mile radius of the International Falls VORTAC; and within 4½ miles southwest and 9½ miles northeast of the International Falls ILS southeast localizer course extending from the 20-mile radius area to 18½ miles southeast of the outer marker, excluding the portions outside the United States.

Intracoastal City, La.

That airspace extending upward from 700 feet above the surface within 3.5 miles either side of the White Lake, La., VORTAC 065° radial extending from 11 miles NE of the VORTAC to 23 miles NE of the VORTAC and within 5 miles either side of the 17.5-mile radius arc centered on the White Lake VORTAC extending clockwise between the 065° and 084° radials.

Iola, Kans.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Allen County Airport (lat. 37°52'22"N., long. 95°22'58"W.); and within 2 miles each side of the 019° bearing from the NDB facility (lat. 37°47'29"N., long. 95°24'53"W.); extending from the 5-mile radius to the NDB.

Ionia, Mich.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Ionia County Airport (lat. 42°56'20"N., long. 85°04'15"W.); and within 3 miles each side of the 064° radial of the Grand Rapids, Mich., VOR, extending from the 5-mile radius area to 30 miles northeast of the VOR.

Iowa

That airspace extending upward from 1,200 feet above the surface within the boundary of the State of Iowa.

Iowa City, Iowa

That airspace extending upward from 700 feet above the surface within a 6-mile radius of Iowa City Municipal Airport (lat. 41°38'25"N., long. 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.

Iowa Falls, Iowa

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Iowa Falls Municipal Airport (lat. 42°28'10" N., long. 93°16'00" W.); and within 3 miles on each side of the 154° bearing from the airport reference point extending from the 6.5-mile radius 8.5 miles southeast of the airport.

Iron Mountain, Mich.

That airspace extending upward from 700 feet above the surface within a 10-mile radius of Iron Mountain VORTAC; within 6 miles west and 9½ miles east of the Iron Mountain ILS localizer south course extending from the 10-mile radius area to 24 miles south of the Ford Airport (latitude 45°48'57" N., longitude 88°06'56" W.); within 5 miles each side of the Iron Mountain ILS localizer north course extending from the 10-mile radius to 18 miles north of the airport.

Ironwood, Mich.

That airspace extending upward from 700 feet above the surface within a 13-mile radius of the Gogebic County Airport (latitude 46°31'32" N., longitude 90°07'54" W.); within 3 miles each side of the 272° radial, extending from the 13-mile radius to 15 miles west of the Ironwood VORTAC; and that airspace extending upward from 1,200 feet above the surface within a 24-mile radius of the Ironwood VORTAC excluding the portion in the State of Wisconsin.

Islip, N. Y.

That airspace extending upward from 700 feet above the surface within a 9-mile radius of the center, 40°47' 50"N., 73°06'01"W., of Long Island MacArthur Airport, Islip, N. Y., and within 4.5 miles each side of the Long Island MacArthur Airport Runway 24 ILS localizer northeast course, extending from the OM to 5.5 miles northeast of the OM.

Ithaca, N. Y.

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of the center, 42° 29'29" N., 76°27'30" W., of Tompkins County Airport, Ithaca, N. Y.; within a 10-mile radius of the center of the airport, extending clockwise from a 350° bearing to a 012° bearing from the airport; within a 12.5-mile radius of the center of the airport, extending clockwise from the 012° bearing to a 036° bearing from the airport; within a 12-mile radius of the center of the airport, extending clockwise from a 036° bearing to a 065° bearing from the airport; within a 13.5-mile radius of the center of the airport, extending clockwise from a 065° bearing to a 096° bearing from the airport; within a 14-mile radius of the center of the airport, extending clockwise from a 096° bearing to a 111° bearing from the airport; within a 14.5-mile radius of the center of the airport extending clockwise from a 111° bearing to a 131° bearing from the airport; within a 14-mile radius of the center of the airport, extending clockwise from a 131° bearing to a 152° bearing from the airport; within a 12.5-mile radius of the center of the airport, extending clockwise from a 152° bearing to a 216° bearing from the airport; within a 9.5-mile radius of the center of the airport, extending clockwise from a 216° bearing to a 243° bearing from the airport; within a 10.5-mile radius of the center of the airport, extending clockwise from a 243° bearing to a 288° bearing from the airport; within 4.5 miles southwest and 9.5 miles northeast of the Ithaca, N. Y., VORTAC 305° radial, extending from the VORTAC to 18.5 miles northwest of the VORTAC; within 5.0 miles each side of the Tompkins County Airport ILS localizer southeast course extending from the OM to 11.5 miles southeast of the OM.

Jacksboro, Tenn.

That airspace extending upward from 700 feet above the surface within a 17-mile radius of Campbell County Airport (latitude 36°20'03" N., longitude 84°09'46" W.).

Jackson, Mich.

That airspace extending upward from 700 feet above the surface within a 13-mile radius of the Jackson VOR.

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.

Jackson, Miss.

That airspace extending upward from 700 feet above the surface within a 10-mile radius of Allen C. Thompson Field (latitude 32°18'40" N., longitude 90°04'35" W.); within an 8-mile radius of Hawkins Field (latitude 32°20'10" N., longitude 90°13'15" W.); within 1.5 miles each side of the Jackson VORTAC 195° radial, extending from the 8-mile radius area to the VORTAC; within a 5.5-mile radius of Bruce Campbell Field (latitude 32°26'15" N., longitude 90°06'05" W.); within 1.5 miles each side of the Jackson VORTAC 142° radial, extending from the 5.5-mile radius area to the VORTAC; within 1.5 miles each side of Runway 17 extended centerline, extending from the 5.5-mile radius area to 5.5 miles north of the runway end; within 3 miles each side of the 007° bearing from the Bruce RBN (lat. 32°26'24" N., long. 90°06'24" W.), extending from the 5.5-mile radius area to 8.5 miles north of the RBN.

Jackson, Ohio

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the James Rhodes Airport, Jackson, Ohio, (lat. 38°58'47"N., long. 82°34'41"W.).

AMENDMENTS 5/15/80 45 F. R. 14543 (Added)

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.).

Jackson, Wyo.

That airspace extending upward from 700 feet above the surface within a 5-mile radius circle centered on the Jackson's Hole Airport (latitude 43°36'24" N., longitude 110°44'13" W.), within 5.5 miles west and 9.5 miles east of the Jackson VOR 200° radial, extending from the VOR to 24.5 miles south; and within 2.5 miles each side of the Jackson VOR 020° radial extending from the VOR to 12 miles north of the VOR; and that airspace extending upward from 1200 feet above the surface within 8 miles west and 12 miles east of the Jackson VOR 020° radial extending from the VOR to 38.5 miles north of the VOR; within 5 miles each side of the Jackson VOR 107° radial extending from the VOR to 15 miles east of the VOR; and within 6 miles north and 9 miles south of the Dunoir, Wyo., VOR 102° and 282° radials extending from 8 miles east to 21 miles west of the Dunoir VOR.

Jacksonville, Fla.

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Jacksonville International Airport (lat. 30°29'26" N., long. 81°41'19" W.); NAS Jacksonville (lat. 30°14'00" N., long. 81°40'30" W.); NAS Cecil Field (lat. 30°13'00" N., long. 81°52'45" W.); Craig Municipal Airport (lat. 30°20'15" N., long. 81°31'00" W.), and NS Mayport (lat. 30°23'28" N., long. 81°25'15" W.); within an 8.5-mile radius of OLF Whitehouse Field, Fla. (lat. 30°21'00" N., long. 81°52'00" W.).

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°14'15" W.); within 3 miles each side of the 311° bearing from the airport, extending from the 5-mile radius area to 8 miles northwest of the airport; and within 3 miles each side of the 136° bearing from the airport, extending from the 5-mile radius area to 6 miles southeast of the airport.

Jacksonville, N. C.

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of New River MCAS (lat. 34°42'25"N., Long. 77°26'35"W.); within 2 miles each side of New River TACAN 236° radial, extending from the 8.5-mile radius area to 9.5 miles southwest of the TACAN; within an 8.5-mile radius of Albert J. Ellis Airport (lat. 34°49'49" N., long. 77°36'42" W.).

Jacksonville, Tex.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Cherokee County Airport (lat. 31°52'09"N., long. 95°13'22"W.) and within 3.5 miles each side of a 299° bearing from the Cherokee County NDB (lat. 31°52'12"N., long. 95°13'15"W.) extending from the 6.5-mile radius area to 11.5 miles northwest of the NDB.

Jamestown, N. Y.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center of Chautauque County Airport, Jamestown, N. Y. (42°09'07" N., 79°15'26" 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 10-mile radius of the Jamestown Municipal Airport (latitude 46°55'55" N., longitude 98°40'40" W.); and within 3.5 miles each side of the Jamestown VORTAC 315° radial extending from the 10-mile radius area to 17.5 miles northwest of the Jamestown VORTAC; and that airspace extending upward from 1,200 feet above the surface within a 19-mile radius of the Jamestown VORTAC extending from the 328° radial clockwise to the 083° radial; within a 20-mile radius of the Jamestown VORTAC extending from the 083° radial clockwise to the 279° radial; within a 21-mile radius of the Jamestown VORTAC extending from the 279° radial clockwise to the 287° radial; within 9.5 miles southwest and 4.5 miles northeast of the Jamestown VORTAC 315° radial extending from the 19- and 21-mile radius areas to 25.5 miles northwest of the Jamestown VORTAC; and within 4.5 miles southwest and 9.5 miles northeast of the Jamestown VORTAC 136° radial extending from the 20-mile radius area to 25.5 miles southeast of the Jamestown VORTAC.

Jamestown, Tenn.

That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of Jamestown Municipal Airport (lat. 36°20'56"N., long. 84°56'47"W.).

Janesville, Wis.

That airspace extending upward from 700 feet above the surface within a 10-mile radius of the Rock County Airport, Janesville, Wisconsin (latitude 42°37'12" N., longitude 89°02'28" W.), within a 6-mile radius of the Beloit, Wisconsin Airport (latitude 42°29'51" N., longitude 88°58'05" W.), and within a 5-mile radius of the Wagon Wheel Airport, Rockton, Illinois (latitude 42°26'15" N., longitude 89°04'21" W.).

Jasper, Ala.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Walker County Airport (lat. 33°51'55"W., long. 87°15'40"W.); within 4.5 miles each side of Vulcan VORTAC 303° radial, extending from the 6.5-mile radius area to 14 miles northwest of the VORTAC.

Jasper, Tenn.

That airspace extending upward from 700 feet above the surface within a 14.5-mile radius of Marion County-Brown Field (latitude 35°03'35" N., longitude 85°35'05" W.); excluding the portion that coincides with the Chattanooga, Tenn., transition area.

Jasper, Tex.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Jasper County Airport (latitude 30°53'32" N., longitude 94°02'03" W.), within 3.5 miles each side of the 360° bearing from the Jasper RBN (latitude 30°57'16" N., longitude 94°02'00" W.) extending from the 5-mile radius area to 11.5 miles north of the RBN, and within 3.5 miles each side of the 182° bearing from the Pine RBN (latitude 30°52'00" N., longitude 94°02'06" W.) extending from the 5-mile radius area to 11.5 miles south of the RBN.

Jefferson, Iowa

That airspace extending upward from 700 feet above the surface within a 5½-mile radius of Jefferson Municipal Airport (latitude 42°00'36" N., longitude 94°20'31" W.); and within 3 miles each side of the 152° bearing from Jefferson Municipal Airport extending from the 5½-mile radius area to 8 miles southeast of the airport.

Jefferson City, Mo.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Jefferson City Memorial Airport (lat. 38°35'33"N., long. 92°09'39"W.) and within 4.5 miles south and 5 miles north of the 123° bearing from the Jefferson City RBN facility (lat. 38°33'20"N., long. 92°04'40"W.) extending from the 8-mile radius to 15.5 miles south/southeast of the Jefferson City RBN facility.

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.); 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 and within 3 miles either side of the 321° bearing from the Jennings NDB (latitude 30°14'19" N., longitude 92°40'13" W.) extending from the 5-mile radius area to 8 miles northwest of the NDB.

Jesup, Ga.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Jesup-Wayne County Airport (latitude 31°33'18" N., longitude 81°52'54" W.); within 3 miles each side of the 286° bearing from Slover RBN (latitude 31°33'08" N., longitude 81°52'48" W.), extending from the 6.5-mile radius area to 8.5 miles west of the RBN.

Johnson, Kans.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Stanton County Municipal Airport (lat. 37°35'05"N., long. 101°43'50"W.), and within 3 miles each side of the Bear Creek NDB (lat. 37°38'08"N., long. 101°44'03"W.) 359° bearing, extending from the 7-mile radius area to 8.5 miles northeast of the airport.

AMENDMENTS 10/30/80 45 F. R. 57371 (Added)

Johnson City, Tex.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Johnson City Airport (latitude 30°15'05" N., longitude 98°37'21" W.); within a 5-mile radius of Shepherd Farm Airport (latitude 30°12'30" N., longitude 98°43'20" W.) and within 2.5 miles each side of the 175° bearing from the Johnson City RBN (latitude 30°12'32" N., longitude 98°37'05" W.) extending from the 7-mile radius area to 8 miles south of the RBN.

Johnstone Point, Alaska

That airspace extending upward from 700 feet above the surface within 4 miles north and 5 miles south of the Johnstone Point VORTAC 286° and the 106° radials, extending from 5 miles east to 23 miles west of the VORTAC; within a 35-mile radius of the Johnstone Point VORTAC, extending clockwise from the north edge of V-319 to the 332° radial of the VORTAC; and within 5 miles northeast of the Johnstone Point VORTAC 332° radial extending from the VORTAC to 23 miles northwest of the VORTAC.

Johnston Island, Johnston Atoll

That airspace extending upward from 700 feet above the surface within a 10 NM radius of the Johnston Island (Apollo) NDB (lat. 16°44'00"N., long. 169°32'00"W.); and that airspace extending upward from 1200 feet above the surface within a 25 NM radius of the NDB.

Johnstown, Pa.

That airspace extending upward from 700 feet above the surface within a 14-mile radius of the center, lat. 40° 19'00" N., long. 78°50'00" W. of Johnstown-Cambria County Airport, Johnstown, Pa.

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.

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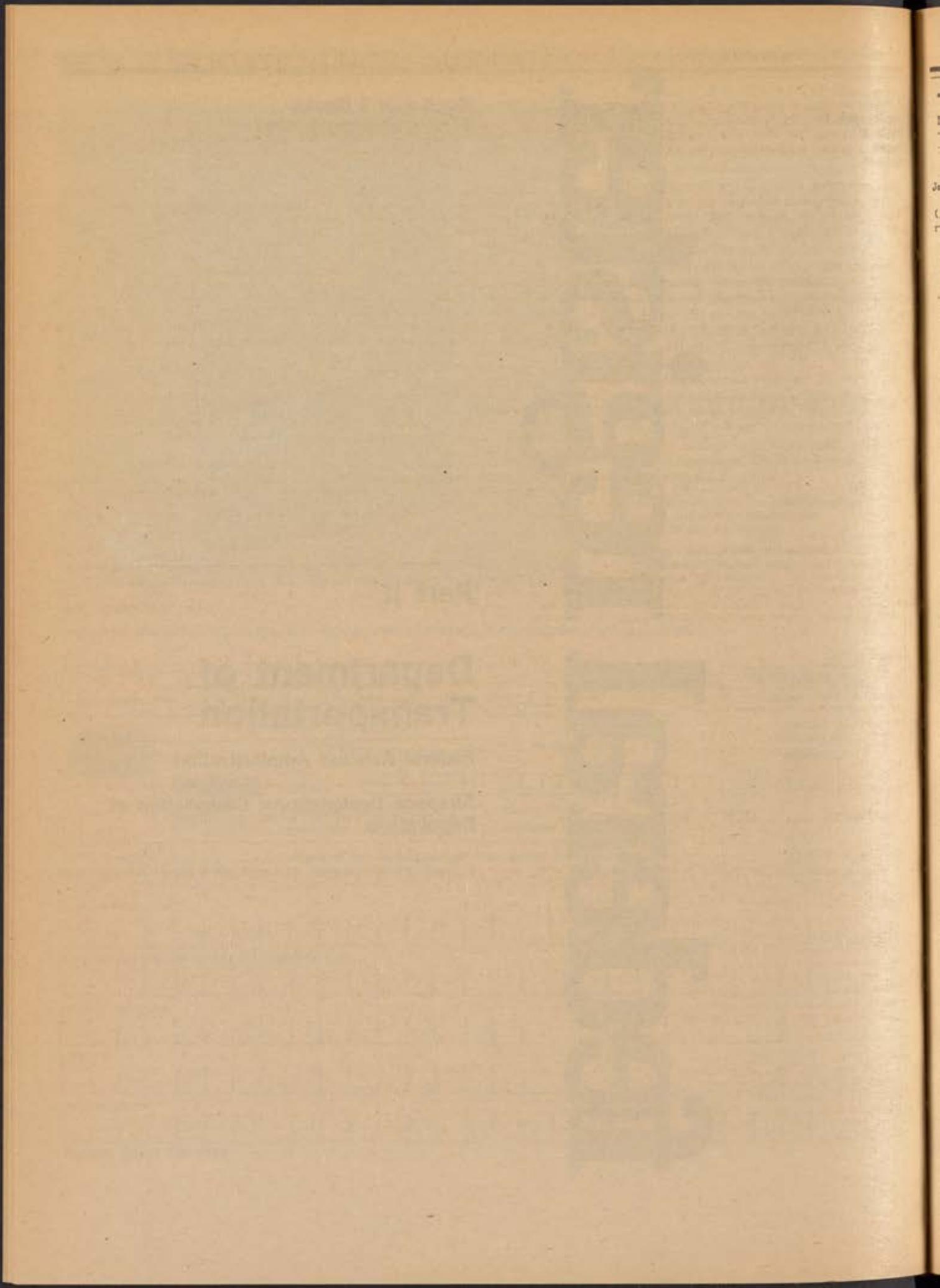
Book 3 of 3 Books
Friday, January 2, 1981

Part II

Department of Transportation

Federal Aviation Administration

Airspace Designations; Compilation of
Regulations



Jonesboro, La.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Jonesboro Municipal Airport, Jonesboro, La., (lat. 32°12'10"N., long. 92°44'10"W.) and within 3.5 miles each side of the 202° bearing from the Jonesboro NDB (lat. 32°12'10"N., long. 92°43'45"W.) extending from the 6.5-mile radius area to 12 miles south of the NDB.

Jonestown, Tex.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Bar K Airpark (latitude 30°29'52" N., longitude 97°58'07" W.), and within 3 miles each side of the Austin, Tex., VORTAC 311° radial extending from the 5-mile radius to 28 miles northwest of the VORTAC.

Joplin, Mo.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of Joplin Municipal Airport (latitude 37°09'05" N., longitude 94°29'55" W.).

PENDING AMENDMENT—**Joplin, Mo.**

That airspace extending upward from 700 feet above the surface within an 8-mile radius of Joplin Municipal Airport (lat. 37°09'05"N., long. 94°29'55"W.) within 3 miles each side of the Joplin NDB (LUNNS LOM, lat. 37°12'11"N., long. 94°33'30"W.) 306° bearing, extending from the 8-mile radius area to 8.5 miles northwest of the NDB.

AMENDMENTS 12/25/80 45 F. R. 70852 (Rewritten)

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.

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 northwest of Juneau bounded on the east by A-15; on the northwest by a line from the Gustavus, Alaska, RBN to the Haines, Alaska, RBN, and on the southwest by a line 19 miles northeast of and parallel to the 145° and 325° bearings from the Gustavus, Alaska, RBN, and that airspace south of Juneau, extending from the 20-mile radius area, bounded on the northeast by A-15 and on the southwest by B-37, excluding the portion within the Gustavus, Alaska, transition area.

Juneau, Wis.

That airspace extending upward from 700 feet above the surface within 6½-mile radius of Dodge County Airport (latitude 43°25'30" N., longitude 88°42'00" W.); and within 3 miles each side of a 195° bearing from Dodge County Airport extending from the 6½-mile radius to 8 miles south of the airport; and within 3 miles each side of the 032° bearing from Dodge County Airport extending from the 6½-mile radius to 8 miles northeast of the airport.

Jupiter, Fla.

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of the United Technologies Airport (lat. 26°54'28"N., long. 80°19'38"W.).

AMENDMENTS 1/24/80 45 F. R. 765 (Added)

Kaanapali, Hawaii

That area extending upward from 700 feet above the surface within a 5-mile radius of Kaanapali Airport (lat. 20°56'45"N., long. 156°41'35"W.), within 3 miles each side of the Molokai VORTAC 114°T radial extending from the 5-mile radius to 7.5 miles northwest of the airport.

Kahului, Hawaii

That airspace extending upward from 700 feet above the surface bounded on the southwest by a line 2 miles southwest of and parallel to the Maui VORTAC 331° radial, on the north by the arc of an 8.5-mile radius circle centered on the Kahului Airport (latitude 20°54'05" N., longitude 156°28'05" W.), on the southeast by a line 4 miles northwest of and parallel to the Maui VORTAC 038° radial and on the south by the arc of a 5-mile radius circle centered on the Kahului Airport, and within 4 miles each side of the Maui VORTAC 038° radial, extending from 14 to 17 miles northeast of the VORTAC.

Kaiser, Mo.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Linn Creek-Grand Glaize Memorial Airport (lat. 38°06'38"N., long. 92°40'50"W.), within a 9-mile radius of the Lee C. Fine Memorial Airport (lat. 38°05'44"N., long. 92°32'56"W.), within 3 miles each side of the 213° radial of the Sunshine VOR extending from the 9-mile radius area to 8 miles southwest of the VOR, and within 4.5 miles each side of the 133° radial of the Sunshine VOR extending from the 7-mile radius area to 9 miles southeast of the VOR.

Kalispell, Mont.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Glacier Park International Airport (latitude 48°18'49" N., longitude 114°15'16" W.); within 5.5 miles each side of the 035° and 215° bearings from the Smith Lake NDB (latitude 48°06'26" N., longitude 114°27'37" W.); extending from the 8-mile radius area to 12 miles southwest of the NDB.

That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at lat. 47°30'00"N., long. 113°30'00"W.; to lat. 48°30'00"N., long. 113°30'00"W.; to lat. 48°30'00"N., long. 115°00'00"W.; to lat. 48°12'00"N., long. 115°00'00"W.; to lat. 48°12'00"N., long. 115°30'00"W.; to lat. 47°30'00"N., long. 115°30'00"W., to the point of beginning.

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.

Kankakee, Ill.

That airspace extending upward from 700 feet above the surface within a 6½-mile radius of Greater Kankakee Airport (latitude 41°04'15" N., longitude 87°50'55" W.); within 2 miles each side of the Peotone, Ill., VORTAC 192° radial extending from the 6½-mile radius area to the VORTAC; within 3 miles each side of the 212° bearing from Greater Kankakee Airport, extending from the 6½-mile radius area to 8 miles southwest of the airport; within 3 miles each side of the 222° bearing from Greater Kankakee Airport extending from the 6½-mile radius area to 8 miles southwest of the airport; and within 3 miles each side of the 052° bearing from Greater Kankakee Airport, extending from the 6½-mile radius area to 8 miles northeast of the airport.

Kansas

That airspace extending upward from 1,200 feet above the surface within the State of Kansas.

Kansas City, Mo.

That airspace extending upward from 700 feet above the surface within a 10-mile radius of the Kansas City Downtown Airport (lat. 39°07'20.7"N., long. 94°35'30"W.) within 4.5 miles each side of the Riverside VOR 212° radial extending from the 10-mile radius area to 12.5 miles southwest of the Downtown Airport, within a 9.5-mile radius of the Sherman AAF (lat. 39°22'15"N., long. 94°54'45"W.) within an 8.5-mile radius of the Kansas City International Airport (lat. 39°17'50.8"N., long. 94°42'54.6"W.) within 5 miles each side of the Runway 19 ILS localizer north course extending from the 8.5-mile radius area to 25 miles north of the Wyandotte LOM, within 5 miles each side of the Kansas City VORTAC 096° radial extending from the 8.5-mile radius area to 11.5 miles east of the VORTAC, and within 5 miles each side of the Runway 1 ILS localizer south course extending from the 8.5-mile radius area to 11 miles south of the Wyandotte LOM.

Katy, Tex.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Woods No. 2 Airport (lat. 29°47'36"N., long. 95°55'30"W.).

AMENDMENTS 5/15/80 45 F. R. 17004 (Added)

Ke-ahole, Kona, Hawaii

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of the Ke-ahole Airport (latitude 19°44'35" N., longitude 156°03'00" W.), within 4.5 miles each side of the Kona VORTAC 179° radial, extending from the 8.5-mile radius area to 11 miles south of the VORTAC and within 4.5 miles each side of the Kona VORTAC 348° radial, extending from the 8.5-mile radius area to 17.5 miles north of the VORTAC.

Kearney, Nebr.

That airspace extending upward from 700 feet above the surface within a 9.5-mile radius of Kearney Municipal Airport (lat. 40°43'37"N., long. 99°00'04"W.).

Keene, N. H.

That airspace extending upward from 700 feet above the surface bounded by a line beginning at 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 42°22'00" N., 72°27'00" W., to 42°22'00" N., 72°35'00" W., to 42°28'00" N., 72°35'00" W., to 42°28'00" N., 73°00'00" W., to 43°01'00" N., 73°00'00" W., to the point of beginning, excluding that portion within the Boston, Mass., Pittsfield, Mass., and Chicopee Falls, Mass., transition areas.

Kelso, Wash.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Kelso-Longview Airport (latitude 46°07'12" N., longitude 122°53'58" W.), within 9.5 miles west of and 4.5 miles east of the 012° bearing from the Kelso, Wash., NDB (latitude 46°09'14" N., longitude 122°54'40" W.), extending from the NDB to 18.5 miles north of the NDB; within 5 miles each side of the 336° bearing from the Kelso NDB extending from the NDB 22.8 miles northwest.

Kenai, Alaska

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of the Kenai Municipal Airport (latitude 60°34'21" N., longitude 115°14'44" W.), extending clockwise from the 048° to the 290° bearing from the airport.

PENDING AMENDMENT**Kenai, Alaska**

That airspace extending upward from 700 feet above the surface within a 17.5-mile radius of the Kenai Municipal Airport (lat. 60°34'21"W., long. 151°14'44"W.), extending clockwise from the 007° to the 290° bearing from the airport.

AMENDMENTS 12/25/80 45 F. R. 59839 (Rewritten)

Corr: 45 F. R. 69212

Kenansville, N. C.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Duplin County Airport (lat. 35°00'00" N., long. 77°59'00" W.); within 3 miles each side of the 034° bearing from Kenan RBN (lat. 35°02'51" N., long. 77°56'45" W.), extending from the 6.5-mile radius area to 8.5 miles northeast of the RBN.

Kendallville, Ind.

That airspace extending upward from 700 feet above the surface within a 5½-mile radius of Kendallville Municipal Airport (latitude 41°28'30" N., longitude 85°18'30" W.); within 2 miles each side of the 037° radial of the Wolflake VOR, extending from the 5½-mile radius area to 6 miles southwest of the airport.

Kenedy, Tex.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Karnes County Airport (latitude 28°48'30" N., longitude 97°51'55" W.) and within 5 miles each side of the Three Rivers VORTAC 038°T (029° M) radial extending from the 5-mile radius to 17 miles northeast of the Three Rivers VORTAC.

Kennett, Mo.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Kennett Memorial Airport (lat. 36°13'50"N., long. 90°02'05"W.); and within 2 miles each side of the 346° radial of the Gosnell VOR extending from the 5-mile radius area to 13½ miles north of the VOR.

Kentland, Ind.

That airspace extending upward from 700' above the surface within a 5-mile radius of the Kentland Municipal Airport (lat. 40°45'27"N., long. 37°25'48"W.); and within 2 statute miles either side of the 306° radial of the Lafayette VORTAC, extending from the 5-mile radius area to 6 miles southeast of the airport.

Kenton, Ohio

That airspace extending upward from 700 feet above the surface within a 7.5-mile radius of the center, lat. 40°36'48"N., long. 83°38'39"W. of Hardin County Airport, Kenton, Ohio.

Kentucky

That airspace extending upward from 1,200 feet above the surface within the boundary of the State of Kentucky.

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.

Kerrville, Tex.

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of the Kerrville Municipal (Louis Schreiner Field) Airport (lat. 29°58'38"N., long. 99°05'13"W.).

Ketchikan, Alaska

That airspace extending upward from 700 feet above the surface within 4.5 miles northeast and 9.5 miles southwest of the Ketchikan ILS localizer southeast and northwest course, extending from 8.5 miles southeast to 28 miles northwest of the Ketchikan localizer (lat. 55°20'52" N., long. 131°41'53" W.); and that airspace extending upward from 1,200 feet above the surface within 13 miles northwest and 8.5 miles southeast of the 247° and the 067° bearings from the Guard Island RBN, extending from 11 miles northeast to 24 miles southwest of the RBN; within 7 miles northeast and 17 miles southwest of the 150° and 330° bearing from the Guard Island RBN, extending from 12 miles southeast to 26.5 miles northwest of the RBN, excluding the portion within the Annette Island 700- and 1,200-foot floor transition area.

Kewanee, Ill.

That airspace extending upward from 700 feet above the surface within a five-mile radius of the Kewanee Airport (latitude 41°13'06"N., longitude 89°57'42"W.); and within three miles each side of the 218° bearing from the airport, extending from the five-mile radius area to eight miles southwest.

Key West, Fla.

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Key West International Airport (lat. 24°33'22" N., long. 81°45'35" W.); within 4 miles each side of Key West VORTAC 309° radial, extending from the 8.5-mile radius area to 9.5 miles northwest of the VORTAC; within an 8.5-mile radius of Key West NAS (Boca Chica) (lat. 24°34'30" N., long. 81°41'15" W.).

Killeen, Tex.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of Hood AAF (lat. 31°08'15"N., long. 97°42'50"W.); within a 7-mile radius of Robert Gray AAF (lat. 31°04'20"N., long. 97°49'45"W.); within 9.5 miles west and 5 miles east of the Hood VOR 352° and 172° radials extending from 2 miles north of the VOR to 12 miles south of the VOR; within 5 miles southeast and 9.5 miles northwest of the Hood VOR 219°T (210°M) radial extending from the VOR to 19 miles southwest of the VOR; within 3.5 miles each side of the 337° bearing from STARBUCK RBN (lat. 31°10'03"N., long. 97°52'41"W.) extending from the 7-mile radius area to 11.5 miles north of the RBN; within a 5-mile radius of Killeen Municipal Airport (lat. 31°05'15"N., long. 97°41'00"W.); within 3.5 miles each side of the 197° bearing from the IRESH NDB (lat. 31°01'26"N., long. 97°42'28"W.), extending from the 5-mile radius to 11.5 miles southwest of the IRESH NDB.

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 an 8.5-mile radius of the King Salmon, Alaska, Airport (latitude 58°40'43" N., longitude 156°38'50" W.); that airspace extending upward from 1,200 feet above the surface within a 45-mile radius of the King Salmon, Alaska, airport; and that airspace extending upward from 14,500 feet MSL within a 172-mile radius of the King Salmon VORTAC, excluding the portions within the United States, Federal Airways, Control 1217, Control 1234, Control 1400, and Control 1401.

Kingstree, S. C.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Williamsburg County Airport (lat. 33°43'01" N., long. 79°51'26" W.); within 3 miles each side of the 307° bearing from Kingstree RBN (lat. 33°43'04" N., long. 79°51'23" W.), extending from the 6.5-mile radius area to 8.5 miles northwest of the RBN.

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.

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 4.5 miles each side of the Kinston VORTAC 048° radial, extending from the 8.5-mile radius area to 10.5 miles northeast of the VORTAC.

Kirkville, Mo.

That airspace extending upward from 700 feet above the surface within a 6½-mile radius of the Clarence Cannon Memorial Airport (lat. 40°05'33"N., long. 92°32'41"W.), within 3 miles each side of the Kirkville, Mo., VORTAC 320° radial extending from the 6½-mile radius area to 8 miles northwest of the VORTAC, and within 5 miles each side of the 180° bearing from the Clarence Cannon Memorial Airport extending from the 6½-mile radius area to 13½ miles south of the airport.

K. I. Sawyer AFB, Mich.

That airspace extending upward from 700 feet above the surface within an 8.5-statute (7.1-nautical) mile radius of the K. I. Sawyer Airport.

Klamath, Calif.

That airspace extending upward from 2,000 feet above the surface bounded on the north by V-122, on the east by V-23W and V-23, the south by V-195 and on the west by V-27, excluding the airspace within federal airways and Red Bluff, Arcata, Crescent City and Fort Jones, Calif., Transition Areas.

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 9.5 miles west of the Klamath Falls ILS localizer south course extending from the 15-mile radius area to 18.5 miles south of the Merrill RBN; that airspace extending upward from 1,200 feet above the surface between 15- and 25-mile radius circles centered on 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 east 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 7,700 feet MSL within the area bounded by the arcs of 25- and 32-mile radius circles centered on the Klamath Falls VORTAC, extending clockwise from the VORTAC 332° radial to a line 9 miles northeast of and parallel to the VORTAC 332° radial; that airspace extending upward from 8,600 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 east of and parallel to the VORTAC 165° radial to a line 11.5 miles west of and parallel to the VORTAC 181° radial; 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 11.5 miles west of and parallel to the VORTAC 181° radial to the 245° radial, and within the area bounded by the arcs 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 from 11,000 feet MSL within the area bounded by the arcs of 28- and 40-mile radius circles centered on the Klamath Falls VORTAC, extending clockwise from the VORTAC 295° to the 320° radials.

AMENDMENTS 5/15/80 45 F. R. 16170 (Changed)

Knob Noster, Mo. (Whiteman AFB)

That airspace extending upward from 700 feet above the surface within an 8-mile radius of Whiteman AFB (lat. 38°43'50"N., long. 93°33'00"W.); within 2 miles each side of Whiteman AFB ILS localizer south course, extending from the 8-mile radius area to 8 miles south of the OM.

Knoxville, Iowa

That airspace extending upward from 700 feet above the surface within a five (5)-mile radius of Knoxville Municipal Airport (latitude 41°18'00" N., longitude 93°06'40" W.) and within three (3) miles each side of the 342° bearing from Knoxville Municipal Airport extending from the five (5)-mile radius area to eight (8) miles northwest of the airport, and within three (3) miles each side of the 146° bearing from the Knoxville Municipal Airport extending from the five (5)-mile radius area to eight (8) miles southeast of the airport.

Knoxville, Tenn.

That airspace extending upward from 700 feet above the surface beginning at the intersection of the arc of an 11.5-mile radius circle centered on McGhee-Tyson Airport (latitude 35°48'40" N., longitude 83°59'35" W.) and a line 3 miles northwest of and parallel to Knoxville VORTAC 040° radial, to and northeast along this line, to and southeast along a line 8.5 miles northeast of and perpendicular to Knoxville VORTAC 040° radial, to and southwest along a line 3 miles southeast of and parallel to Knoxville VORTAC 040° radial, to and clockwise along the arc of an 11.5-mile radius circle centered on McGhee-Tyson Airport, to and east along the Knoxville VORTAC 100° radial, to and clockwise along the arc of a 25.5-mile radius circle centered on McGhee-Tyson Airport, to and north along the west boundary of V-97, to and southwest along a line 4.5 miles southeast of and parallel to Knoxville ILS localizer southwest course, to and northwest along a line 18.5 miles southwest of and perpendicular to Knoxville ILS localizer southwest course, to and northeast along a line 9.5 miles northeast of and parallel to Knoxville ILS localizer southwest course, to and clockwise along the arc of an 11.5-mile radius circle centered on McGhee-Tyson Airport, to point of beginning; within a 15-mile radius of Sevier-Gatlinburg Airport (lat. 35°51'25" N., long. 83°31'44" W.); within an 8-mile radius of Knoxville Downtown Island Airport (latitude 35°57'45" N., longitude 83°52'30" W.); within a 6.5-mile radius of Monroe County Airport, Madisonville, Tenn., (latitude 35°32'45" N., longitude 84°22'47" W.); excluding the portion within the Athens and Morristown, Tenn., transition areas.

Kodiak, Alaska

That airspace extending upward from 1,200 feet above the surface within a 29-mile radius of the Kodiak Airport (latitude 57°45'02" N., longitude 152°29'19" W.), and within a 35-mile radius of the Kodiak Airport, extending clockwise from the 029° to the 085° bearing from the airport.

Kokomo, Ind.

That airspace extending upward from 700 feet above the surface within an $8\frac{1}{2}$ -mile radius of Grissom AFB (lat. $40^{\circ}38'55''$ N., long. $86^{\circ}09'10''$ W.); within a $6\frac{1}{2}$ -mile radius of Kokomo Municipal Airport, (lat. $40^{\circ}31'45''$ N., long. $86^{\circ}03'30''$ W.); within a 5-mile radius of Logansport, Ind., Municipal Airport (lat. $40^{\circ}42'35''$ N., long. $86^{\circ}22'45''$ W.); within $4\frac{1}{2}$ miles each side of the Grissom AFB ILS localizer southwest course, extending from the $8\frac{1}{2}$ -mile and $6\frac{1}{2}$ -mile radii areas to $4\frac{1}{2}$ miles southwest of the OM; within 3 miles each side of the Kokomo VORTAC 045° radial, extending from the $6\frac{1}{2}$ -mile radius to 12 miles northeast of the VORTAC; and within 3 miles each side of the Kokomo VORTAC 129° radial, extending from the $6\frac{1}{2}$ -mile radius area to 8 miles southeast of the VORTAC.

AMENDMENTS 7/10/80 45 F. R. 36054 (Rewritten)

Kosciusko, Miss.

That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of the Kosciusko-Attala County Airport (latitude $33^{\circ}05'20''$ N., longitude $89^{\circ}32'25''$ W.); within 3 miles each side of the 142° and 310° bearings from the Kosciusko RBN (latitude $33^{\circ}05'29''$ N., longitude $89^{\circ}32'25''$ W.), extending from the 5.5-mile radius area to 6.5 miles southeast and northwest of the RBN.

Kotzebue, Alaska

That airspace extending upward from 700 feet above the surface within a 19-mile radius of the Kotzebue VORTAC; that airspace extending upward from 1,200 feet above the surface within 5 miles each side of the Kotzebue VORTAC 103° radial extending from the VORTAC to 43 miles east of the VORTAC; that airspace extending upward from 5,500 feet MSL within 5 miles each side of the Kotzebue VORTAC 103° radial extending from a point 43 miles east of the VORTAC to 59 miles east, and that airspace extending upward from 7,500 feet MSL within 5 miles each side of the Kotzebue 103° radial at 59 miles east of the VORTAC widening to 8.5 miles each side of the 103° radial at 111 miles east of the Kotzebue VORTAC.

Kountze-Silsbee, Tex.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Hardin County Airport (lat. $30^{\circ}20'13''$ N., long. $94^{\circ}15'34''$ W.) and within 3.5 miles either side of the 327° bearing from the Hardin County NDB (lat. $30^{\circ}20'14''$ N., long. $94^{\circ}15'36''$ W.) extending from the 5-mile radius to 8.5 miles northwest of the NDB.

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.

This transition area is effective during the specific dates and times established in advance by a Notice to Airmen. The date and time will thereafter be continuously published in the Pacific Chart Supplement.

Lacon, Ill.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Marshall County Airport (latitude $41^{\circ}01'12''$ N., longitude $89^{\circ}23'08''$ W.); and within 2 miles each side of the Bradford VORTAC 133° radial extending from the 5-mile radius area to 6.5 miles northwest of the airport.

Laconia, N. H.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the center, $43^{\circ}34'25''$ N., $71^{\circ}25'22''$ W., of Laconia Municipal Airport, Laconia, N. H.; and within 6.5 miles northwest and 4.5 miles southeast of the 247° bearing and the 067° bearing from the Belmont NDB, $43^{\circ}32'09''$ N., $71^{\circ}32'09''$ W., extending from 11.5 miles southwest of the NDB to 5.5 miles northeast of the NDB.

La Crosse, Wis.

That airspace extending upward from 700 feet above the surface within a 19-mile radius of the La Crosse Municipal Airport (latitude $43^{\circ}52'38''$ N., longitude $91^{\circ}15'21''$ W.).

Lafayette, Ind.

That airspace extending upward from 700 feet above the surface within a $7\frac{1}{2}$ -mile radius of Purdue University Airport (latitude $40^{\circ}24'45''$ N., longitude $86^{\circ}56'15''$ W.); within 2 miles each side of the 144° radial of the Lafayette VORTAC extending from the $7\frac{1}{2}$ -mile radius area to the Lafayette VORTAC; within a $5\frac{1}{2}$ -mile radius of Halsmer Airport (latitude $40^{\circ}23'40''$ N., longitude $86^{\circ}48'25''$ W.).

Lafayette, La.

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of the Lafayette Regional Airport (lat. $30^{\circ}12'14''$ N., long. $91^{\circ}59'16''$ W.); within a 6.5-mile radius of the Abbeville Municipal Airport (lat. $29^{\circ}58'30''$ N., long. $92^{\circ}05'00''$ W.) and within 2 miles north and 3 miles south of the 206° radial of the Lafayette VORTAC extending from the 6.5-mile radius to 9.5 miles northeast; within a 6.5-mile radius of the Acadiana Regional Airport (lat. $30^{\circ}02'15''$ N., long. $91^{\circ}53'02''$ W.).

AMENDMENTS 7/10/80 45 F. R. 24455 (Rewritten)

Corr: 45 F. R. 32667

Lafayette, Tenn.

That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of the Lafayette Municipal Airport (lat. 36°31'05"N., long. 86°03'51"W.); within 3 miles either side of the 012° bearing from the Lafayette Nondirectional Radio Beacon (NDB) (lat. 36°30'54"N., long. 86°03'40"W.) extending from the 5.5-mile radius to 8.5 miles north of the NDB.

AMENDMENTS 1/24/80 45 F. R. 2012 (Added)

La Grande, Oreg.

That airspace extending upward from 700 feet above the surface bounded on the north by a line beginning at lat. 45°39'N., long. 118°02'W., extending eastwardly to lat. 45°37'N., long. 117°44'30"W., on the east by a line extending to lat. 45°15'30"N., long. 117°49'W., on the south by a line extending to lat. 45°17'30"N., long. 118°07'W., on the west by line extending to point of beginning; within a 5-mile radius of the La Grande Municipal Airport (lat. 45°17'22"N., long. 118°00'18"W.).

La Grange, Ga.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of Callaway Airport (lat. 33°00'30" N., long. 85°04'20" W.); within 1.5 miles each side of La Grange VORTAC 110° radial, extending from the 6-mile radius area 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.

La Junta, Colo.

That airspace extending upward from 700 feet above the surface bounded on the north by the south edge of V-244, on the south by a line 9.5 miles south of and parallel to the 091° and 271° bearings from the La Junta, Colo., RBN (latitude 38°02'54" N., longitude 103°37'14" W.), extending from 12 miles east to 18.5 miles west of the RBN; and that airspace extending upward from 1,200 feet above the surface bounded on the north by the south edge of V-244, on the east by the west boundary of the 700-foot portion of the transition area, on the south by the north edge of V-210, on the southwest by the northeast edge of V-81, excluding the airspace within the Pueblo, Colo., transition area.

Lake Charles, La.

That airspace extending upward from 700 feet above the ground within an 8.5-mile radius of the Lake Charles Municipal Airport (lat. 30°07'32"N., long. 93°13'22"W.).

AMENDMENTS 5/15/80 45 F. R. 17003 (Rewritten) CORRECTION 7/10/80 45 F. R. 30423

Lake City, Fla.

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of the Lake City Municipal Airport (lat. 30°10'45" N., long. 82°34'45" W.).

Lake Geneva, Wis.

That airspace extending upward from 700 feet above the surface within an 8-statute mile radius of the Playboy Airport (latitude 42°36'53" N., longitude 88°23'27" W.).

Lake Havasu, Ariz.

That airspace extending upward from 700 feet above the surface within 7 miles east and 5.5 miles west of the Needles, Calif., VORTAC 163° radial, extending from 17 to 27 miles south of the VORTAC, and that airspace extending upward from 1,200 feet above the surface within 7 miles east and 5.5 miles west of the Needles VORTAC 163° radial extending from the VORTAC to 17 miles south of the VORTAC.

Lake Jackson, Tex.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the new Brazoria County Airport (lat. 29°06'35"N., long. 95°27'43"W.); and within a 6.5-mile radius of the old Brazoria County Airport (lat. 29°02'15"N., long. 95°27'20"W.) and within 3 miles each side of the 157° radial of the Lake Jackson VOR (lat. 29°02'25"N., long. 95°27'29"W.) extending from the 6.5-mile radius area to 8.5 miles southeast of the VOR.

AMENDMENTS 7/10/80 45 F. R. 41908 (Rewritten)

Lakeland, Fla.

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Lakeland Municipal Airport (lat. 27°59'15" N., long. 82°00'55" W.); within a 7-mile radius of Bartow Municipal Airport (lat. 27°57'00" N., long. 81°47'00" W.); within a 5-mile radius of Plant City Municipal Airport (lat. 28°00'00"N., long. 82°09'40"W.); within a 6.5-mile radius of Winter Haven's Gilbert Airport (lat. 28°03'40"N., long. 81°45'15"W.); within 2.5 miles each side of Lakeland VORTAC 071° radial, extending from the 6.5-mile radius area to the Lakeland Municipal Airport 8.5-mile radius area.

Lake Providence, La.

That airspace extending upward from 700 feet above the surface within a 5-statute mile radius of Byerley Airport, Lake Providence, La. (latitude 32°49'45" N., longitude 91°11'00" W.); and within 3.5 miles each side of the 008° bearing from the Lake Providence NDB (latitude 32°49'50" N., longitude 91°11'24" W.), extending from the 5-mile radius area to 11.5-statute miles north of the NDB.

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°09'18" 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.

Lake Village, Ark.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Lake Village Airport (lat. 33°20'42" N., long. 91°18'57" W.).

Lake Wales, Fla.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Lake Wales Municipal Airport (lat. 27°53'39"N., long. 81°37'12"W.) excluding that portion within the Lakeland, Fla., transition area.

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 3.5 miles each side of the Lamar VOR 001° radial, extending from the 6-mile radius area to 10 miles north of the VOR; that airspace extending upward from 1,200' above the surface within 6 miles east and 9.5 miles west of the Lamar 001° and 181° radials extending from 18.5 miles north to 8 miles south of the VOR.

Lamesa, Tex.

That airspace extending upward from 700 feet above the surface within a 9.5-mile radius of the Lamesa, Tex., Municipal Airport (lat. 32°45'00"N., long. 101°55'00"W.).

Lampasas, Tex.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Lampasas Airport (lat. 31°06'27"N., long. 98°11'45"W.), and within 1.5 miles either side of the 211° radial from the Lampasas VORTAC (lat. 31°11'04"N., Long. 98°08'28"W.), extending from the 5-mile radius to 6 miles north of the Lampasas Airport.

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 7.5-mile radius of the center, 40°07'16" N., 76°17'47" W. of Lancaster Airport, Lancaster, Pa.; within 3 miles each side of the Lancaster VORTAC 260° radial, extending from the 7.5-mile radius area to 8.5 miles west of the VORTAC; within 9.5 miles northeast and 4.5 miles southwest of the Lancaster VORTAC 128° radial, extending from the VORTAC to 18.5 miles southeast of the VORTAC; within 3.5 miles each side of the Lancaster Airport ILS southwest localizer course, extending from the 7.5-mile radius area to 10.5 miles southwest of the OM; within 5 miles each side of the Lancaster VORTAC 055° radial, extending from the 7.5-mile radius area to 16.5 miles northeast of the VORTAC.

Lancaster, S.C.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Lancaster County Airport (lat. 34°43'22"N., long. 80°51'18"W.); within 3 miles each side of the 063° bearing from the Lancaster RBN (lat. 34°43'10"N., long. 80°51'24"W.), extending from the 6.5-mile radius area to 8.5 miles northeast of the RBN.

Land O'Lakes, Wis.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of King's Land O'Lakes Municipal Airport (latitude 46°09'15" N., longitude 89°12'31" W.); and within 9½ miles southwest and 4½ miles northeast of the 312° and 132° bearings from the King's Land O'Lakes Municipal Airport extending from the 5-mile radius area to 18½ miles northwest of the airport to 6 miles southeast of the airport.

Lansing, Ill.

That airspace extending upward from 700 feet above the surface within a 5½-mile radius of the Chicago-Hammond Airport (latitude 41°32'20" N., longitude 87°32'05" W.); and within 3½ miles each side of the 228° radial of the Chicago Heights, Ill. VORTAC extending from the 5½-mile radius area to 11½ miles southwest of the VORTAC excluding the airspace within the Chicago, Ill., and Griffith, Ind., transition areas.

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.

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.

LaPorte, Ind.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the LaPorte Municipal Airport (latitude 41°34'21" N., longitude 86°44'02" W.); within 2 miles either side of the 165° bearing from the LaPorte Airport extending from the 5-mile radius area to 9 miles south of the airport, excluding that portion which overlies the Michigan City, Ind., transition area.

La Pryor, Tex. (Chaparrosa Ranch Airport)

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Chaparrosa Ranch Airport (latitude 28°52'45" N., longitude 99°59'25" W.) and within 3.5 miles each side of a 330° bearing from the (Chaparrosa Ranch) RBN (latitude 28°54'35" N., longitude 100°00'19" W.) extending from the radio beacon to a point 11.5 miles northwest of the radio beacon.

La Pryor, Tex. (La Paloma Ranch Airport)

That airspace extending upward from 700 feet above the surface within a 5-mile radius of La Paloma Ranch Airport (latitude 28°53'30" N., longitude 99°51'09" W.) and within 3.5 miles each side of the 002° bearing from the La Pryor, Tex., NDB (latitude 28°55'47" N., longitude 99°51'16" W.) extending from the 5-mile radius area to 11.5 miles north of the La Pryor, Tex., NDB.

Laramie, Wyo.

That airspace extending upward from 700 feet above the surface within a 9-mile radius of General Brees Field, Laramie, Wyoming (lat. 41°18'50" N., long. 105°40'25" W.); within 5.5 miles south and 9.5 miles north of the Laramie, Wyoming VORTAC 301° radial extending from the 9-mile radius area to 18.5 miles northwest of the VORTAC and within 5 miles each side of the Laramie VORTAC 126° radial extending from the 9-mile radius area to 21 miles southeast of the VORTAC.

Laredo, Tex.

That airspace extending upward from 700 feet above the surface within 5 miles each side of the Laredo VORTAC 328° radial extending from the Laredo VORTAC to 22.5 miles northwest; within 3.5 miles each side of the Laredo ILS localizer northwest course extending from the localizer site (latitude 27°36'12" N., longitude 99°30'50.2" W.) to 19 miles northwest; within 5 miles each side of the Laredo VORTAC 141° radial extending from the Laredo VORTAC to 12 miles southeast; within a 5-mile radius of the Link Ranch Airport (latitude 27°25'32" N., longitude 99°28'21" W.), excluding those portions outside the United States.

Laredo, Tex. (Laredo Auxiliary No. 2 Airport)

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Laredo Auxiliary No. 2 Airport (latitude 27°28'00" N., longitude 99°13'45" W.) and within 2.5 miles each side of the Laredo, Tex., VORTAC 091° radial extending from the 5-mile radius area to 18.5 miles east of the VORTAC.

Larned, Kans.

That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of the Larned, Kans., NDB located at lat. 38°12'16" N., long. 99°05'17" W., and within 3 miles either side of the 276° bearing from the NDB, extending from the 5.5-mile radius to 8 miles west of the NDB, and within 3 miles either side of the 001° bearing from the NDB extending from the 5.5-mile radius to 8 miles north of the NDB.

Las Cruces, N. Mex.

That airspace extending upward from 700 feet above the surface within a 10.5-mile radius of the Las Cruces Municipal Airport (lat. 32°17'27" N., long. 108°55'18" W.); and within 3.5 miles either side of the Las Cruces NDB (lat. 32°16'56" N., long. 108°55'23" W.) 180° bearing extending from the 10.5-mile radius areas to 12 miles south of the NDB.

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°55'00" W., to latitude 36°58'00" N., longitude 115°55'00" 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°03'00" W., to latitude 36°23'00" 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°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°38'00" 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 beginning at latitude 36°47'00" N., longitude 113°59'00" W., thence clockwise via an arc of an 82-mile radius circle centered on Las Vegas, Nev., VORTAC to a line 5 miles north of and parallel to a direct line between the Grand Canyon, Arizona VOR and Boulder City, Nev., VORTAC, thence west along a line 5 miles north of and parallel to a direct line between the Grand Canyon VOR and the Boulder City VORTAC to longitude 114°14'00" W., to latitude 36°19'00" N., longitude 114°14'00" W., to latitude 36°23'00" N., longitude 114°05'00" W., to latitude 36°44'00" N., longitude 114°03'00" W., to point of beginning; that airspace extending upward from 7,700 feet MSL beginning at lat. 36°51'00"N., long. 116°33'30"W., to lat. 36°51'00"N., long. 116°08'00"W., to lat. 37°00'00"N., long. 116°08'00"W., to lat. 37°00'00"N., long. 115°23'00"W., to lat. 36°58'00"N., long. 115°23'00"W., to lat. 36°58'00"N., long. 115°55'00"W., to lat. 36°41'00"N., long. 116°26'30"W., to lat. 36°46'00"N., long. 116°26'30"W., thence to point of beginning and that airspace extending upward from 9,700 feet MSL beginning at lat. 36°51'00"N., long. 116°33'30"W., thence via lat. 36°51'00"N., to the northeast boundary of V-135, thence north along the northeast/east boundaries of V-135 to the south boundary of V-244, thence east via the south boundary of V-244 and V-293 to the northwest boundary of V-21, thence southwest via the boundary of V-21 to lat. 36°58'00"N., thence via lat. 36°58'00"N., to long. 115°23'00"W., to lat. 37°00'00"N., long. 115°23'00"W., to lat. 37°00'00"N., long. 116°08'00"W., thence to point of beginning.

Las Vegas, N. Mex.

That airspace extending upward from 700 feet above the surface within a 9-mile radius of the Las Vegas Municipal Airport (lat. 35°39'20" N., long. 105°08'30" W.), and within 3.5 miles each side of the Las Vegas, N. Mex., VORTAC 025° radial, extending beyond the 9-mile radius area to 11.5 miles northeast of the VORTAC; and within 3.5 miles each side of the Las Vegas, N. Mex., VORTAC 220° radial, extending beyond the 9-mile radius area to 11.5 miles southwest of the VORTAC.

Latrobe, Pa.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, lat. 40°16'39"N., long. 79°24'14"W., of Westmoreland County Airport, Latrobe, Pa.; within the arc of an 8.5-mile radius circle centered on Westmoreland County Airport, extending clockwise from a 270° bearing from the center of the airport to a 360° bearing from the center of the airport; within 2 miles each side of the 226° bearing from the BEMJE RBN lat. 40°22'32"N., long. 79°16'19"W., extending from the 5-mile radius area to the RBN; within 4 miles each side of the 046° bearing from the BEMJE RBN, extending from the RBN to 11.5 miles northeast of the RBN; within 5 miles each side of the 213° bearing from the BEMJE RBN, extending from the RBN to 3 miles southwest of the RBN; within 2 miles each side of the Westmoreland County Airport localizer southwest course extending from the 5-mile radius area to 17 miles southwest of the BEMJE RBN and within 3.5 miles each side of the Westmoreland County Airport localizer southwest course, extending from 17 miles southwest of the BEMJE RBN to 27 miles southwest of the RBN.

Laurel, Miss.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Hasler-Hoble Field (lat. 31°40'10"N., long. 89°10'20"W.); within 3 miles each side of the 315° bearing from Tallahala RBN (lat. 31°41'16" N., long. 89°11'26" W.), extending from the 7-mile radius area to 8.5 miles northwest of the RBN; within 3 miles each side of Laurel VOR 325° radial, extending from the 7-mile radius area to 8.5 miles northwest of the VOR.

Laurens, S. C.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Laurens Municipal Airport (lat. 34°30'15" N., long. 81°57'00" W.); within 3 miles each side of the 244° bearing from Laurens RBN (lat. 34°30'29" N., long. 81°57'00" W.), extending from the 6.5-mile radius area to 8.5 miles southwest of the RBN.

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 Sandhills VORTAC 157° radial, extending from the 8.5-mile radius area to 20 miles southeast of the VORTAC; within 3 miles each side of the 226° bearing from Rocky Ford RBN (latitude 34°45'28" N., longitude 79°24'40" W.), extending from the 8.5-mile radius area to 8.5 miles southwest of the RBN.

Lawrence, Kans.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Lawrence Municipal Airport (latitude 39°00'30" N., longitude 95°13'00" W.); within 2 miles each side of the Topeka, Kans., VORTAC 116° radial, extending from the 5-mile radius area to 13 miles southeast of the VORTAC; and within 3 miles each side of the 318° bearing from Lawrence Municipal Airport, extending from the 5-mile radius to 8 miles northwest of the airport.

Lawrenceburg, Tenn.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Lawrenceburg Municipal Airport (lat. 35°14'00" N., long. 87°15'30" W.); within 9.5 miles west and 4.5 miles east of the 349° bearing from the Lawrenceburg RBN (lat. 35°15'51" N., long. 87°15'56" W.), extending from the RBN to 18.5 miles north; excluding the portion within the Mount Pleasant transition area.

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 1.5 miles each side of Norcross VORTAC 077° radial, extending from the 6-mile radius area to 3 miles east of the VORTAC.

Lawrenceville, Va.

That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of the center, lat. 36°46'20"N., long. 77°47'45"W., of Lawrenceville Municipal Airport, Lawrenceville, Va., and within 1.5 miles each side of the Lawrenceville VORTAC 117° radial, extending from the 5.5-mile radius area to the VORTAC.

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 7 miles S of the VOR; within 10 miles W and 5 miles E of the Lawton VOR 177° radial extending from 7 miles S to 17 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 excluding that portion within the confines of the Wichita Falls, Tex., transition area.

Lebanon, Mo.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Lebanon, Mo., airport located at latitude 37°38'56" N., longitude 92°39'06" W., and within 3 miles either side of the 177° bearing of the Lebanon Airport extending from 5 miles to 8.5 miles.

Lebanon, N. H.

That airspace extending upward from 700 feet above the surface, within an arc of a 23.5-mile radius circle centered on the Lebanon, NH., Regional Airport (lat. 43°37'41" N., long. 72°18'21" W.) extending clockwise between the 034° and 134° bearings from the Lebanon Airport; within an arc of an 18-mile radius circle centered on the Lebanon Airport extending clockwise between the 134° and 231° bearings from the Lebanon Airport; within an arc of a 23.5-mile radius circle centered on the Lebanon Airport extending clockwise between the 231° and 300° bearings from the Lebanon Airport; within an arc of a 19.5-mile radius circle centered on the Lebanon Airport extending clockwise between the 300° and 034° bearings from the Lebanon Airport.

AMENDMENTS 3/21/80 45 F. R. 13054 (Changed)

Lebanon, Ohio

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Lebanon-Warren County Airport (lat. 39°27'30"N., long. 84°15'15"W.) excluding the portions which overlie the Dayton, Ohio, and Middletown, Ohio, transition areas.

Lee's Summit, Mo.

That airspace extending upward from 700 feet above the surface within a 5 statute mile radius of the McComas Airport (lat. 38°57'50"N., long. 94°22'25"W.), excluding those portions which overlie the Grandview, Mo., and Grain Valley, Mo., 700-foot transition areas.

Leeville, La.

That airspace extending upward from 700 feet above the surface within 3.5 miles either side of the Leeville, La., VORTAC 275° radial extending from the VORTAC to 14 miles west of the VORTAC.

Lehigh, Pa.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of the center, lat. 40°48'34"N., long. 75°45'43"W., of Carbon County Airport, Lehigh, Pa.; within a 12-mile radius of the center of the airport, extending clockwise from a 182° bearing from the airport to a 270° bearing from the airport; within a 15-mile radius of the center of the airport, extending clockwise from a 270° bearing from the airport to a 339° bearing from the airport; within a 14-mile radius of the center of the airport, extending clockwise from a 339° bearing from the airport to a 024° bearing from the airport; within a 15-mile radius of the center of the airport, extending clockwise from a 024° bearing from the airport to a 060° bearing from the airport; within a 12-mile radius of the center of the airport, extending clockwise from a 060° bearing from the airport to a 121° bearing from the airport; within 9.5 miles north and 4.5 miles south of a 070° bearing from the Carbon RBN (lat. 40°48'43"N., long. 75°45'34"W.) extending from the RBN to 18.5 miles east of the RBN.

AMENDMENTS 7/10/80 45 F. R. 31973 (Added)

LeMars, Iowa

That airspace extending upward from 700 feet above the surface within a 7-mile radius of LeMars Municipal Airport (latitude 42°46'36" N., longitude 96°11'37" W.); and within 3 miles each side of the 358° bearing from LeMars Municipal Airport, extending from the 7-mile radius area to 8 miles north of the airport.

Lemoore, Calif.

That airspace extending upward from 700 feet above the surface within a 10-mile radius of the NAS Lemoore TACAN, and within 5 miles each side of a 156° bearing from the NAS Lemoore RBN extending from the 10-mile radius area to 13.0 miles southeast of the RBN; and that airspace extending upward from 1,200 feet above the surface bounded on the E by a line extending from latitude 36° 46' 00" N., longitude 120° 03' 50" W., to latitude 36° 37' 00" N., longitude 119° 56' 00" W., to latitude 36° 37' 00" N., longitude 119° 44' 10" W., thence S along the W boundary of V-23 to longitude 119° 30' 00" W., thence to latitude 35° 43' 50" N., longitude 119° 30' 00" W., on the S by latitude 35° 43' 50" N., on the W by V-485 S of the Priest, Calif., VOR and V-113 N of the Priest VOR, and on the N by V-230.

Leonardtown, Md.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the center, 38°18'56"N., 76°33'06"W., of St. Marys County Airport, Leonardtown, Md., excluding that portion which coincides with the Patuxent River, Md., transition area.

Levelland, Tex.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Levelland Municipal Airport (lat. 33°33'32"N., long. 102°22'20"W.), and within 3 miles each side of the 010° bearing of the Levelland NDB (lat. 33°33'20"N., long. 102°22'29"W.), extending from the 7-mile radius area to 8.5 miles north of the Levelland NDB.

AMENDMENTS 10/30/80 45 F. R. 55710 (Rewritten)

Lewisburg, W. Va.

That airspace extending upward from 700 feet above the surface within a 10.5-mile radius of the center (lat. 37°51'35" N., long. 80°23'55" W.) of Greenbrier Valley Airport, Lewisburg, W. Va., extending clockwise from the 252° bearing to the 278° bearing from the airport; within a 15-mile radius of Greenbrier Valley Airport, extending clockwise from the 278° bearing to the 291° bearing from the airport; within a 16-mile radius of Greenbrier Valley Airport, extending clockwise from the 291° bearing to the 301° bearing from the airport; within a 21.5-mile radius of Greenbrier Valley Airport, extending clockwise from the 301° bearing to the 332° bearing from the airport; within a 22.5-mile radius of Greenbrier Valley Airport, extending clockwise from the 332° bearing to the 347° bearing from the airport; within a 23.5-mile radius of Greenbrier Valley Airport, extending clockwise from the 347° bearing to the 357° bearing from the airport; within a 17-mile radius of Greenbrier Valley Airport, extending clockwise from the 357° bearing to the 030° bearing from the airport; within an 18.5-mile radius of Greenbrier Valley Airport, extending clockwise from the 030° bearing to the 086° bearing from the airport; within a 15-mile radius of Greenbrier Valley Airport, extending clockwise from the 086° bearing to the 143° bearing from the airport; within a 17-mile radius of Greenbrier Valley Airport, extending clockwise from the 143° bearing to the 192° bearing from the airport; within a 14-mile radius of Greenbrier Valley Airport, extending clockwise from the 192° bearing to the 252° bearing from the airport; within 6.5 miles west and 4.5 miles east of a 216° bearing from the BUSHI LOM extending from the LOM to a point 11.5 miles southwest and within 3 miles each side of the White Sulphur Springs, W. Va., VOR 115° radial, extending from the VOR to 8.5 miles southeast.

Lewiston, Idaho

That airspace extending upward from 700 feet above the surface within an area bound by a line beginning at lat. 46°27'25"N., long. 116°59'20"W., east to lat. 46°25'15"N., long. 116°35'10"W., south to lat. 46°15'00"N., long. 116°38'00"W., west to lat. 46°18'05"N., long. 117°00'00"W., thence via the arc of a 5-mile radius circle centered on Lewiston-Mez Perce County Airport (lat. 46°22'29"N., long. 117°00'51"W.) to lat. 46°26'58"N., long. 117°00'00"W., to point of beginning; that airspace extending upward from 1,200 feet above the surface bounded on the east by W. long. 116°, bounded on the south by N. lat. 46°, bounded on the west by the arc of a 19-mile radius circle centered on the Walla Walla VOR (lat. 46°06'13"N., long. 118°17'29"W.) and bounded on the north by V-536.

Lewistown, Mont.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Lewistown, Mont., Municipal Airport (latitude 47°02'39" N., longitude 109°28'15" W.) and within 4 miles each side of the Lewistown VORTAC 289° radial, extending from the 7-mile radius area to 10.5 miles west of the VORTAC; that airspace extending upward from 1,200 feet above the surface within 4.5 miles north and 0.5 miles south of the Lewistown VORTAC 289° radial, extending from the VORTAC to 18.5 miles west of the VORTAC, and within 5 miles north and 8 miles south of the Lewistown VORTAC 109° radial, extending from the VORTAC to 7 miles east of the VORTAC.

Lexington, Ky.

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Blue Grass Airport (lat. 38°02'16" N., long. 84°36'16" W.); within 3 miles each side of the ILS localizer northeast course, extending from the 8.5-mile radius area to 14 miles northeast of the runway end; within 9.5 miles northwest and 4.5 miles southeast of the ILS localizer southwest course, extending from the 8.5-mile radius area to 18.5 miles southwest of the OM.

Lexington, Nebr.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Lexington Municipal Airport (latitude 40°47'38" N., longitude 99°46'10" W.); and within 3 miles each side of the Lexington RBN 314° bearing, extending from the 5-mile radius area to 8 miles northwest of the RBN.

Lexington, N.C.

That airspace extending upwards from 700 feet above the surface within a 5.5-mile radius of Lexington Municipal Airport (lat. 35°46'47"N., long. 80°18'20"W.); within 3 miles each side of the 266° bearing from the Swearing RBN, (lat. 35°46'44"N., long. 80°18'03"W.), extending from the 5.5-mile radius area to 8.5 miles west of the RBN, excluding that portion that coincides with the Salisbury transition area.

Lexington, Tenn.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Franklin-Wilkins Airport (latitude 35°39'07" N., longitude 88°22'47" W.); within 3 miles each side of the Jacks Creek VORTAC 165° radial, extending from the 8-mile radius area to 8.5 miles southeast of the VORTAC.

Liberal, Kans.

That airspace extending upward from 700 feet above the surface within a 10-mile radius of the Liberal Municipal Airport (lat. 37°02'40"N., long. 100°57'42"W.), and within 3 miles each side of the 180° bearing from the Liberal NDB (lat. 36°57'32"N., long. 100°57'20"W.), extending from the 10-mile radius area to 8 miles south of the NDB.

Liberty, N. C.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Causey Airport (lat. 35°54'50" N., long. 79°37'03" W.); within 2 miles each side of Liberty VOR 358° radial, extending from the 5-mile radius area to the VOR.

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 arc of an 8.5-mile radius circle centered on the Lihue Airport (latitude 21°58'55" N., longitude 159°20'40" W.), extending clockwise from a line 2 miles west of and parallel to the Lihue VORTAC 021° radial to a line 2 miles northeast of and parallel to the Lihue VORTAC 130° radial and within 2 miles each side of the Lihue VORTAC 130° radial, extending from 9 miles southeast to 10.5 miles southeast of the Lihue VORTAC.

Lima, Ohio

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Allen County Airport (latitude 40°42'26" N., longitude 84°01'36" W.); within 3 miles each side of the Allen County VOR 090° radial extending from the 6.5-mile radius to 8.5 miles east of the VOR.

Lincoln, Ill.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Logan County Airport (latitude 40°09'38" N., longitude 89°20'07" W.); within 2½ miles each side of the Caritol, Illinois, VORTAC 040° radial extending from the 5-mile radius area to 17 miles northeast of the VORTAC; within 3 miles each side of the 047° bearing from the airport extending from the 5-mile radius area to 8 miles northeast of the airport.

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.

Linden, N. J.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of the center lat. 40°37'04"N., Long. 74°14'42"W. of Linden, N. J., Airport.

Litchfield, Ill.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Litchfield Municipal Airport (latitude 39°09'54"N., longitude 89°40'22"W.); and within 3 miles each side of the 079° bearing from the airport, extending from the 5-mile radius area to 8 miles east of the airport.

Litchfield, Minn.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Litchfield Municipal Airport (latitude 45°08'18" N., longitude 94°30'56" W.); and within 3/4 miles each side of the Darwin VORTAC 139° radial, extending from the 6-mile radius to 1 1/2 miles southeast of the VORTAC.

Little Falls, Minn.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Little Falls Municipal Airport, Little Falls, Minn., (lat. 45°56'56"N., long. 24°20'44"W.); within 3 miles each side of the 140° bearing from the airport, extending from the 6.5-mile radius area out to 8 miles southeast of the airport, excluding that portion which overlies the Camp Ripley, Minn., transition area.

AMENDMENTS 7/10/80 45 F. R. 32664 (Rewritten)

PENDING AMENDMENT**Littlefield, Tex.**

That airspace extending upward from 700 feet above the surface within a 7-statute-mile radius of the Littlefield Municipal Airport (lat. 33°55'25"N., long. 102°23'10"W.) and within 3 statute miles each side of the 208° bearing from the Littlefield NDB (lat. 33°55'07"N., long. 102°23'11"W.) extending from the 7-statute-mile radius area to 8.5 statute miles southwest of the NDB.

AMENDMENTS 12/25/80 45 F. R. 67071 (Added)

Little Rock, Ark.

That airspace extending upward from 700 feet above the surface bounded by a 23-mile radius of Little Rock AFB, Ark. (latitude 34°55'00" N., longitude 92°09'00" W.), and clockwise along a 23 mile arc of Adams Field Airport, Little Rock, Ark. (latitude 34°43'48" N., longitude 92°13'59" W.), to latitude 34°26'50" N., longitude 92°26'00" W., to latitude 34°26'00" N., longitude 92°30'00" W., to latitude 34°28'09" N., longitude 92°36'00" W., thence clockwise along the arc of a 6.5-mile-radius circle centered at latitude 34°33'30" N., longitude 92°36'30" W., to latitude 34°39'30" N., longitude 92°37'50" W., thence clockwise along a 23-mile radius of Adams Field Airport.

Livermore, Calif.

That airspace extending upward from 700 feet above the surface bounded by a line beginning at latitude 37°44'00" N., longitude 121°52'00" W., to latitude 37°48'15" N., longitude 121°40'00" W., to latitude 37°41'30" W., longitude 121°34'00" W., to latitude 37°38'00" N., longitude 121°52'00" W., thence to point of beginning.

Livingston, Mont.

That airspace extending upward from 700 feet above the surface within 9.5 miles west and 4.5 miles east of the Livingston VORTAC 340° radial extending from the VORTAC to 18.5 miles north of the VORTAC and within 2.5 miles each side of the Livingston 085° radial, extending from a 5-mile radius circle centered on Mission Field Airport, Livingston, Mont. (latitude 45°41'45" N., longitude 110°26'40" W.) to 9 miles east of the VORTAC; that airspace extending upward from 1,200 feet above the surface within 6 miles south and 9.5 miles north of the Livingston VORTAC 085° and 265° radials, extending from 7 miles west to 21 miles east of the VORTAC.

Livingston, Tenn.

That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of Livingston Municipal Airport (lat. 36°24'42"N., long. 85°18'44"W.).

Llano, Tex.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Llano Municipal Airport (latitude 30°46'30" N., longitude 98°39'30" W.) and within 2 miles each side of the Llano VORTAC 100° radial (091° magnetic radial) extending from the 5-mile radius area to the Llano VORTAC.

Lodi, Calif.

That airspace extending upward from 700 feet above the surface within a 3-mile radius of Linds Airport, Calif. (latitude 38°12'11" N., longitude 121°16'03" W.) and within 2.5 miles each side of the Linden, Calif., VORTAC 303° radial extending from the 3-mile-radius area to 10.5 miles northwest of the VORTAC.

Logan, Utah

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Logan-Cache Airport (lat. 41°47'09" N., long. 111°50'53" W.) and within 4.5 miles east and 9.5 miles west of the Logan VOR 352° radial, extending from the Logan VOR to 11 miles north of the Logan VOR; 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, Ind.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Logansport Municipal Airport, Logansport, Ind. (lat. 40°42'35"N., long. 86°22'45"W.).

AMENDMENTS 7/10/80 45 F. R. 31971 (Added)

Lompoc, Calif.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Lompoc Airport (latitude 34°39'58"N., longitude 120°27'56"W.) and within 5 miles each side of the Gaviota VORTAC 293° radial, extending from the 5-mile radius area to 16 miles west of the Gaviota VORTAC. That airspace within R-2516 is excluded.

London, Ky.

That airspace extending upward from 700 feet above the surface within a 12.5-mile radius of London-Corbin Airport, Magee Field (lat. 37°05'15" N., long. 84°04'38" W.); within 4.5 miles each side of London VORTAC 302° radial, extending from the 12.5-mile radius area to 10 miles south of the VORTAC.

London, Ohio

That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of Madison County Airport, London, Ohio, (lat. 39°56'03"N., long. 83°27'59"W.); within 3 miles each side of the 257° bearing from the Madison County Airport extending from the 5.5-mile radius area to 8 miles southwest of the airport.

AMENDMENTS 7/10/80 45 F. R. 31056 (Added)

Lonely DEW Station, Alaska

That airspace extending upward from 700 feet above the surface within 4.5 miles north and 9.5 miles south of the 293° bearing from the Lonely NDB, extending from the NDB to 18.5 miles northwest of the NDB.

AMENDMENTS 3/20/80 45 F. R. 6354 (Added)

Lone Rock, Wis.

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of the Tri-County Airport (latitude 43°12'36" N.; longitude 90°11'06" W.); within a 10-mile radius of the Richland Airport (latitude 43°16'55" N.; longitude 90°16'52" W.).

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 318° 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.

Loris, S. C.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Twin City Airport (lat. 34°05'19"N., long. 78°52'02"W.); within 3 miles each side of the 079° bearing from the Benton MDB (lat. 34°05'25"N., long. 78°52'06"W.); extending from the 6-mile radius area to 8.5 miles east of the RBN.

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°42'00" N., longitude 118°09'00" W., to latitude 33°42'00" N., longitude 118°26'00" W., to latitude 33°48'00" N., longitude 118°26'00" W., to latitude 33°53'00" N., longitude 118°33'00" W., thence to point of beginning; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 34°00'00" N., longitude 119°05'00" W.; to latitude 34°00'00" N., longitude 118°33'00" W.; to latitude 33°53'00" N., longitude 118°33'00" W.; to latitude 33°45'00" N., longitude 118°22'00" W.; to latitude 33°45'00" N., longitude 118°15'00" W.; to latitude 33°30'00" N., longitude 117°45'00" W.; to latitude 33°30'00" N., longitude 118°34'00" W.; to latitude 33°28'30" N., longitude 118°34'00" W.; to latitude 33°28'30" N., longitude 119°07'00" W.; to latitude 33°52'03" N., longitude 119°06'59" W.; thence to point of beginning.

Los Banos, Calif.

That airspace extending upward from 700 feet above the surface within a three-mile radius of Los Banos Municipal Airport (lat. 37°03'43"N., long. 120°52'05"W.) and within three miles each side of the Panoche VORTAC 348° radial, extending from the three-mile radius area to six miles south and six miles north of the airport.

Louisiana

That airspace extending upward from 1,200 feet above the surface bounded on the west, north, and east by the Louisiana/Texas, Arkansas/Louisiana, and Louisiana/Mississippi State lines and bounded on the south by the Gulf of Mexico control area (3 nautical miles offshore and parallel to the shoreline) beginning at the point of intersection of the Louisiana/Mississippi State line and the Gulf of Mexico control area; thence west to the intersection of the Louisiana/Texas State line and the Gulf of Mexico control area.

Louisville, Ky.

That airspace extending upward from 700 feet above the surface within an 11-mile radius of Standiford Field (lat. 38°10'33" N., long. 85°44'12" W.); within 3 miles each side of the ILS localizer north course, extending from the 11-mile radius area to 8.5 miles north of Louisville VOR 328° radial; within 3 miles each side of the ILS localizer east course, extending from the 11-mile radius area to 8.5 miles east of the LOM; within 9.5 miles west and 4.5 miles east of the ILS localizer south course, extending from the 11-mile radius area to 18.5 miles south of the OM; within 3 miles each side of the ILS localizer west course, extending from the 11-mile radius area to 8.5 miles west of Nabb VOR 206° radial; within a 10-mile radius of Bowman Field (lat. 38°13'40" N., long. 85°39'47" W.); within an 8.5-mile radius of Godman AAF, Fort Knox (lat. 37°54'27" N., long. 85°58'21" W.).

Louisville, Miss.

That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of Louisville-Winston County Airport (lat. 33°08'35" N., long. 89°03'45" W.); within 3 miles each side of the 346° bearing from Louisville RBN (lat. 33°08'37" N., long. 89°03'39" W.), extending from the 5.5-mile radius area to 8.5 miles north of the RBN.

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.

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 the airport extending from the 5-mile radius area to 8 miles northeast of the airport.

Lufkin, Tex.

That airspace extending upward from 700 feet above the surface within 8.5 miles of the Angelina County Airport (lat. 31°14'05"N., long. 94°45'00"W.) and within 8 miles east and 5 miles west of the Lufkin VOR 157° radial extending from the VOR to 12 miles southeast and within 3.5 miles either side of the 255° bearing from the LOM (lat. 31°13'06.92"N., long. 94°49'31.52"W.), extending 11.5 miles west of the LOM.

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.

Luray, Va.

That airspace extending upward from 700 feet above the surface within a 7.5-mile radius of the center, 38°40' 01" N., 78°30'01" W., of Luray Caverns Airport, Luray, Va., extending clockwise from a 266° bearing to a 314° bearing from the airport; within a 10-mile radius of the center of the airport, extending clockwise from a 314° bearing to a 348° bearing from the airport; within a 13.5-mile radius of the center of the airport, extending clockwise from a 348° bearing to a 040° bearing from the airport; within a 15-mile radius of the center of the airport, extending clockwise from a 040° bearing to a 057° bearing from the airport; within a 19-mile radius of the center of the airport, extending clockwise from a 057° bearing to a 074° bearing from the airport; within a 13.5-mile radius of the center of the airport, extending clockwise from a 074° bearing to a 141° bearing from the airport; within a 16.5-mile radius of the center of the airport, extending clockwise from a 141° bearing to a 166° bearing from the airport; within a 20-mile radius of the center of the airport, extending clockwise from a 166° bearing to a 188° bearing from the airport; within a 14.5-mile radius of the center of the airport, extending clockwise from a 188° bearing to a 213° bearing from the airport; within a 20.5-mile radius of the center of the airport, extending clockwise from a 213° bearing to a 234° bearing from the airport; within a 12-mile radius of the center of the airport, extending clockwise from a 234° bearing to a 246° bearing from the airport; within a 10.5-mile radius of the center of the airport, extending clockwise from a 246° bearing to a 266° bearing from the airport.

Lynchburg, Va.

That airspace extending upward from 700 feet above the surface within a 9-mile radius of the center, lat. 37°19'37"N., long. 79°12'04"W., of Lynchburg Municipal-Preston Glenn Field, Lynchburg, Va.; within 3 miles each side of the Lynchburg, Va., VORTAC 201° radial, extending from the 9-mile radius area to 8.5 miles south of the VORTAC and within 3.5 miles each side of the Lynchburg, Va., VORTAC 023° radial extending from the 9-mile radius area to 24.5 miles northeast of the VORTAC.

Lyndonville, Vt.

That airspace extending upward from 700 feet above the surface within a 16.5-mile radius of the center (lat. 44°34'09"N., long. 72°01'09"W.) of the Caledonia County Airport, Lyndonville, Vt.

Lyons, Kans.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Lyons Airport (lat. 38°20'30"N., long. 98°13'45"W.) and 3 miles either side of the 350° bearing from the airport, extending from 5 miles to 8.5 miles north, and that airspace extending upward from 1,200 feet above the surface, 9.5 miles west of and 4.5 miles east of the 350° bearing from 1.5 miles south to 18.5 miles north of the airport, excluding that airspace that overlies the Hutchinson, Kans., transition area.

Mackall AAF, N. C.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Mackall AAF (lat. 35°02'13"N., long. 79°29'54"W.); excluding that portion that coincides with the Southern Pines, N. C., transition area.

Mackinac Island, Mich.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Mackinac Island Airport (latitude 45°51'55" N., longitude 84°38'20" W.).

Macomb, Ill.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of Macomb Municipal Airport (latitude 40°31'11" N., longitude 90°39'17" W.); and within 3 miles each side of the 084° bearing from Macomb Municipal Airport extending from the 6-mile radius area to 8 miles east of the airport.

Macon, Ga.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of Herbert Smart Airport (latitude 32°49'20" N., longitude 83°33'45" W.); within an 11-mile radius of Lewis B. Wilson Airport (latitude 32°41'35" N., longitude 83°38'50" W.); within a 14-mile radius of Robins AFB (latitude 32°38'30" N., longitude 83°35'30" W.); within 5 miles each side of Macon VORTAC 227° radial, extending from the 14-mile radius area to 10.5 miles southwest of the VORTAC; within 4 miles each side of Macon ILS localizer southwest course, extending from the 14-mile radius area to 14 miles southwest of the LOM; within a 5.5-mile radius of Perry-Port Valley Airport (lat. 32°30'36"N., long. 83°45'51"W.); within 5 miles each side of Vienna VORTAC 321° radial, extending from the 5.5-mile radius area to 16 miles northwest of the VORTAC; within 3 miles each side of the 189° bearing from the Bay Creek RBN (lat. 32°27'48"N., long. 83°45'57"W.), extending from the 5.5-mile radius area to 8.5 miles south of the RBN.

Madera, Calif.

That airspace extending upward from 700 feet above the surface within a 4.5-mile radius of Madera Municipal Airport (lat. 36°59'15"N., long. 120°06'40"W.); and within 4.5 miles each side of the Fresno VORTAC 291° radial, extending from the 4.5-mile radius area to 7 miles west of the VORTAC.

Madill, Okla.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Madill Municipal Airport, Madill, Okla., (lat. 34°08'25"N., long. 96°48'42"W.).

Madison, Conn.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center (lat. 41°16'17"N., long. 72°32'58"W.) of the Griswold Airport; within a 7-mile radius of the center of the airport extending clockwise from the 248° bearing to the 102° bearing.

Madison, Ga.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Madison Municipal Airport (lat. 33°36'46" N., long. 83°27'41" W.).

Madison, Ind.

That airspace extending upward from 700 feet above the surface within a 5½-mile radius of Madison Municipal Airport (latitude 38°45'38" N., longitude 85°27'41" W.); within 3 miles each side of the 217° bearing from Madison Municipal Airport, extending from 5½-mile radius area to 8 miles southwest of the airport, excluding the portion which overlies Restricted Area R-3403.

Madison, Minn.

That airspace extending upward from 700 feet above the surface within an 8.5-statute-mile radius of the Dawson-Madison Airport (lat. 44°59'25"N., long. 96°10'50"W.) and that airspace extending upward from 1,200 feet above the surface 5 statute miles either side of the 072° bearing from the Watertown, S. Dak., VORTAC to the Dawson-Madison NDB (lat. 44°59'03"N., long. 96°10'44"W.).

AMENDMENTS 10/30/80 45 P. R. 60897 (Added)

Madison, S. Dak.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Madison Municipal Airport (latitude 44°00'54" N., longitude 97°04'45" W.); within 3 miles each side of the 346° bearing from the Madison Municipal Airport, extending from the 6-mile radius to 8½ miles north of the airport; and that airspace extending upward from 1,200 feet above the surface within 5½ miles east and 9½ miles west of the 346° and 166° bearings from the Madison Municipal Airport; extending from 7 miles south of the airport to 18½ miles north of the airport.

Madison, Wis.

That airspace extending upward from 700 feet above the surface within an 11-mile radius of the Traux Airport (latitude 42°08'15" N., longitude 89°20'10" W.); within 3 miles each side of the 181° bearing from the airport extending from the 11-mile radius area to 16 miles south of the airport; within 3 miles each side of the 315° bearing from the airport extending from the 11-mile radius area to 15.5 miles NW of the airport; within 3 miles each side of the 001° bearing from the airport extending from the 11-mile radius area to 17 miles N of the airport; within 3.5 miles each side of the 135° bearing from the airport extending from the 11-mile radius area to 17.5 miles SE of the airport; and within a 7-mile radius of the Morey Airport (latitude 42°07'00" N., longitude 89°32'00" W.); within 3 miles each side of the 305° bearing from the airport extending from the 7-mile radius area to 8 miles NW of the airport.

Madisonville, Ky.

That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of Madisonville Municipal Airport (lat. 37°21'00" N., long. 87°24'00" W.); within 1.5 miles each side of Central City VOR 257° radial, extending from the 5.5-mile radius area to the VOR.

Magnolia, Ark.

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Magnolia Municipal Airport (latitude 33°13'45" N., longitude 93°13'00" W.); within 3.5 miles each side of the 171° bearing from the NDB (latitude 33°13'40" N., longitude 93°13'07" W.) extending from the 8.5-mile radius area to 12 miles south of the NDB.

Maine

That airspace extending upward from 1,200 feet above the surface within the territorial boundaries of the State of Maine, including offshore airspace beginning at lat. 44°47'45"N., long. 66°53'00"W.; extend by a line 3 nautical miles from and parallel to the U. S. shoreline to lat. 44°20'10"N., long. 67°56'00"W.; to lat. 44°18'30"N., long. 67°56'00"W.; to lat. 43°52'00"N., long. 69°00'00"W.; to lat. 43°48'00"N., long. 69°03'00"W.; to lat. 43°44'00"N., long. 69°19'42"W.; to lat. 43°41'00"N., long. 69°30'00"W.; to lat. 43°30'00"N., long. 70°06'00"W.; to lat. 43°18'15"N., long. 70°25'00"W.; to lat. 42°56'00"N., long. 70°25'00"W.; to lat. 42°56'00"N., long. 70°34'00"W.; thence to clockwise via the state boundary to point of beginning.

AMENDMENTS 10/2/80 45 F. R. 57371 (Added)

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 6½-mile radius of Malden Municipal Airport (latitude 36°38'20" N., longitude 89°59'20" W.), and within 3 miles each side of the Malden VOR 120° radial, extending from the 6½-mile radius area to 8 miles southeast of the VOR.

Malvern, Ark.

That airspace extending upward from 700 feet above the surface within a 5-statute mile radius of Malvern Municipal Airport, Malvern, Ark. (latitude 34°19'57" N., longitude 92°45'45" W.); and within 3.5 statute miles each side of an 046° bearing from the Malvern NDB (latitude 34°19'56" N., longitude 92°45'50" W.), extending from the 5-mile radius area to 11.5 statute miles northeast of the NDB; excluding that portion which overlies the Little Rock, Ark., transition area.

Manahawkin, N. J.

That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of the center 39°42'00" N., 74°16'36" W. of Manahawkin Airport, Manahawkin, N. J.

Manhattan, Kans.

That airspace extending upward from 700 feet above the surface, within a 7-mile radius of the Manhattan, Kans., Municipal Airport (lat. 39°08'28"N., long. 96°40'10"W.) and within 4 miles each side of the Manhattan, Kans., VOR 046° radial extending from the 7-mile radius area to 11 miles northeast of the VOR, within 2 miles northeast and 3 miles southwest of the 126° bearing from the McDowell Creek RBN, extending from the RBN to 10 miles southeast, within 6 miles south and 9 miles north of the Fort Riley VOR 059° radial extending from the VOR to 21 miles northeast, within 2 miles each side of the Fort Riley VOR 222° radial extending from the VOR to 8 miles southwest.

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.

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 an 8-mile radius of Mankato Municipal Airport (lat. 44°13'25" N., long. 93°55'06" W.).

Manning, S. C.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Clarendon County Airport (latitude 33°35'13" N., longitude 80°12'32" W.); within 3 miles each side of the 197° bearing from Manning, S. C., RBN (latitude 33°35'23" N., longitude 80°12'23" W.), extending from the 6.5-mile radius area to 8.5 miles south of the RBN; 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 6.5-mile radius area to the VOR.

Mansfield, La.

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of DeSoto Parish Airport (latitude 32°04'20" N., longitude 93°45'47" W.).

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 219° 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 a 9-mile radius of Mansfield-Laurel Municipal Airport (lat. 40°19'17" N., long. 82°31'00" W.); within a 5-mile radius of Galion Municipal Airport (lat. 40°45'15" N., long. 82°43'30" W.); within a 5-mile radius of Shelby Community Airport (lat. 40°52'23" N., long. 82°41'48" W.); within a 7.5-mile radius of Willard Airport (lat. 41°02'23" N., long. 82°43'38" W.); within 7 miles each side of the Mansfield, Ohio, VORTAC 307° radial extending from the 9-mile radius area to 17 miles NW of the VORTAC; and within 5 miles each side of the Mansfield VORTAC 130° radial extending from the 9-mile radius area to 22 miles SE of the VORTAC.

Manteo, N. C.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Manteo Airport (lat. 35°55'07"N., long. 75°41'43"W.); within 3 miles each side of the 229° and 343° bearings from the Manteo RBN (lat. 35°54'56"N., long. 75°41'42"W.), extending from the 5-mile radius area to 8.5 miles southwest and north of the RBN.

Mary, La.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Hart Airport (lat. 31°32'45"N., long. 93°29'30"W.) and within 2 miles each side of the 326° bearing from the NDB (lat. 31°34'16"N., long. 93°32'29"W.) extending from the 6.5-mile radius area to 5 miles northwest of the NDB.

AMENDMENTS 3/20/80 45 F. R. 5673 (Rewritten)

Maple Lake, Minn.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Maple Lake Municipal Airport, Maple Lake, Minn. (lat. 45°14'10"N., long. 93°58'55"W.) and within 3 miles either side of the 276° bearing from the Minneapolis (MSP) VORTAC (lat. 45°08'45"N., long. 93°22'23"W.) extending from the 6.5-mile radius area out to 7.5 miles east of the airport, excluding that portion which overlaps the Buffalo, Minn., transition area.

AMENDMENTS 9/4/80 45 F. R. 45268 (Added)

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.

Mapleton, Iowa

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Mapleton, Iowa, Municipal Airport (lat. 42°10'38" N., long. 95°47'42" W.); and within 3½ miles each side of the 035° bearing from Mapleton Municipal Airport, extending from the 5-mile radius area to 11½ miles northeast of the airport.

Maquoketa, Iowa

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Maquoketa Airport (latitude 42°03'00" N., longitude 90°45'00" W.); and that airspace three miles each side of the 343° bearing from the Maquoketa NDB (latitude 42°03'05" N., longitude 90°44'27" W.); extending from the 7-mile radius area to 8.5 miles northwest of the NDB.

Marathon, Fla.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Marathon Flight Strip (lat. 24°43'33"N., long. 81°03'05"W.); within 3 miles each side of the 251° bearing from the Marathon RBN, extending from the 6.5-mile radius area to 8.5 miles west of the RBN; excluding the portion outside the continental limits of the United States.

Marble Falls, Tex.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Horsehoe Bay Airport (latitude 30°31'27" N., longitude 98°21'45" W.), and within 3.5 miles each side of the 012° bearing extending from the 5-mile radius area to 11.5 miles north of the NDB site at latitude 30°31'27" N., longitude 98°21'45" W.

Marco Island, Fla.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Marco Island Airport (lat. 25°59'46"N., long. 81°40'22"W.); within 3 miles each side of the 164° bearing from the Marco Island RBN (lat. 26°00'01"N., long. 81°40'30"W.); extending from the 6.5-mile radius area to 8.5 miles south of the RBN.

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 8.5-mile radius of Marianna Municipal Airport (lat. 30°50'08"N., long. 85°11'02"W.); within 4.5 miles northeast and 6.5 miles southwest of the Marianna VORTAC 133° radial, extending from the 8.5-mile radius area to 11.5 miles southeast of the VORTAC.

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°47'25" N., longitude 89°26'00" W., thence south to latitude 37°42'10" N., longitude 89°24'00" W., 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.

Marion, Ind.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Marion Municipal Airport, Marion, Indiana (latitude 40°29'27" N., longitude 85°40'43" W.); and within 3 miles each side of the Marion VOR 042°, 211° and 320° radials, extending from the 5-mile radius to 8 miles northeast, southwest and northwest of the VOR.

Marion, Ohio

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Marion Municipal Airport (latitude 40°38'58" N., longitude 83°03'51" W.); within 3 miles each side of the 067° bearing from the airport extending from the 6.5-mile radius area to 8.5 miles northeast of the airport; and within 3 miles each side of the 327° bearing from the airport extending from the 6.5-mile radius area to 8.5 miles northwest of the airport.

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; within 3 miles each side of the 211° bearing from Marion RBN (lat. 34°11'06" N., long. 79°20'00" W.), extending from the 6-mile radius area to 8.5 miles southwest of the RBN; excluding the portion within Florence transition area.

Marion, Va.

That airspace extending upward from 700 feet above the surface within a 9-mile radius of the center, 36°53'45"N., 81°20'45"W., of Mountain Empire Airport, Marion, Va.; within a 16-mile radius of the center of the airport, extending clockwise from a 123° bearing to a 145° bearing from the airport; within a 14.5-mile radius of the center of the airport, extending clockwise from a 145° bearing to a 175° bearing from the airport; within a 15.5-mile radius of the center of the airport, extending clockwise from a 175° bearing to a 192° bearing from the airport; within a 22-mile radius of the center of the airport, extending clockwise from a 192° bearing to a 207° bearing from the airport; within a 24.5-mile radius of the center of the airport, extending clockwise from a 207° bearing to a 225° bearing from the airport; within a 13.5-mile radius of the center of the airport, extending clockwise from a 225° bearing to a 320° bearing from the airport; within a 15.5-mile radius of the center of the airport, extending clockwise from a 320° bearing to a 336° bearing from the airport; within a 17.5-mile radius of the center of the airport, extending clockwise from a 336° bearing to a 024° bearing from the airport; within a 13.5-mile radius of the center of the airport, extending clockwise from a 024° bearing to a 034° bearing from the airport; within a 19-mile radius of the center of the airport, extending clockwise from a 034° bearing to a 056° bearing from the airport, within an 18-mile radius of the center of the airport, extending clockwise from a 056° bearing to a 067° bearing from the airport; within 3.5 miles each side of a 069° bearing from the Retreat RBN (36°55'01"N., 81°16'27"W.), extending from the RBN to 10 miles east of the RBN, excluding the portion that coincides with Bluefield, W. Va., and Dublin, Va., 700-foot floor transition areas.

Marks, Miss.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Selfs Airport (lat. 34°13'50"N., long. 90°17'25"W.); within 3 miles each side of the 195° bearing from the Marks, Miss., RBN (lat. 34°13'53"N., long. 90°17'25"W.), extending from the 6.5-mile radius area to 8.5 miles south of the RBN; within 3 miles each side of the 006° bearing from the Marks, Miss., RBN extending from the 6.5-mile radius area to 8.5 miles north of the RBN.

AMENDMENTS 3/20/80 44 P. R. 75381 (Changed)

Marksville, La.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Marksville NDB (latitude 31°05'39" N., longitude 92°04'17" W.); within 3.5 miles each side of a 206° bearing from the Marksville NDB extending from the 5-mile radius area to 11.5 miles southwest of the NDB.

Marlette, Mich.

That airspace extending upward from 700 feet above the surface within a 5½-mile radius of the Marlette Airport (latitude 43°18'37" N., longitude 83°05'31" W.).

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 the Marshall Municipal Airport (latitude 44°28'50" N., longitude 95°49'10" W.).

Marshall, Mo.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Marshall Memorial Airport (lat. 39°06'00"N., long. 93°12'10"W.), and within 3 miles each side of the 347° bearing from the MHL NDB (lat. 39°05'49"N., long. 93°11'52"W.), extending from the 5-mile radius area to 8.5 miles northwest of the NDB facility; and within 3 miles each side of the 184° bearing from the MHL NDB extending from the 5-mile radius area to 8.5 miles southwest of the NDB facility.

AMENDMENTS 5/15/80 45 P. R. 18913 (Added)

Marshall, Tex.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Harrison County Airport (latitude 32°31'18" N., longitude 94°18'29" W.) and within 2.5 miles each side of Gregg County VORTAC 075° radial extending from the 5-mile radius area to 21 miles east of the VORTAC.

Marshalltown, Iowa

That airspace extending upward from 700 feet above the surface within a 6-mile radius of Marshalltown Municipal Airport (lat. 42°06'45"N., long. 92°54'50"W.) and within 3 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 within 3 miles each side of the 135° radial of the Elmwood VOR extending from the 6-mile radius to 8 miles southeast of the airport; and within 3 miles each side of the 303° radial of the Elmwood VOR extending from the 6-mile radius to 8 miles northwest of the airport.

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 34 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.

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.

Martinsburg, W. Va.

That airspace extending upward from 700 feet above the surface within a 12-mile radius of the center, lat. 39°24'03" N., long. 77°59'09" W. of Eastern West Virginia Regional Airport, Martinsburg, W. Va.; and within a 15-mile radius of the center of the airport, extending clockwise from a 263° bearing to a 335° bearing from the airport.

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 4.5 miles each side of the Martinsville, Va., VOR 178° radial extending from the 6.5-mile radius area to 12 miles south of the airport; within 4.5 miles each side of the Martinsville, Va., VOR 115° radial extending from the 6.5-mile radius area to 11 miles southeast of the airport.

AMENDMENTS 9/4/80 45 F. R. 54027 (Changed)

Maryland

That airspace extending upward from 1,200 feet above the surface within the boundary of the State of Maryland including the offshore airspace within 3 nautical miles and parallel to the shoreline, excluding that airspace within P-40.

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 9 miles west and 5 miles east of the Beale VOR 162° and 342° radials, extending from the Beale 10-mile radius area to 17 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.

Marysville, Kans.

That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of Marysville Municipal Airport, Marysville, Kans., lat. 39°51'12"N., long. 96°37'49"W., within 3 miles each side of the Marysville NDB 357° bearing extending from the 5.5-mile radius area to 8 miles north of the airport; and within 3 miles each side of the Marysville NDB 147° bearing extending from the 5.5-mile radius area to 8 miles southeast of the airport.

Marysville, Ohio

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Union County Airport (latitude 40°13'29" N., longitude 83°21'00" W.); and within 2 miles on each side of the 088° bearing from the airport extending from the 5-mile radius area to 8 miles west of the airport.

Maryville, Mo.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Maryville Memorial Airport (lat. 40°21'00"N., long. 94°54'45"W.). Excluding that airspace within a 1.25-mile radius of Rankin Airport (lat. 40°20'00"N., long. 94°50'00"W.).

Mason, Mich.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center, lat. 42°33'50"N., long. 84°25'40"W., of the Mason-Jewett Airport, Mason, Mich.

Mason, Tex.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Mason County Airport (latitude 30°43'54" N., longitude 99°11'06" W.).

Mason City, Iowa

That airspace extending upward from 700 feet above the surface within a 9-mile radius of Mason City Municipal Airport (latitude 43°09'25" N., longitude 93°19'54" W.); within 5 miles each side of the Mason City VORTAC 002° radial, extending from the 9-mile radius area to 24½ miles north of the VORTAC; and within 4½ miles west and 9½ miles east of the Mason City VORTAC 182° and 002° radials, extending from 5 miles north to 24½ miles south of the VORTAC.

Massachusetts

That airspace extending upward from 1,200 feet above the surface within the boundary of the State of Massachusetts including the offshore airspace within 3 nautical miles of and parallel to the shoreline of Massachusetts and that airspace bound by a line beginning at lat. 42°41'20"N., long. 70°30'00"W.; to lat. 42°15'20"N., long. 70°30'00"W.; to lat. 42°10'50"N., long. 70°03'00"W.; to lat. 41°38'00"N., long. 69°45'10"W.; to lat. 41°20'00"N., long. 69°45'10"W.; to lat. 41°09'00"N., long. 70°00'00"W.; to lat. 41°10'25"N., long. 70°12'50"W.; to lat. 41°04'00"N., long. 70°42'30"W.; to lat. 41°12'45"N., long. 70°42'30"W.; to lat. 41°08'30"N., long. 71°04'45"W.; to lat. 41°25'15"N., long. 71°04'45"W.; to lat. 41°25'15"N., long. 71°04'45"W.; thence along a line 3 nautical miles from and parallel to the shoreline to the point of beginning.

Massena, N. Y.

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of the center, lat. 44°56'10" N., long. 74°50'50" W. of Richards Field, Massena, N. Y.; within 3 miles each side of the Massena, VORTAC 104° radial extending from the 8.5-mile radius area to 8 miles east of the VORTAC, 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.

Matawan, N. J.

That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of the center, lat. 40°22'25"N., long. 74°15'15"W., of Marlboro Airport, Matawan, N. J., and within 1.5 miles each side of the Colts Neck, N. J., VORTAC 307° radial extending from the 5.5-mile radius area to the Colts Neck VORTAC.

Mattoon, Ill.

That airspace extending upward from 700 feet above the surface within a 9-mile radius of Coles County Memorial Airport (lat. 39°28'45" N., long. 88°16'51" W.); and within 4.5 miles each side of the Mattoon VOR 228° radial, extending from the 9-mile radius area to 13 miles southwest of the VOR.

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.

Mayfield, Ky.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Mayfield-Graves County Airport (latitude 36°46'03" N., longitude 88°35'05" W.).

McAlester, Okla.

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of the McAlester Municipal Airport (lat. 34°53'05"N., long. 95°46'55"W.).

McAllen, Tex.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Miller International Airport (latitude 26°10'40" N., longitude 98°14'25" W.); within 3.5 miles each side of the McAllen VOR 095° radial extending from the 5-mile radius area to 11.5 miles east of the VOR; within 4 miles south and 5 miles north of the McAllen VOR 321° radial extending from the 5-mile radius area to 18.5 miles northwest of the McAllen VOR; and within 2 miles each side of the localizer (latitude 26°09'59" N., longitude 98°13'53" W.) back course 141° radial extending from the 5-mile radius area to 5.5 miles southeast of the localizer, excluding the portion outside the United States.

McCall, Idaho

That airspace extending upward from 1,200 feet above the surface 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 5/15/80 45 F. R. 17948 (Changed)

McComb, Miss.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of McComb-Pike County Airport (lat. 31°10'35" N., long. 90°28'08" W.).

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°35'28" W.); within 5 miles southwest and 8 miles northeast of the 130° 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.

McCordsville, Ind.

That airspace extending upward from 700 feet above the surface within a 5½-mile radius of the Indianapolis Brookside Airport (latitude 39°54'19" N., longitude 85°55'29" W.); and within a 5½-mile radius of the Indianapolis Metropolitan Airport (latitude 39°56'10" N., longitude 86°02'45" W.).

McGehee, Ark.

That airspace extending upward from 700 feet above the surface within a 6.5-statute-mile radius of McGehee Municipal Airport, McGehee, Ark. (lat. 33°37'15" N., long. 91°22'00" W.).

McGrath, Alaska

That airspace extending upward from 700 feet above the surface within 5 miles northeast and 3 miles southwest of the McGrath VORTAC 123° radial extending from the control zone extension to 12.5 miles southeast of the VORTAC; within 4 miles each side of the McGrath VORTAC 008° radial extending from the control zone extension to 14.5 miles north of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within a 21.5-mile radius of the McGrath VORTAC extending clockwise from the 344° radial to the 236° radial of the VORTAC; within a 12-mile radius of the McGrath VORTAC extending clockwise from the 236° radial to the 344° radial of the VORTAC; and within 9.5 miles east and 4.5 miles west of the McGrath VORTAC 008° radial extending from the 21.5-mile radius area to 23 miles north 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.

McMinnville, Tenn.

That airspace extending upward from 700 feet above the surface within a 13-mile radius of Warren County Memorial Airport (lat. 35°42'00" N., long. 85°50'30" W.); within 9.5 miles northwest and 4.5 miles southeast of the 061° bearing from Warren County RBN (lat. 35°42'11" N., long. 85°50'40" W.), extending from the 13-mile radius area to 18.5 miles northeast of the RBN; within a 6.5-mile radius of Smithville Municipal Airport (lat. 35°59'08" N., long. 85°48'31" W.); within 3 miles each side of the 045° bearing from Hurricane RBN (lat. 35°59'02" N., long. 85°48'28" W.), extending from the 6.5-mile radius area to 8.5 miles northeast of the RBN.

McPherson, Kans.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of McPherson Municipal Airport (latitude 38°21'19" N., longitude 97°41'29" W.); and that airspace extending upward from 1,200 feet above the surface within 9½ miles southwest and 4½ miles northeast of the 309° bearing from the McPherson Municipal Airport, extending from the airport to 18½ miles northwest of the airport, excluding the portions that overlie the Salina and Hutchinson, Kans., 1,200-foot floor transition areas.

McRae, Ga.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Telfair-Wheeler Airport (lat. 32°05'46" N., long. 82°52'55" W.); within 3 miles each side of the 030° bearing from McRae RBN (lat. 32°05'40" N., long. 82°53'02" W.), extending from the 7-mile radius area to 8.5 miles northeast of the RBN.

Meade, Kans.

That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of the Meade, Kans., Municipal Airport (lat. 37°16'45"N., long. 100°21'15"W.); within 3 miles each side of the Meade NDB (lat. 37°16'40"N., long. 100°21'31"W.); 008° bearing, extending from the 5.5-mile radius to 8.5 miles north of the NDB.

Meadville, Pa.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of the center, lat. 41°37'37"N., long. 80°12'51"W., of Fort Meadville Airport, Meadville, Pa.

Medford, Oids.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Medford Municipal Airport (lat. 36°47'26"N., long. 97°44'56"W.) and within 4 miles each side of the 349° bearing from the NDB (lat. 36°47'35"N., long. 97°44'46"W.) extending from the 5-mile radius area to 8.5 miles north of the NDB.

AMENDMENTS 7/10/80 45 F. R. 34261 (Added)

Medford, Oreg.

That airspace extending upward from 700 feet above the surface within 7 miles northeast and 5 miles southwest of the Medford ILS localizer northwest course extending from 3 miles northwest of the Pomic LOM (latitude 42°27'03.8" N., longitude 122°54'44.1" W.), to 24 miles northwest of the LOM; within 3.5 miles each side of the Medford ILS localizer southeast course extending from the LOM to 24 miles southeast of the LOM; that airspace extending upward from 1,200 feet above the surface bounded on the east by V-452, on the southeast by the 40-mile arc centered on Klamath Falls VORTAC, on the south by V-122, on the west by V-23; that airspace southeast of Medford bounded on the north by the south edge of V-122, on the east by the 40-mile arc centered on Klamath Falls VORTAC, on the south by the 7-mile radius area centered on the Siskiyou County Airport, on the west by the east edge of V-23E; and that airspace extending upward from 5,500 feet MSL within 7 miles north and 11 miles south of the Medford, Oreg., VORTAC 271° radial extending from the west edge of V-23W and north edge of V-122 to the east edge of V-27.

Medford, Wis.

That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of the Taylor County Airport (latitude 45°06'02" N., longitude 90°18'18" W.); within 3 miles each side of the 162° bearing from the airport extending from the 5.5-mile radius area to 8 miles southeast of the airport.

Meeker, Colo.

That airspace extending upward from 700 feet above the surface within an area bounded by a point beginning at lat. 40°16'20"N., long. 108°13'00"W.; to lat. 40°09'50"N., long. 107°36'00"W.; to lat. 39°40'00"N., long. 108°09'00"W.; to lat. 39°49'50"N., long. 108°22'30"W.; thence to point of beginning; and that airspace extending upward from 1,200 feet above the surface bounded on the north by the south edge of V-10L; on the west by the east edge of V-187; on the east by the west edge of V-26, excluding the Hayden and Grand Junction, Colo., transition areas.

AMENDMENTS 10/30/80 45 F. R. 58105 (Added)

Melbourne, Fla.

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of the Melbourne Regional Airport (lat. 28°06'01" N., long. 80°38'00" W.); within an 8.5-mile radius of Patrick AFB (lat. 28°14'21" N., long. 80°36'28" W.); within 3 miles each side of Patrick AFB TACAN 030° radial, extending from the 8.5-mile radius area to 9.5 miles northeast of the TACAN.

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 8.5-mile radius of Memphis International Airport (latitude 35°03'00" N., longitude 89°58'15" W.); within 4.5 miles each side of Memphis ILS localizer east course, extending from the 8.5-mile radius area to Holly Springs, Miss., VOR 328° radial; within 3 miles each side of Memphis ILS localizer south course, extending from the 8.5-mile radius area to 8.5 miles south of the LOM; within 3 miles each side of Memphis ILS localizer west course, extending from the 8.5-mile radius area to 8.5 miles west of the LOM; within a 6.5-mile radius of Twinkle Town Airport (lat. 34°55'45"N., long. 90°10'05"W.); within 3 miles each side of the Memphis VORTAC 311° radial, extending from the 6.5-mile radius area to 32.5 miles northwest of the VORTAC; within a 6.5-mile radius of West Memphis Municipal Airport (latitude 35°08'24" N., longitude 90°14'00" W.); within 3 miles each side of Memphis VORTAC 311° radial, extending from the 6.5-mile radius area to 32.5 miles northwest of the VORTAC; within 3 miles each side of the 187° and 352° bearings from West Memphis RBN (latitude 35°08'20" N., longitude 90°14'02" W.), extending from the 6.5-mile radius area to 8.5 miles north and south of the RBN; within an 8.5-mile radius of Olive Branch Municipal Airport (lat. 34°58'44" N., long. 89°47'33" W.).

Memphis, Tenn. (NAS)

That airspace extending upward from 700 feet above the surface within a 12-mile radius of NAS Memphis (lat. 35°21'15"N., long. 89°52'10"W.); within a 7-mile radius of Arlington Municipal Airport (lat. 35°16'58"N., longitude 89°40'22" W.); within 3 miles each side of the 161° bearing from Loosahatchie RBN (latitude 35°17'04" N., longitude 89°40'19" W.), extending from the 7-mile radius area to 8.5 miles south of the RBN.

Mena, Ark.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Mena Municipal Airport (latitude 34°33'00" N., longitude 94°12'31" W.) and within 5 miles each side of the Rich Mountain, Okla., VORTAC 112° radial extending from the 5-mile radius area to the VORTAC and within 3.5 miles each side of the 087° bearing from the Mena, Ark., NDB (latitude 34°32'55" N., longitude 94°12'34" W.) extending from the 5-mile radius area to a point 12 miles east of the NDB.

Menominee, Mich.

That airspace extending upward from 700 feet above the surface within a 6½-mile radius of Menominee County Airport (latitude 45°07'20" N., longitude 87°38'15" W.); within 4½ miles east and 9½ miles west of the Menominee VOR 349° radial, extending from the VOR to 18½ miles north of the VOR; and within 4½ miles northeast and 9½ miles southwest of the 140° and 320° bearings from Menominee County Airport, extending from 6 miles southeast to 18½ miles northwest 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°22'43" 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-165, 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, CA., transition area, on the W by V-165 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.

That airspace extending upward from 700 feet above the surface within an 11-mile radius of Key Field (lat. 32°19'58"N., long. 88°45'05"W.); within 3 miles each side of the 191° bearing from the Lauderdale RBN, extending from the 11-mile radius area to 8.5 miles south of the RBN; within 5 miles each side of Meridian VORTAC 315° radial, extending from the 11-mile radius area to 11.5 miles northwest of the VORTAC; within an 8.5-mile radius of OLF Bravo Field (lat. 32°47'33"W., long. 88°49'40"W.); within a 10-mile radius of NAS Meridian (lat. 32°33'27"N., long. 88°33'33"W.); within a 29-mile radius of the Meridian VORTAC, extending clockwise from the 340° radial to the 050° radial, and within 5 miles north and 7 miles south of the Kewanee VORTAC 273° radial, extending from the VORTAC to long. 88°36'00"W.

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.

Mexia, Tex.

That airspace extending from 700 feet above the surface within a 6.5-mile radius of Mexia-Limestone County Airport (lat. 31°38'20"N., long. 96°30'52"W.) and within 3.5 miles each side of the 163° bearing from the Limestone County NDB (lat. 31°38'16"N., long. 96°30'43"W.) extending from the 6.5-mile radius area to a point 12 miles southeast of the NDB.

Mexico, Mo.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Mexico Memorial Airport (lat. 39°09'35"N., long. 91°49'25"W.).

Miami, Fla.

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Miami International Airport (Lat. 25°47'34"N., Long. 80°17'00"W.), Homestead AFB (Lat. 25°29'15"N., Long. 80°23'00"W.), Opa Locka Airport (Lat. 25°54'26"N., Long. 80°16'48"W.), Fort Lauderdale-Hollywood International Airport (Lat. 26°04'26"N., Long. 80°09'10"W.), and Tamiami Airport (Lat. 25°38'51"N., Long. 80°25'59"W.); within 3 miles each side of the 274° bearing from the Perrine RBN, extending from the 8.5-mile radius area to 8.5 miles west of the RBN; within a 6.5-mile radius of Fort Lauderdale Executive Airport (Lat. 26°11'41"N., Long. 80°10'15"W.), and Pompano Beach Airpark (Lat. 26°15'00"N., Long. 80°06'30"W.).

Miami, Fla. (Dade-Collier Training and Transition Airport)

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Dade-Collier Training and Transition Airport (latitude 26°51'46" N., longitude 80°53'50" W.).

Miami, Okla.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Miami Municipal Airport (lat. 36°54'02"N., long. 94°53'03"W.) and that airspace within the State of Kansas extending upward from 1,200 feet above the surface which is bounded on the south by the Kansas-Oklahoma State line and on the west along a line which is 7 miles east of and parallel to the Oswego, Kans., VOR 207° radial, on the north by the south edge of VOR airway V-190 and on the east by the west edge of VOR airway V-88.

Michigan

That airspace extending upward from 1,200 feet above the surface within the boundary of the State of Michigan south of parallel 45°45'.

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.).

Middlefield, Ohio

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Geauga County Airport (latitude 41°27'00" N., longitude 81°03'48" W.); within 1½ miles each side of the Chardon VORTAC 132° radial extending from the 6-mile radius area to the VORTAC excluding the portion which overlies the Cleveland transition area.

Middleton Island, Alaska

That airspace extending upward from 700 feet above the surface within 12 miles northwest and 7.5 miles southeast of the Middleton Island VORTAC 037° and 217° radials, extending from 22.5 miles northeast to 11.5 miles southwest of the VORTAC; and within 9.5 miles west of the Wessels, Alaska, RBN 011° bearing, extending from the RBN to 18.5 miles north of the RBN.

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 3 miles each side of a 332° bearing from Hook Field, Ohio, RBN extending from the 5-mile radius area to 8 miles southwest of the RBN.

Midland, Tex.

That airspace extending upward from 700 feet above the surface within a 20-mile radius of Midland Regional Air Terminal (latitude 31°56'25" N., longitude 102°12'10" W.) and within a 5-mile radius of Maboe Ranch Airport (latitude 32°12'57" N., longitude 102°09'46" W.).

Midland, Va.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center 38°35' 15" N., 77°42'45" W. of Warrenton-Fauquier Airport, Midland, Va., and within 2 miles each side of the Casanova, Va. VORTAC 113° radial extending from the 5-mile radius area to the VORTAC.

Midway Island

That airspace extending upward from the 700 feet above the surface within a 10-nmi radius of NAS Midway (latitude 28° 12' 00" N., longitude 177° 23' 00" W.); and that airspace extending upward from 1,200 feet above the surface within a 100-nmi radius of NAS Midway.

Miles City, Mont.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Miles City Airport (latitude 46°25'40" N., longitude 105°53'10" W.); within 5 miles each side of the 252° bearing from the Horton RBN, extending from the 7-mile radius area to 11 miles southwest of the RBN; within 3.5 miles each side of the Miles City VORTAC 225° radial, extending from the 7-mile radius area to 11 miles southwest of the Miles City VORTAC; within 3.5 miles each side of the Miles City VORTAC 047° radial, extending from the 7-mile radius area to 22 miles northeast of the VORTAC; 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, and within 9.5 miles southeast and 4.5 miles northwest of the Miles City VORTAC 225° radial extending from the VORTAC to 18½ miles southwest of the VORTAC.

Milford, Iowa

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Fuller Municipal Airport (lat. 43°19'57"N., long. 95°09'29"W.) and within 3 miles each side of the 019° bearing from the Fuller Municipal Airport extending from the 5-mile radius to 11.5 miles north of the airport excluding that portion which lies in the Spirit Lake, Iowa, transition area.

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 (lat. 38°21'37"N., long. 113°00'45"W.) 360° radial extending from the 5-mile radius area to 14 miles north of the VORTAC and within 2 miles southeast and 5 miles northwest of the Milford VORTAC 210° radial extending from the 5-mile radius area to 5 miles southwest of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within 9.5 miles northwest and 5 miles southeast of the Milford VORTAC 210° radial extending 18 miles southwest of the VORTAC; and within 8 miles southeast and 14 miles northwest of the Milford VORTAC 210° and 030° radials extending from 10 miles southwest to 23 miles northeast of the VORTAC.

Millard, Nebr.

That airspace extending upward from 700 feet above the surface within a 6½-mile radius of the Millard Municipal Airport (latitude 41°11'45" N., longitude 98°06'45" W.); and within 3 miles each side of the 314° bearing from the Millard Municipal Airport extending from the 6½-mile radius area to 8 miles northwest of the airport.

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 089° 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.

Miller, S. Dak.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Miller Municipal Airport (lat. 44°31'00"N., long. 98°57'27"W.) and within 3 miles each side of the 326° bearing from the Miller RBN (lat. 44°31'17.4"N., long. 98°57'30.6"W.) extending from the 5-mile radius to 8.5 miles northwest of the Miller RBN; and that airspace extending upward from 1,200 feet above the surface bounded on the west and northwest by V-263, on the south by V-120 and on the east by V-15W excluding the Aberdeen, S. Dak., Pierre, S. Dak., Mitchell, S. Dak., and Huron, S. Dak., 1,200 foot transition areas and all Federal airways.

Millersburg, Ohio

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Holmes County Airport (latitude 40°32'20" N., longitude 81°57'05" W.) and within 3 miles each side of the 085° bearing from the airport extending from the 6-mile radius area to 12 miles east, and within 2 miles each side of the Tiverton, Ohio VOR 059° radial extending from the 6-mile radius area to the VOR.

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, and within 3.5 miles each side of a 094° bearing from the Sterna RBN extending from the 7-mile radius area to 11.5 miles east of the RBN.

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 and within 4.5 miles south and 6.5 miles north of the Cedar Lake, N. J., VORTAC 257° radial and 077° radial, extending from 5.5 miles west of the VORTAC to 11.5 miles east of the VORTAC, excluding the portion that coincides with the Atlantic City, N.J., 700-foot transition area.

AMENDMENTS 10/30/80 45 P. R. 68646 (Changed)

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 5-mile radius of OLF Santa Rosa (Navy), Milton, Fla. (latitude 30°36'00" N., longitude 86°56'00" W.).

PENDING AMENDMENT

Milton, Fla.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of NAS Whiting Field (North) (lat. 30°43'21"N., long. 87°01'29"W.); within 5 miles each side of the 313° bearing from the Navy Whiting Field RBN, extending from the 8-mile radius area to 11.5 miles northwest of the RBN; within a 5-mile radius of the OLF Santa Rosa (Navy) Airport (lat. 30°36'00"N., long. 86°56'00"W.).

AMENDMENTS 12/25/80 45 P. R. 73650 (Rewritten)

Milwaukee, Wis.

That airspace extending upward from 700 feet above the surface within a 9-mile radius of General Mitchell Field (lat. 42°56'51"N., long. 87°53'58"W.); within an 8-mile radius of the Horlick-Racine Airport (lat. 42°45'45"N., long. 87°49'00"W.); within an 8-mile radius of the Timmerman Airport (lat. 43°06'40"N., long. 88°02'00"W.); within a 6½-mile radius of the Waukesha County Airport (lat. 43°02'25"N., long. 88°14'00"W.); and within 3 miles each side of the 274° bearing from the Waukesha County Airport extending from the 6½-mile radius area to 7½ miles west of the airport.

Minden, La.

That airspace extending upward from 700 feet above the surface within a 9-mile radius of Minden-Webster Airport (latitude 32°39'00" N., longitude 93°18'00" W.).

Mineola, Tex.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Wisener Airport (lat. 32°40'47"N., long. 95°30'45"W.) and within 2 miles each side of the Quitman, Tex., VORTAC 211° radial extending from the airport to 6 miles northeast of the airport.

Mineral Point, Wis.

That airspace extending upward from 700 feet above the surface within a 5-statute-mile radius of the Iowa County Airport, Mineral Point, Wis., (lat. 42°53'12"N., long. 90°13'52"W.) and within 3 statute miles either side of the 030° bearing from the Mineral Point RBN, extending from the 5-mile radius area to 8.5 statute miles northeast of the airport.

Mineral Wells, Tex.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Mineral Wells Airport (latitude 32°46'59" N., longitude 98°03'34" W.) and within 3 miles each side of the 140° bearing from the Mineral Wells RBN, extending from the 5-mile radius area to 8 miles SE of the RBN.

Minneapolis, Minn.

That airspace extending upward from 700 feet above the surface within a 26-mile radius of Minneapolis-St. Paul International Airport (lat. 44°53'05"N., long. 93°13'15"W.); within a 28-mile radius of Minneapolis-St. Paul International Airport, extending from the 206° bearing from the airport clockwise to the 353° bearing from the airport; and within 4½ miles north and 9½ miles south of the Flying Cloud VOR 292° radial, extending from the 28-mile radius area to 18½ miles west of the VOR.

Minnesota

That airspace extending upward from 1,200 feet above the surface within the boundary of the State of Minnesota.

Minot, N. Dak.

That airspace extending upward from 700 feet above the surface within a 10-mile radius of Minot AFB (latitude 48°24'55" N., longitude 101°21'25" W.); within a 10-mile radius of Minot International Airport (latitude 48°15'40" N., longitude 101°16'45" W.); within 5 miles each side of the Minot VORTAC 260° radial, extending from the 10-mile radii areas to 12 miles west of the VORTAC; and within 4 miles each side of the Minot VORTAC 138° radial extending from the 10-mile radius area to 15.5 miles southeast of the VORTAC; and within 5 miles each side of the Minot VORTAC 097° radial, extending from the 10-mile radius area to 12 miles east of the VORTAC; that airspace extending upward from 1,200 feet above the surface within a 54-mile radius of Minot AFB excluding the area north of lat. 49°00'00"N.

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 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.).

Missoula, Mont.

That airspace extending upward from 700 feet above the surface within a 23.5-mile radius of the Missoula VORTAC extending from the Missoula VORTAC 190° radial clockwise to the 290° R; within 9.5 miles southwest and 5.5 miles northeast of the Missoula VORTAC 312° radial extending from the VORTAC to 38 miles northwest of the VORTAC; within 3 miles each side of the Missoula VORTAC 172° radial extending from the VORTAC to 19.5 miles southeast; and that airspace extending upward from 1,200 feet above the surface within a 13-mile radius of the Missoula VORTAC extending from the 357° radial clockwise to the 072° radial; within a 23.5-mile radius of the Missoula VORTAC extending from the 072° radial clockwise to the 190° radial; within a 34-mile radius of the Missoula VORTAC extending from the Missoula VORTAC 256° radial clockwise to the 357° radial; within 9.5 miles southwest of the Missoula VORTAC 298° radial extending from the 34-mile radius area to 38 miles northwest; within 5 miles west and 9.5 miles east of the Missoula VORTAC 172° radial extending from the VORTAC to 30 miles southeast of the VORTAC.

Missouri

That airspace extending upward from 1,200 feet above the surface within the boundary of the State of Missouri.

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; and that airspace extending upward from 1,200 feet above the surface within 4.5 miles southwest and 9.5 miles northeast of the Mitchell VOR, lat. 43°46'37"N., long. 98°02'14"W., 149° radial, extending from the VOR to 18.5 miles southeast of the VOR; and within 4.5 miles northeast and 9.5 miles southwest of the Mitchell VOR 300° radial, extending from the VOR to 18.5 miles northwest of the VOR; and that airspace southwest of Mitchell within the area bounded on the east by V-159, on the south by V-148 and Nebraska/South Dakota state line, on the west by a line from lat. 43°00'00"N., long. 99°00'00"W., direct to lat. 44°00'00"N., long. 99°43'00"W., and on the north by the Pierre, S. Dak., 1,200 foot transition area and V-120.

Moab, Utah

That airspace extending upward from 700 feet above the surface within a 10-mile radius of the Canyonlands Field Airport, Moab, Utah, (lat. 38°45'34.3"N., long. 109°44'46.1"W.) and within 7 miles northeast and 10 miles southwest of the Moab VOR (lat. 38°45'23"N., long. 109°44'55"W.) 301° radial extending from the 10-mile radius area to 18.5 miles northwest of Moab, Utah; and that airspace extending upward from 1,200 feet above the surface bounded on the north by V-134, on the east by V-187N, on the south by V-244 and on the west by V-208, excluding the Price, Utah, and Grand Junction, Colo., transition areas and all Federal airways.

Moberly, Mo.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Omar N. Bradley Airport (lat. 39°27'50"N., long. 92°25'35"W.); and 3 miles either side of the 315° bearing from the airport extending from the 6.5-mile radius to 8 miles northwest of the airport; and 3 miles either side of the 126° bearing from the airport extending from the 6.5-mile radius to 8 miles southeast of the airport.

Mobile, Ala.

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Bates Field (lat. 30°41'17.7"N., long. 88°14'26.6"W.); within an 8.5-mile radius of Brookley Airport (lat. 30°37'08.5"N., long. 88°03'57.2"W.); within 3.5 miles each side of Brookley VORTAC 157° radial, extending from the 8.5-mile radius area to 11 miles southeast of the VORTAC; within a 6.5-mile radius of Fairhope Municipal Airport (latitude 30°27'50" N., longitude 87°52'35" W.); within 2 miles each side of Brookley VORTAC 134° radial, extending from the 6.5-mile radius area to Brookley Airport 8.5-mile radius area.

Mocksville, N. C.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of Twin Lakes Airport (lat. 35°54'50"N., long. 80°27'20"W.); within 3 miles each side of the 275° bearing from the Davis RBN (lat. 35°54'48"N., long. 80°27'23"W.); extending from the 6-mile radius area to 8.5 miles west of the RBN.

AMENDMENTS 6/5/80 45 F. R. 32662 (Changed)

Modesto, Calif.

That airspace extending upward from 700 feet above the surface within 4.5 miles northeast and 9.5 miles southwest of the Modesto VOR 122° and 302° radials, extending from 18.5 miles northwest to 18.5 miles southeast 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.

Mohall, N. Dak.

That airspace extending upward from 700 feet above the surface within a 7.5-mile radius of the Mohall Municipal Airport (lat. 48°46'41"N., long. 101°32'20"W.) and within 2.5 miles each side of the 161° bearing from the Mohall Municipal Airport, extending from the 7.5-mile radius area to 9.5 miles southeast of the airport.

Moline, Ill.

That airspace extending upward from 700 feet above the surface within a 9-mile radius of Quad City Airport (latitude 41°26'56" N., longitude 90°30'34" 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 5 miles either side of the Quad City ILS localizer east course extending from the 9-mile radius area to 16½ miles east of the airport; 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 Cody RBN, extending from the 6½-mile radius area to 8 miles southwest of the RBN; and within 2 miles each side of the Davenport VOR 220° radial, extending from the 6½-mile radius area to the VOR.

Molokai, Hawaii

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Molokai Airport (latitude 21°09'26" 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 128° radial extending from the intersection of the Molokai VORTAC 128° and the Lanai, Hawaii, VORTAC 011° radials to a point 7 miles east of this intersection.

Moncks Corner, S. C.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Berkeley County Airport (lat. 33°11'13"N., long. 80°02'07"W.); within 3 miles each side of the 219° bearing from Moncks Corner RBN (lat. 33°11'27"N., long. 80°02'01"W.) extending from the 6.5-mile radius area to 8.5 miles southwest of the RBN.

AMENDMENTS 11/21/80 45 F. R. 65196 (Rewritten)

Monroe, Ill.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Sanger Airport (latitude 41°22'39" N., longitude 87°41'03" W.); within 1½ miles either side of the 039° radial of the Peotone VORTAC extending from the 5-mile radius area to the VORTAC, excluding that portion that overlies the Chicago, Ill., transition area.

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.

Monroe, La.

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of the Monroe Regional Airport (lat. 32°30'37"N., long. 92°02'18"W.).

AMENDMENTS 9/4/80 45 F. R. 41906 (Rewritten)

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.

Monroe, N.C.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Monroe Airport (Lat. 35°01'13"N., Long. 80°37'08"W.) within 3 miles each side of the 057° bearing from the Wesley RBN (Lat. 35°01'25"N., Long. 80°37'01"W.), extending from the 6.5-mile radius to 8.5 miles northeast of the RBN.

Monroe, Wis.

That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of the Monroe Municipal Airport (latitude 42°36'57" N., longitude 89°35'26" W.).

Monroe City, Mo.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Monroe City, Mo., Airport (lat. 39°38'05"N., long. 91°43'40"W.) and within 4 miles each side of the 239° radial of the Quincy, Ill., VORTAC, 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 the area southwest of the Quincy, Ill., VORTAC bounded on the north by the south edge of V-116, on the west by the east edge of V-175, and on the southeast by the northwest edge of V-63.

PENDING AMENDMENT

The Monroe City, Mo., transition area is amended by deleting the 700 foot portion and substituting the following:

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Monroe City, Mo., Airport (lat. 39°38'05"N., long. 91°43'40"W.) and within 4 miles each side of the 239° radial of the Quincy, Ill., VORTAC, extending from the 5-mile radius area to 8 miles northeast of the airport; within 2.5 miles each side of the 090° bearing from the Monroe City, Mo., Airport extending from the 5-mile radius area to 7.5 miles east of the airport;

AMENDMENTS 12/25/80 45 F. R. 64171 (Changed)

Monroeville, Ala.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Monroeville County Airport (latitude 31°27'25" N., longitude 87°20'50" W.); within 3 miles each side of Monroeville VORTAC 039° and 201° radials, extending from the VORTAC to 9 miles northeast and south of the VORTAC.

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 within 9.5 miles east and 6 miles west of the 180° and 356° bearings from the Montague RBN, extending from 8 miles north to 19 miles south of the RBN. Within 10 miles E and 7 miles W of the Siskiyou VOR (latitude 41°47'10" N., longitude 122°27'50" W.) 192° radial extending from 18 to 29 miles S of the VOR.

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 south of latitude 36°32'00" N.; within a 3-mile radius of Watsonville Municipal Airport (latitude 36°56'15" N., longitude 121°47'15" W.); within 3 miles each side of the Salinas VORTAC 330° radial, extending from the 3-mile radius area to the 13-mile radius of Fritzsche AAF and within 3 miles each side of the Watsonville localizer course extending from the 3-mile radius to 5 miles south of Runway 1 threshold of the Watsonville Airport; that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at lat. 37°05'00" N., long. 122°43'15" W., thence to lat. 37°08'45" N., long. 122°34'45" W., thence southeast via V-27 to lat. 37°00'00" N., thence to lat. 37°00'00" N., long. 121°29'30" W., thence to lat. 36°23'00" N., long. 121°03'20" W., thence to lat. 36°03'30" N., long. 121°29'00" W., thence southeast via V-27 to long. 121°03'00" W., thence to lat. 35°30'00" N., long. 121°03'00" W., thence to lat. 35°30'00" N., long. 121°37'00" 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.

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 3 miles each side of the 313° bearing from the Montevideo Municipal Airport extending from the 5-mile radius to 8 miles northwest of the airport.

Montgomery, Ala.

That airspace extending upward from 700 feet above the surface within a 9-mile radius of Dannelly Field (lat. 32°18'00"N., long. 86°23'36"W.); within a 9-mile radius of Maxwell Air Force Base (lat. 32°22'48"N., long. 86°21'55"W.).

Monticello, Ark.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Monticello Municipal Airport (latitude 33°38'10" N., longitude 91°45'10" W.).

Monticello, Indiana

That airspace extending upward from 700 feet above the surface within a 5-mile radius of White County Airport (latitude 40°42'30" N., longitude 86°46'00" W.) and within 3 miles each side of the 185° bearing from the airport extending from the 5-mile radius area to 8.5 miles south.

Monticello, Iowa

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Monticello Municipal Airport (latitude 42°13'40" N., longitude 91°10'00" W.); and within 3 miles each side of the 135° bearing from Monticello Municipal Airport, extending from the 7-mile radius area to 10½ miles southeast of the airport.

Monticello, Ky.

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of the Wayne County Municipal Airport (lat. 36°51'22"N., long. 84°51'21"W.).

AMENDMENTS 7/15/80 45 F. R. 41400 (Added)

Monticello, N. Y.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of the center, 41°42'01" N., 74°47'59" W. of Sullivan County International Airport, Monticello, N. Y., extending clockwise from a 033° bearing to a 111° bearing from the airport; within a 7.5-mile radius of the center of the airport, extending clockwise from a 111° bearing to a 169° bearing from the airport; within a 6.5-mile radius of the center of the airport, extending clockwise from a 169° bearing to a 318° bearing from the airport; within an 8.5-mile radius of the center of the airport, extending clockwise from a 318° bearing to a 340° bearing from the airport; within an 11.5-mile radius of the center of the airport extending clockwise from a 340° bearing to a 033° bearing from the airport; and within 4.5 miles each side of the Sullivan County International Airport ILS localizer, 41°41'39" N., 74°47'16" W., northwest course, extending from the 6.5-mile, 8.5-mile and 11.5-mile radius areas to 11.5 miles northwest of the OM (41°45'59"N., 74°51'39"W.); within 4.5 miles each side of the Huguenot, N. Y., VORTAC 333° radial, extending from 5.5 miles northwest of the VORTAC to 22.5 miles northwest of the VORTAC; within a 5-mile radius of the center, 41°37'10"N., 74°42'10"W., of Monticello Airport, Monticello, N. Y., and within 2 miles each side of the Huguenot, N. Y., VORTAC 337° radial, extending from the 5-mile radius area to 9 miles northwest of the VORTAC.

Montpelier, Vt.

That airspace extending upward from 700 feet above the surface within a 10-mile radius of the center, lat. 44°12'15"N., long. 72°33'45"W., of Edward F. Knapp (Barre-Montpelier) State Airport, Barre-Montpelier, Vt.; within 6.5 miles west and 5 miles east of the Montpelier VOR, lat. 44°12'41"N., long. 72°33'45"W., 163° radial extending from the 10-mile radius zone to 17.5 miles south of the VOR; within 4.5 miles each side of the Mount Mansfield NDB, lat. 44°23'11.8" N., long. 72°41'38.3"W., 332° and 152° bearing from the NDB, extending from the 10-mile radius zone to 10.5 miles northwest of the NDB, excluding that portion within the Morrisville, Vt., transition area.

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.

Mooreland, Okla.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Mooreland Municipal Airport, Mooreland, Okla., (lat. 36°29'08"N., long. 99°11'39"W.) within 3.5 miles each side of the 359° bearing from the Mooreland NDB (lat. 36°29'04"N., long. 99°11'36"W.) extending from the 5-mile radius to 11.5 miles north of the airport.

Morgan City, La.

That airspace extending upward from 700 feet above the surface within 3.5 miles each side of the Tibby, La., VORTAC 281° radial extending from 11.5 miles west of the VORTAC to 23 miles west of the VORTAC.

Morganton, N.C.

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Morganton-Lenoir Airport (lat. 35°49'20"N., long. 81°36'50"W.); within 3 miles each side of the 205° bearing from Fiddlers RBN (lat. 35°42'36"N., long. 81°40'17"W.), extending from the 8.5-mile radius area to 8.5 miles southwest of the RBN; excluding the portion that coincides with the Hickory transition area.

Morgantown, W. Va.

That airspace extending upward from 700 feet above the surface within an 11.5-mile radius of the center, lat. 39°38'34" N., long. 79°55'01" W. of Morgantown Municipal Airport-Walter L. Hart Field, Morgantown, W. Va., extending clockwise from a 205° bearing to a 030° bearing from the airport; within a 19-mile radius of the center of the airport, extending clockwise from a 030° bearing to a 055° bearing from the airport; within an 18-mile radius of the center of the airport, extending clockwise from a 055° bearing to a 065° bearing from the airport; within a 15-mile radius of the center of the airport, extending clockwise from a 065° bearing to a 085° bearing from the airport; within a 16.5-mile radius of the center of the airport, extending clockwise from a 085° bearing to a 157° bearing from the airport; within a 14-mile radius of the center of the airport, extending clockwise from a 157° bearing to a 205° bearing from the airport; within 5 miles each side of the Morgantown VORTAC 152° radial extending from the VORTAC to 9.5 miles southeast of the VORTAC and within 5 miles southwest and 7.5 miles northeast of the Morgantown VORTAC 334° radial, extending from the 11.5-mile radius arc to 22 miles northwest of the VORTAC.

Morrilton, Ark.

That airspace extending upward from 700 feet above the surface within an 8.5 mile radius of Petit Jean Airport (lat. 35°08'15" N., long. 92°54'30" W.), and within 3.5 miles each side of the 216° bearing from the Morrilton RBN (lat. 35°07'07" N., long. 92°55'30" W.) extending from the 8.5-mile radius to 11.5 miles southwest of the RBN.

Morris, Minn.

That airspace extending upward from 700 feet above the surface within a 5½-mile radius of Morris Municipal Airport (latitude 45°34'05" N., longitude 95°58'10" W.); and within 3 miles each side of the 138° bearing from the Morris Municipal Airport extending from the airport to 7 miles southeast of the airport.

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.

Morrisville, Vt.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, lat. 44°32'10" N., long. 72°36'55" W. of Morrisville-Stowe State Airport, Morrisville, Vt., and within 3.5 miles each side of the 034° bearing and the 214° bearing from the Morrisville RBN lat. 44°35'13" N., long. 72°35'10" W., extending from the 5-mile radius area to 11.5 miles northeast of the RBN.

Moses Lake, Wash.

That airspace extending upward from 700 feet above the surface within a 19-mile radius of Grant County Airport (lat. 47°12'29"N., long. 119°19'05"W.), within a 19-mile radius of the Ephrata VORTAC (lat. 47°22'41"N., long. 119°25'22"W.); that airspace extending upward from 1,200 feet above the surface bounded on the north by lat. 47°45'00"N., on the east by the arc of a 52-mile radius circle centered on Fairchild Air Force Base, Wash., (lat. 47°36'55"N., long. 117°39'20"W.), on the southeast by V-112W, on the south by V-298 and on the west by long. 120°00'00"W.

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 288° 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.

Moultrie, Ga.

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Moultrie-Thomasville Airport (lat. 31°04'58" N., long. 83°48'15" W.); within an 8.5-mile radius of Thomasville Municipal Airport (lat. 30°54'05" N., long. 83°53'00" W.); within an 8.5-mile radius of Spence AF Auxiliary Field (lat. 31°08'15" N., long. 83°42'15" W.).

Mountain Home, Idaho

That airspace extending upward from 700 feet above the surface within 10 miles northeast and 9 miles southwest of the Mountain Home AFB TACAN (latitude 43°02'28" N., longitude 115°52'22" W.) 135° and 315° radials, extending from 18 miles southeast to 18 miles northwest of the TACAN and that airspace extending upward from 700 feet above the surface within an 8.5-mile radius of the Mountain Home Municipal Airport (lat. 43°07'54.8"N., long. 115°43'43.9"W.), thence extending east of the radius 3.5 miles each side of the Sturgeon (STI) NDB 112° bearing to a point 8.5 miles east of STI NDB; that airspace extending upward from 1,200 feet above the surface bounded on the north and northeast by the southwest edge of V-253, on the southeast, south, and west by the arc of a 46-mile radius circle centered on Mountain Home AFB (latitude 43°02'35" N., longitude 115°52'05" W.), on the northwest by the southeast edge of V-113; that airspace southeast of Mountain Home AFB extending upward from 6,500 feet MSL, bounded on the northwest by the 46-mile arc, on the northeast by the southwest edge of V-253, on the south by latitude 42°24'00" N. to the 46-mile arc.

AMENDMENTS 7/10/80 45 F. R. 27747 (Changed)

Mountain View, Mo.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Mills Memorial Airport (lat. 36°59'33"N., long. 91°42'42"W.); and within 3 miles each side of the 106° bearing from the Mills Memorial Airport, extending from the 5-mile radius area to 8 miles east of the airport.

Mount Airy, N. C.

That airspace extending upward from 700 feet above the surface within a 10.5-mile radius of Mount Airy-Surry County Airport (latitude 36°27'30" N., longitude 80°33'08" W.); excluding that portion that coincides with the Elkin transition area.

Mount Comfort, Ind.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Mount Comfort Airport (lat. 39°50'26"N., long. 85°54'04"W.), excluding the portion within the Indianapolis, Ind., transition area.

Mount Pleasant, Iowa

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Mount Pleasant Municipal Airport (latitude 40°56'45" N., longitude 91°30'30" W.); and within 3 miles each side of the 140° bearing from Mount Pleasant Municipal Airport extending from the 5-mile radius area to 8 miles southeast of the airport.

Mt. Pleasant, Mich.

That airspace extending upward from 700 feet above the surface within a 4-mile radius of Mt. Pleasant, Mich., Airport (lat. 43°37'00"N., long. 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.

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.

Mt. Pleasant, Tex.

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Mt. Pleasant Municipal Airport (latitude 33°07'45.4" N., longitude 94°58'31.3" W.) and within 3.5 miles each side of the Quitman, Tex., VORTAC 052° radial extending from the 8.5-mile radius area to a point 10.5 miles southwest of the airport.

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.

Mt. Sterling, Ky.

That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of Mt. Sterling-Montgomery County Airport (lat. 38°03'35"N., long. 83°58'50"W.); within 2.5 miles either side of the Lexington VORTAC 077° radial from the 5.5-mile radius to 9.5 miles west of the airport.

AMENDMENTS 3/20/80 45 F. R. 3256 (Changed)

Mount Vernon, Ill.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Mount Vernon-Outland Airport (latitude 38°19'23" N., longitude 88°51'33" W.); within 5 miles each side of the the Mount Vernon VOR 044° radial extending from the 7-mile radius area to 11.5 miles northeast of the VOR.

Muleshoe, Tex.

That airspace extending upward from 700 feet above the surface within a 9-statute mile radius of Edward Warren Field (latitude 34°14'00" N., longitude 102°42'30" W.).

Mullan Pass, Idaho

That airspace extending upward from 8,500 feet MSL within 8 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.

Mullin, Tex.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Smokey Bend Ranch Airport (lat. 31°28'15"N., long. 98°42'03.5"W.), and within 3.5 miles each side of the 163° bearing from the NDB (lat. 31°28'24.01"N., long. 98°41'58.8"W.) extending from the 6.5-mile radius area to 8.5 miles south of the NDB.

AMENDMENTS 7/10/80 45 F. R. 26033 (Added)

Muncie, Ind.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Delaware County-Johnson Field (latitude 40°14'26" N., longitude 85°23'43" W.) within 3 miles each side of the Muncie VOR 136° radial, extending from the 7-mile radius area to 13.5 miles southeast of the VOR; 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.

Murray, Ky.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Murray-Calloway County Airport (latitude 36°40'04" N., longitude 88°22'06" W.); within 3 miles each side of the 033° bearing from Calloway RBN (latitude 36°39'49" N., longitude 88°22'03" W.), extending from the 6.5-mile radius area to 8.5 miles north of the RBN.

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.); within 3 miles each side of Muscle Shoals VOR 114° radial, extending from the 11-mile radius area to 8.5 miles east of the VOR.

Muskegon, Mich.

That airspace extending upward from 700 feet above the surface within a 10-mile radius of the Muskegon County Airport (lat. 43°10'16" N., long. 86°14'09" W.); within a 7-mile radius of the Grand Haven Memorial Airpark (lat. 43°02'00" N., long. 86°12'00" W.), Grand Haven, Mich.; within 4.5 miles southwest and 9.5 miles northeast of the Muskegon County Airport ILS localizer southeast course, extending from the 10-mile radius area to 18.5 miles southeast of the OM; within 4 miles each side of the Muskegon VORTAC 092° radial, extending from the VORTAC to 11.5 miles east of the VORTAC; and within 4½ miles each side of the Muskegon County Airport runway 14 centerline extended to the northwest, extending from the 10-mile radius area to 17 miles northwest of the Muskegon County Airport ILS OM.

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 10 miles southwest and 5 miles northeast of the Muskogee VOR 137° T (130° M) radial extending from the VOR to 20 miles southeast.

Myrtle Beach, S. C.

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Grand Strand Airport (latitude 33°48'40" N., longitude 78°43'30" W.); within an 8.5-mile radius of Myrtle Beach AFB (latitude 33°40'45" N., longitude 78°55'45" W.).

Nacogdoches, Tex.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of East Texas Regional 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.

Nantucket, Mass.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of Nantucket Memorial Airport, Mass., (lat. 41°15'15"N., long. 70°03'40"W.); within 2 miles each side of the Nantucket VORTAC 045° radial, extending from the 6-mile radius to 10 miles NE of the VOR.

AMENDMENTS 5/15/80 45 F. R. 17948 (Rewritten)

Naples, Fla.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Naples Municipal Airport (lat. 26°09'10"N., long. 81°46'30"W.); within 3 miles each side of the 049° and 220° bearings from the Naples RBN (lat. 26°09'20"N., long. 81°46'26"W.), extending from the 6.5-mile radius area to 8.5 miles northeast and southwest of the RBN.

AMENDMENTS 10/12/80 45 F. R. 59838 (Changed)

Napoleon, Ohio

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Henry County Airport (lat. 41°22'27"N., long. 84°04'05"W.) excluding that portion within the Toledo, Ohio, transition area.

Nappanee, Ind.

That airspace extending upward from 700 feet above the surface within a 5½-mile radius of the Nappanee Municipal Airport (latitude 41°26'45" N., longitude 85°56'00" W.); and within 2 miles each side of the 138° radial of the Goshen, Ind., VORTAC extending from the 5½-mile radius area to 14 miles southeast of the VORTAC excluding the airspace which overlies the Goshen, Ind., transition area.

Nashville, Tenn.

That airspace extending upward from 700 feet above the surface within a 14-mile radius of Nashville Metropolitan Airport (lat. 36°07'36" N., long. 86°40'50" W.); the airspace south bounded on the north by the arc of a 14-mile radius circle centered on Nashville Metropolitan Airport; on the northeast by the arc of an 8.5-mile radius circle centered on Smyrna Airport; on the south by the arc of a 17.5-mile radius circle centered on Nashville Metropolitan Airport, and on the west by Nashville VOR 205° radial; within an 8.5-mile radius of Smyrna Airport (lat. 36°00'33" N., long. 86°31'13" W.); within 3 miles each side of Nashville VORTAC 131° radial, extending from the 8.5-mile radius area to 21.5 miles southeast of the VORTAC; within 3 miles each side of the 138° bearing from Sewart RBN (lat. 35°57'18" N., long. 86°27'45" W.), extending from the 8.5-mile radius area to 8.5 miles southeast of the RBN; within an 8-mile radius of Gallatin Municipal Airport (lat. 36°22'45" N., long. 86°24'30" W.); within an 8-mile radius of Lebanon Municipal Airport (lat. 36°11'22" N., long. 86°18'55" W.); within an 8-mile radius of Murfreesboro Municipal Airport (lat. 35°52'32" N., long. 86°22'45" W.); within 3 miles each side of the 007° bearing from Lascassas RBN (lat. 35°52'18" N., long. 86°22'37" W.), extending from the 8-mile radius area to 8.5 miles north of the RBN.

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.

Natchitoches, La.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Natchitoches Municipal Airport (lat. 31°44'15"N., long. 93°05'45"W.) and within 3 miles each side of the 176° bearing from the NDB (lat. 31°44'05"N., long. 93°05'41"W.) extending from the 6.5-mile radius area to 8.5 miles south of the NDB.

AMENDMENTS 5/15/80 45 F. R. 16169 (Rewritten)

Navasota, Tex.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Navasota Municipal Airport, Navasota, Tex. (lat. 30°22'23"N., long. 96°06'48"W.).

AMENDMENTS 1/24/80 44 F. R. 68451 (Added)

Nebraska

That airspace extending upward from 1,200 feet above the surface within the State of Nebraska.

Needles, Calif.

That airspace extending upward from 1,200 feet above the surface within 9 miles south and 13 miles north of the Needles VORTAC 092° and 272° radials, extending from 11 miles west to 24 miles east of the VORTAC.

Neilsville, Wis.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Neilsville Municipal Airport (lat. 44°33'16"N., long. 90°30'43"W.) and within 3 miles each side of the 092° bearing from the Neilsville Airport, extending from the 5-mile radius area to 8 miles east of the airport.

Nenana, Alaska

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Nenana Airport (latitude 64°32'56" N., longitude 149°04'24" W.); and within 4 miles each side of the 132° bearing from the Julius RBN extending from the 5-mile radius area to 10.5 miles southeast of the RBN.

Neodesha, Kans.

That airspace extending upward from 700 feet above the surface within a 6½-mile radius of the Neodesha, Kans., Municipal Airport, excluding that portion which coincides with the Parsons, Kans., transition area.

Neosho, Mo.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Neosho Memorial Airport (lat. 36°48'35"N., long. 94°23'15"W.) and within 2 miles each side of Neosho, Mo., VOR 310° radial, extending from the 5-mile radius area to 8 miles northwest of the VOR; and within 2½ miles each side of the 022° bearing from the Neosho Memorial Airport extending from the 5-mile radius area to 6 miles north of the airport.

Nevada, Mo.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Nevada Municipal Airport (lat. 37°51'10"N., long. 94°18'05"W.); and within 3 miles each side of the 037° bearing from the Nevada Municipal Airport extending from the 7-mile radius area to 8 miles northeast of the airport.

New Bern, N. C.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Simmons-Nott Airport (lat. 35°04'20"N., long. 77°02'35"W.).

Newberry, Mich.

That airspace extending upward from 700 feet above the surface within a 6½-mile radius of the Luce County Airport (latitude 46°18'30" N., longitude 85°27'00" W.); within 3 miles each side of the 301° bearing from Luce County Airport, extending from the 6½-mile radius to 8 miles northwest of the airport; and within 3 miles each side of the 103° bearing from Luce County Airport, extending from the 6½-mile radius area to 8 miles east 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 301° bearing from Luce County Airport, extending from the airport to 18½ miles northwest of the airport; and within 4½ miles north and 9½ miles south of the 103° bearing from Luce County Airport, extending from the airport 18½ miles east of the airport, excluding the portion which overlies the Sault Ste. Marie, Mich., transition area.

Newberry, S. C.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Newberry Municipal Airport (lat. 34°18'40" N., long. 81°38'20" W.); within 3 miles each side of the 031° bearing from the Enoree RBN (lat. 34°18'41" N., long. 81°38'10" W.), extending from the 6.5-mile radius to 8.5 miles northeast of the RBN.

New Braunfels, Tex.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of New Braunfels Municipal Airport (lat. 29°42'10" N., long. 98°02'30" W.) and south of a line extending from the 5-mile radius area east along the San Antonio, Tex., VORTAC 070° radial to the 39-nautical mile DME fix and north of a line extending from the 5-mile radius area east along the San Antonio VORTAC 089° radial to the 39-nautical mile DME fix.

Newburgh, N. Y.

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of the center, 41° 30'10" N., 74°06'11" W., of Stewart Airport, Newburgh, N. Y., extending clockwise from a 222° bearing to a 332° bearing from the airport; within an 11.5-mile radius of the center of Stewart Airport, extending clockwise from the 332° bearing to a 045° bearing from the airport; within an 8.5-mile radius of the center of Stewart Airport, extending clockwise from a 045° bearing to a 076° bearing from the airport, within a 10-mile radius of the center of Stewart Airport, extending clockwise from a 076° bearing to a 130° bearing from the airport; within a 12.5-mile radius of the center of Stewart Airport, extending clockwise from a 130° bearing to a 159° bearing from the airport; within a 14.5-mile radius of the center of Stewart Airport, extending clockwise from a 159° bearing to a 191° bearing from the airport, within a 12.5-mile radius of the center of Stewart Airport, extending clockwise from a 191° bearing to a 222° bearing from the airport; within 3.5 miles each side west of the Stewart VOR (41°30'30" N., 74°05'51" W.) 325° radial, extending from the Stewart VOR to 18.5 miles north-west of the Stewart VOR; within 5 miles each side of the Stewart VOR 085° radial, extending from the Stewart VOR to 13 miles east of the Stewart VOR; within 5 miles each side of the Huguenot VORTAC 074° radial extending from the Huguenot VORTAC to 20 miles east of the Huguenot VORTAC; within a 7-mile radius of the center, 41°30' 41" N., 74°15'51" W of Orange County Airport, Montgomery, N. Y., extending clockwise from a 332° bearing to a 074° bearing from the airport; within a 7.5-mile radius of the center of Orange County Airport, extending clockwise from a 074° bearing to a 161° bearing from the airport; within an 8-mile radius of the center of Orange County Airport, extending clockwise from a 161° bearing to a 228° bearing from the airport within a 9-mile radius of the center of Orange County Airport, extending clockwise from a 228° bearing to a 332° bearing from the airport; within 4.5 miles each side of the Orange County Airport ILS localizer south course extending from the OTIMS LOM (41°26'42"N., 74°17'33"W.) to 10.5 miles south of the LOM; within a 6-mile radius of the center, 41°25'54"N., 74°23'45"W., of Randall Airport, Middletown, N. Y., extending clockwise from a 015° bearing to a 128° bearing from the airport; within a 6.5-mile radius of the center of Randall Airport, extending clockwise from a 128° bearing to a 167° bearing from the airport; within a 6-mile radius of the center of Randall Airport, extending clockwise from a 167° bearing to a 227° bearing from the airport; within a 7-mile radius of the center of Randall Airport, extending clockwise from a 227° bearing to a 309° bearing from the airport; within a 6.5-mile radius of the center of Randall Airport, extending clockwise from a 309° bearing to a 015° bearing from the airport; and within 2 miles each side of the Huguenot VORTAC 082° radial, extending from the Huguenot VORTAC to 10 miles east of the Huguenot VORTAC, within 8 miles south and 3.5 miles north of a 081° bearing from the OTIMS LOM, extending from the LOM to 11.5 miles east of the LOM.

Newburyport, Mass.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center of Plum Island Airport (lat. 42°47'45"N., long. 70°50'30"W.) extending 2 miles either side of the centerline of the Lawrence VOR 073° radial extending from the 5-mile radius area to the Lawrence VOR, excluding that portion which coincides with the Boston and Haverhill, Mass., 700 foot transition areas.

AMENDMENTS 10/30/80 45 F. R. 62794 (Rewritten)

New Castle, Ind.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of Sky Castle Airport (lat. 39°52'34"N., long. 85°19'37"W.); and within 3 miles either side of a 260° bearing from the airport, extending from the 6-mile radius to 8 miles west of the airport.

New Castle, Pa.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center lat. 41°01'30"N., long. 80°24'45"W., of New Castle Municipal Airport, New Castle, Pa., within 3 miles each side of the 035° bearing of the New Castle, Pa., NDB, lat. 41°01'25"N., long. 80°24'54"W., extending from the 5-mile radius area to 8.5 miles northeast of the NDB, excluding that portion which overlies the Youngstown, Ohio, 700-foot floor transition area.

Newcastle, Wyo.

That airspace extending upward from 700 feet above the surface within 4.5 miles northeast and 9.5 miles southwest of the Newcastle VOR (latitude 43°52'54" N., longitude 104°18'26" W.), 154° and 334° radials extending from 6 miles northwest to 18.5 miles southeast of the VOR; that airspace extending upward from 1,200 feet above the surface bounded on the north by the north edge of V-88, on the east by an arc of a 53-mile radius circle centered on Ellsworth AFB (latitude 44°08'45" N., longitude 103°06'15" W.), on the south by the north edge of V-26, on the west by a line 5 miles west of and parallel to the Newcastle VOR 360° radial, excluding the airspace within a 3-mile radius of Schloredt, Wyoming Airport (latitude 44°23'30" N., longitude 104°24'30" W.).

Newgulf, Tex.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Newgulf Airport (lat. 29°16'00" N., long. 95°53'00" W.) and within 3 miles each side of the Eagle Lake, Tex., VORTAC 136° radial extending from the 5-mile radius area to 30.3 miles southeast of the Eagle Lake VORTAC.

New Hampshire

That airspace extending upward from 1,200 feet above the surface within the territorial boundaries of the State of New Hampshire, including offshore airspace beginning at lat. 42°56'00"N., long. 70°34'00"W.; to lat. 42°56'00"N., long. 70°25'00"W.; to lat. 42°43'15"N., long. 70°25'00"W.; to lat. 42°41'20"N., long. 70°30'00"W.; to lat. 42°52'00"N., long. 70°45'00"W., thence via State territorial boundaries to point of beginning.

New Jersey

That airspace extending upward from 1,200 feet above the surface within the boundary of the State of New Jersey including the offshore airspace within 3 nautical miles east of and parallel to the shoreline; that airspace east of Long Branch, NJ., bounded by latitude 40°17'30" N., longitude 73°54'45" W., to latitude 40°12'55" N., longitude 73°19'00" W.; to latitude 39°58'40" N., longitude 73°38'38" W., to latitude 39°37'30" N., longitude 74°07'00" W., thence north along that line 3-NM east and parallel to the State of New Jersey shoreline to latitude 40°17'30" N., longitude 73°54'45" W.

AMENDMENTS 5/15/80 45 F. R. 17948 (Changed)

New Madrid, Mo.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of County Memorial Airport (lat. 36°32'10"N., long. 89°35'50"W.); within 2.5 miles each side of the 360° bearing from Runway 18, extending from the 5-mile radius area to 6 miles north of the airport; within 3 miles each side of the 008° bearing from the New Madrid NDB (lat. 36°32'11"N., long. 89°36'06"W.) extending from the 5-mile radius area to 8.5 miles north of the airport; and within 2 miles each side of the Malden, Mo., VOR 94° radial, extending from the 5-mile radius area to 8 miles east of the VOR, excluding the portion which overlies the Malden, Mo., transition area.

AMENDMENTS 1/24/80 44 F. R. 65389 (Rewritten)

New Mexico

That airspace extending upward from 1,200 feet above the surface within the boundary of the State of New Mexico, excluding that airspace north of a line beginning on the Arizona/New Mexico State line at lat. 35°31'00" N., thence to lat. 35°52'00" N., long. 108°47'00" W., to lat. 35°47'30" N., long. 108°34'00" W., thence along long. 108°34'00" W. to and along the north boundary of V-291N to and clockwise along the arc of a 40-mile radius circle centered at the Albuquerque VORTAC to lat. 35°37'35" N., long. 108°24'48" W., to lat. 35°47'00" N., long. 108°15'00" W., to lat. 35°47'00" N., long. 106°12'30" W., to lat. 36°05'35" N., long. 106°09'50" W., to lat. 36°03'40" N., long. 105°52'20" W., to lat. 35°47'00" N., long. 105°54'40" W., to lat. 35°47'00" N., long. 105°50'00" W., thence along long. 105°50'00" W. to and along the north boundary of V-19 to long. 105°16'30" W., to lat. 36°00'00" N., long. 105°07'00" W., thence along lat. 36°00'00" N., to and along the north boundary of V-190 to the New Mexico/Texas State line, excluding R-5101, R-5107B, and the portion of R-5107A north of lat. 32°18'00" N., excluding that airspace bounded by a line beginning on the Arizona/New Mexico State line at lat. 34°18'00" N., thence to the south boundary of V-264 at long. 108°54'00" W., thence along the south boundary of V-264 to and south along long. 107°00'00" W. to and along the northwest boundary of V-19 to lat. 33°35'00" N., to lat. 33°35'00" N., long. 107°20'00" W., to the northwest boundary of V-202 at long. 107°25'00" W., thence along the northwest boundary of V-202 to lat. 32°59'00" N., to lat. 32°35'00" N., long. 108°37'00" W., to the Arizona/New Mexico State line at lat. 32°25'00" N., thence along the State line to point of beginning, excluding that airspace south of V-66.

Newman, Ga.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Newman-Coweta County Airport (lat. 33°19'06"N., long. 84°46'18"W.); within 2.5 miles each side of LaGrange VORTAC 053° radial, extending from the 5-mile radius area to 19.5 miles northeast of the VORTAC; within 3 miles each side of the 130° bearing from Coweta RBN (lat. 33°18'31"N., long. 84°46'22"W.), extending from the 5-mile radius area to 8.5 miles SE of the RBN.

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.

New Philadelphia, Ohio

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Harry Clever Field (latitude 40°28'15" N., longitude 81°25'10" W.).

Newport, Ark.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Newport Municipal Airport (lat. 35°38'25" N., long. 91°10'55" W.), and within 3.5 miles each side of the 163° bearing from the Newport RBN (lat. 35°38'30" N., long. 91°10'00" W.) extending from the 6.5-mile radius area to 11.5 miles south of the RBN.

Newport, Oreg.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Newport Municipal Airport (lat. 44°34'45" N., long. 124°03'24" 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 3 miles each side of the Newport VORTAC 341° radial, extending from the 5-mile radius area to 8 miles N of the VORTAC; and that airspace extending upward from 1,200 feet above the surface 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 lat. 44°35'00" N., long. 124°17'30" W., and lat. 44°22'00" N., long. 124°13'25" W., and that airspace within 5 miles E and 10 miles W of the Newport VORTAC 341° radial, extending from the VORTAC to 19 miles N and that airspace within the area bounded by the arcs of 16- and 20-nautical-mile radius circles centered on the Newport VORTAC extending clockwise from the VORTAC 335° radial to the VORTAC 335° radial; including additional airspace within the area bounded by the arcs of 11- and 17-nautical mile radius circles centered on the Newport VORTAC extending clockwise from the VORTAC 200° radial to the VORTAC 220° radial.

AMENDMENTS 10/30/80 45 F. R. 57372 (Changed)

Newport, Vt.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, lat. 44°53'22"N., long. 72°13'48"W., of Newport State Airport, Newport, Vt., within 3 miles each side of the 029° bearing from the Newport, Vt., NDB extending from the 5-mile radius area to 8 miles northeast of the NDB, excluding the portion overlying Canada.

AMENDMENTS 10/2/80 45 F. R. 57372 (Rewritten)

New Port Richey, Fla.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the West Pasco Airport (lat. 28°11'15" N., long. 83°37'50" W.); excluding the portion within a 1-mile radius of Torri Field (lat. 28°08'17" N., long. 82°40'30" W.).

New Richmond, Wis.

That airspace extending upward from 700 feet above the surface within a 6.5-statute-mile radius of the New Richmond Municipal Airport, New Richmond, Wis. (lat. 45°08'46"N., long. 92°32'29"W.), and 3 statute miles either side of the 314°T bearing from the RNH NDB (lat. 45°08'33"N., long. 92°32'29"W.), extending from the 6.5-statute-mile radius area out to 7.5 statute miles, excluding that portion that overlies the Osceola, Wis., transition area.

AMENDMENTS 7/10/80 45 F. R. 31054 (Added)

New Smyrna Beach, Fla.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of New Smyrna Beach Airport (lat. 29°03'15" N., long. 80°56'54" W.); excluding that portion that coincides with the Daytona Beach transition area.

Newton, Iowa

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Newton, Iowa, Airport (lat. 41°40'04"N., long. 93°01'25"W.).

AMENDMENTS 10/30/80 45 F. R. 59837 (Rewritten)

Newton, Kans.

That airspace extending upward from 700 feet above the surface within an 8½-mile radius of Newton Municipal Airport (latitude 38°03'20" N., longitude 97°16'35" W.).

New Town, N. D.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the New Town Municipal Airport (lat. 47°57'59"N., long. 102°28'36"W.) and within 3 miles each side of the 142° bearing from the New Town NDB (lat. 47°58'15"N., long. 102°28'40"W.) extending from the 5-mile radius to 8.5 miles southeast of the New Town NDB, and that airspace extending upward from 1,200 feet above the surface bounded on the east by the Minot, N. D., 1,200 foot transition area and long. 102°00'00"W., on the south and west by V-71, on the north by V-430 excluding the Williston, N. D., 1,200 foot transition area.

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.

New York, N. Y.

That airspace extending upward from 700 feet above the surface within a 9-mile radius of the center, 40° 38' 25" N., 73° 46' 41" W., of John F. Kennedy International Airport, New York, N. Y., extending clockwise from a 035° bearing to a 065° bearing from the airport; within an 8.5-mile radius of the center of the airport, extending clockwise from a 065° bearing to a 228° bearing from the airport; within a 9-mile radius of the center of the airport, extending clockwise from a 228° bearing to a 244° bearing from the airport; within a 14-mile radius of the center of the airport, extending clockwise from a 244° bearing to a 290° bearing from the airport; within a 9-mile radius of the center of the airport, extending clockwise from a 290° bearing to a 338° bearing from the airport; within a 10-mile radius of the center of the airport, extending clockwise from a 338° bearing to a 035° bearing from the airport; within 3 miles each side of the Canarsie, N. Y., VOR 210° radial, extending from the Canarsie, N. Y., VOR to 4 miles southwest of the VOR; within a 9-mile radius of the center, 40° 48' 36" N., 73° 52' 24" W., of LaGuardia Airport, New York, N. Y., extending clockwise from a 029° bearing to a 080° bearing from the airport; within a 10-mile radius of the center of the airport, extending clockwise from a 080° bearing to a 117° bearing from the airport; within a 9-mile radius of the center of the airport, extending clockwise from a 117° bearing to a 243° bearing from the airport; within a 10-mile radius of the center of the airport, extending clockwise from a 243° bearing to a 320° bearing from the airport; within an 11.5-mile radius of the center of the airport, extending clockwise from a 320° bearing to a 029° bearing from the airport; within 3.5 miles each side of the LaGuardia, N. Y., VOR 038° radial, extending from the LaGuardia, N. Y., VOR to 9 miles northeast of the VOR; within 4.5 miles northwest and 8.5 miles southeast of a 027° bearing and a 207° bearing from a point 40° 35' 21" N., 74° 04' 34" W., extending from 5.5 miles northeast to 11.5 miles southwest of said point; within 3 miles northwest and 5.5 miles southeast of 229° bearing from a point 40° 56' 27" N., 73° 38' 43" W., extending from said point to 8.5 miles southwest of said point; within a 10-mile radius of the center, 40° 50' 57" N., 74° 03' 47" W., of Teterboro

Airport, Teterboro, N. J., extending clockwise from a 047° bearing to a 077° bearing from the airport; within a 7.5-mile radius of the center of the airport, extending clockwise from a 077° bearing to a 241° bearing from the airport; within an 11-mile radius of the center of the airport, extending clockwise from a 241° bearing to a 253° bearing from the airport; within a 15-mile radius of the center of the airport, extending clockwise from a 253° bearing to a 047° bearing from the airport; within 9.5 miles northwest and 4.5 miles southeast of the Teterboro Airport ILS localizer southwest course, extending from the OM to 18.5 miles southwest of the OM; within a 9-mile radius of the center, 40° 41' 40" N., 74° 10' 02" W., of Newark International Airport, Newark, N. J.

Extending clockwise from a 011° bearing to a 071° bearing from the airport; within an 8.5-mile radius of the center of the airport, extending clockwise from a 071° bearing to a 123° bearing from the airport; within a 9-mile radius of the center of the airport, extending clockwise from a 123° bearing to a 150° bearing from the airport; within an 8.5-mile radius of the center of the airport, extending clockwise from a 150° bearing to a 232° bearing from the airport; within a 9.5-mile radius of the center of the airport, extending clockwise from a 232° bearing to a 255° bearing from the airport; within a 12-mile radius of the center of the airport, extending clockwise from a 255° bearing to a 011° bearing from the airport; within 2.5 miles each side of a 105° bearing from a point 40° 45' 24" N., 74° 30' 48" W., extending from the 12-mile radius area to 4 miles east of said point; within 5 miles each side of a 098° bearing from the Chatham, N. J., RBN, extending from the 12-mile radius area to 2 miles east of the Chatham, N. J., RBN; within a 10-mile radius of the center, 40° 47' 58" N., 74° 24' 56" W., of Morristown Municipal Airport, Morristown, N. J., extending clockwise from a 022° bearing to a 116° bearing from the airport; within an 8.5-mile radius of the center of the airport, extending clockwise from a 116° bearing to a 225° bearing from the airport; within a 12-mile radius of the center of the airport, extending clockwise from a 225° bearing to a 264° bearing from the airport; within a 12.5-mile radius of the center of the airport, extending clockwise from a 264° bearing to a 335° bearing from the airport; within a 13.5-mile radius of the center of the airport, extending clockwise from a 335° bearing to a 022° bearing from the airport; within 6.5 miles northwest and 4.5 miles southeast of the Morristown Municipal Airport ILS localizer northeast course, extending from 5.5 miles southwest of the OM to 11.5 miles northeast of the OM; within 9.5 miles southeast and 4.5 miles northwest of the Morristown Municipal Airport ILS localizer northeast course, extending from the OM to 18.5 miles northeast of the OM; within 9.5 miles northwest and 4.5 miles southeast of a 204° bearing from the Chatham, N. J., RBN, extending from the Chatham, N. J., RBN to 18.5 miles southwest of the RBN; within 5 miles each side of the Solberg, N. J., VORTAC 067° radial, extending from the Solberg, N. J., VORTAC to 10.5 miles northeast of the VORTAC; within 5 miles each side of the Morristown Municipal Airport ILS localizer southwest course, extending from the localizer to 14.5 miles southwest of the localizer; within a 5.5-mile radius of the center, 40° 31' 30" N., 74° 35' 52" W., of Kupper Airport, Manville, N. J.

Extending clockwise from a 064° bearing to a 331° bearing from the airport; within an 8.5-mile radius of the center of the airport, extending clockwise from a 331° bearing to a 064° bearing from the airport; within 6.5 miles northeast and 4.5 miles southwest of the Solberg, N. J., VORTAC 298° radial and 118° radial, extending from 5.5 miles southeast to 11.5 miles northwest of the VORTAC; within a 7-mile radius of the center, 40° 52' 24" N., 74° 17' 00" W., of Essex County Airport, Caldwell, N. J., extending clockwise from a 062° bearing to a 149° bearing from the airport; within a 9.5-mile radius of the center of the airport, extending clockwise from a 149° bearing to a 267° bearing from the airport; within a 14-mile radius of the center of the airport, extending clockwise from a 267° bearing to a 346° bearing from the airport; within a 10-mile radius of the center of the airport, extending clockwise from a 346° bearing to a 062° bearing from the airport; within 3.5 miles each side of a 276° bearing from a point 40° 52' 48" N., 74° 20' 08" W., extending from said point to 11.5 miles west of said point; within 5 miles each side of a 281° bearing from a point 40° 52' 48" N., 74° 20' 08" W., extending from said point to 13.5 miles west of said point; within 9.5 miles northwest and 4.5 miles southeast of a 054° bearing from the Paterson, N. J., RBN, extending from the RBN to 18.5 miles northeast of the RBN; within a 6-mile radius of the center, 40° 41' 28" N., 74° 32' 08" W., of Somerset Hills Airport, Basking Ridge, N. J., extending clockwise from a 035° bearing to a 162° bearing from the airport; within a 7-mile radius of the center of the airport, extending clockwise from a 162° bearing to a 217° bearing from the airport; within a 6-mile radius of the center of the airport, extending clockwise from a 217° bearing to a 287° bearing from the airport; within a 7.5-mile radius of the center of the airport, extending clockwise from a 287° bearing to a 035° bearing from the airport; within 8 miles northwest and 4.5 miles southeast of a 058° bearing and a 238° bearing from the Chatham, N. J., RBN, extending from 5.5 miles southwest of the RBN to 11.5 miles northeast of the RBN; within 5 miles each side of the Sparta, N. J., VORTAC 082° radial, extending from 23 miles east of the VORTAC New York, N. Y., transition area continued on next page.

to 38 miles east of the VORTAC; within an 8.5-mile radius of the center, 40°37'30" N., 74°40'30" W., of Somerset Airport, Somerville, N. J.

Extending clockwise from a 044° bearing to a 138° bearing from the airport; within a 6-mile radius of the center of the airport, extending clockwise from a 138° bearing to a 274° bearing from the airport; within an 11.5-mile radius of the center of the airport, extending clockwise from a 274° bearing to a 312° bearing from the airport; within a 10.5-mile radius of the center of the airport, extending clockwise from a 312° bearing to a 044° bearing from the airport, within 8 miles southeast and 4.5 miles northwest of the Solberg, N. J., VORTAC 050° and 230° radials, extending from 5.5 miles northeast of the VORTAC to 11.5 miles southwest of the VORTAC; within 4 miles each side of a 015° bearing from a point 40°28'13"N., 74°01'11"W., extending from said point to 6 miles north of said point; that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at 41°19'00"N., 74°00'00"W., to 41°12'00"N., 74°00'00"W., to 41°11'00"N., 74°09'00"W., to 41°08'10"N., 74°13'00"W., thence northwesterly along the boundary of the State of New Jersey to 41°17'45"N., 74°33'15"W., to 41°19'00"N., 74°33'00"W., to the point of beginning; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at 40°30'00"N., 73°36'00"W.; thence east along 40°30'00"N., to the northwest edge of V-139, thence southwest along the northwest edge of V-139 to 40°12'55"N., 73°19'00"W.; to 40°17'30"N., 73°54'45"W., to 40°17'00" N., 73°58'00" W., to 40°24'00" N., 73°58'00" W., to 40°29'00" N., 74°18'00" W., to 40°32'00" N., 74°18'00" W., to 40°41'00" N., 74°11'45" W., to 40°32'00" N., 73°49'00" W., to 40°32'00" N., 73°45'00" W., to 40°33'00" N., 73°41'00" W., to 40°41'00" N., 73°39'00" W., to 40°55'00" N., 73°50'00" W., to 40°55'00" N., 73°58'00" W., to 41°00'00" N., 73°54'00" W., to 41°00'00" N., 73°33'00" W., to 40°50'00" N., 73°42'00" W., to 40°41'00" N., 73°33'30" W., to the point of beginning. The airspace within W-106 below 3,000 feet MSL is excluded.

AMENDMENTS 6/5/80 45 F. R. 37811 (Changed)

Nogales, Ariz.

That airspace extending upward from 700 feet above the surface within a five-mile radius of Nogales International Airport (latitude 31°25'00" N., longitude 110°50'55" W.), within 4.5 miles S and 9.5 miles N of the Nogales VOR 289° radial, extending from the VOR to 18.5 miles W of the VOR and within four miles each side of the Nogales VOR 329° radial, extending from the VOR to 21 miles NW of the VOR, that airspace extending upward from 1,200 feet above the surface bounded on the N by the Tucson, Arizona transition area, on the E by longitude 110°45'00" W., on the S by the United States/Mexican border and on the W by longitude 111°18'00" W.

Nome, Alaska

That airspace extending upward from 700 feet above the surface within a 26-mile radius of the Nome VORTAC, extending clockwise from the 277° radial to the 313° radial; and within a 12-mile radius of the Nome VORTAC, extending clockwise from the 313° radial to the 134° radial; and that airspace extending upward from 1,200 feet above the surface within a 25-mile radius of the Nome VORTAC.

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 lat. 37°10'35" N., long. 76°17'35" W., to lat. 36°49'45" N., long. 75°52'05" W., to lat. 36°29'25" N., long. 76°09'40" W., to lat. 36°35'40" N., long. 76°18'40" W., to lat. 36°54'00" N., long. 76°27'30" W., to lat. 36°54'00" N., long. 76°36'15" W., to lat. 37°11'30" N., long. 76°46'40" W., to lat. 37°16'10" N., long. 76°39'25" W., to lat. 37°11'50" N., long. 76°16'20" W.; thence to the point of beginning; within 2 miles southeast and 5 miles northwest of the Langley AFB, Hampton, Va. (lat. 37°05'05" N., long. 76°21'25" W.) Runway 7 centerline extended 15 miles northeast of the end of Runway 7; within the arc of an 8.5-mile radius circle centered on Patrick Henry International Airport, Newport News, Va. (lat. 37°07'51" N., long. 76°29'35" W.) extending clockwise from a 323° bearing to a 066° bearing from the center of the airport; within 3.5 miles each side of the Patrick Henry International Airport ILS localizer southwest course, extending from the LOM to 11.5 miles southwest, and within a 9-mile radius of Oceana NAS (Soucek Field) (lat. 36°49'10"N., long. 76°02'05"W.).

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.); excluding the portion within Columbia transition area. 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 Airport/Facility Directory.

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 a 13-mile radius arc of the North Bend VORTAC extending clockwise from the 004° radial to 130° radial; within 2 miles each side of the North Bend VORTAC 182° radial, extending from the VORTAC to 3 miles south of the VORTAC; within 2 miles south and 6.5 miles north of the VORTAC 241° radial, extending from the VORTAC to 17 miles southwest; that airspace extending upward from 1,200 feet above the surface within a 22-mile radius arc of the North Bend VORTAC extending clockwise from the west edge of V-27, south of the VORTAC, to the west edge of V-287, north of the VORTAC; within 2.5 miles southeast and 11.5 miles northwest of the North Bend VORTAC 241° radial extending from the VORTAC to 25.5 miles southwest.

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 lat. 36°33'30"N.

North Conway, N. H.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, latitude 44°01'30" N., longitude 71°08'45" W., of White Mountain Airport, North Conway, N. H.; within 4.5 miles northeast and 6.5 miles southwest of the 128° bearing and the 308° bearing from the North Conway NDB, latitude 44°01'26" N., longitude 71°08'59" W., extending from 6 miles northwest of the NDB to 12 miles southeast of the NDB; and within 4.5 miles northeast and 9.5 miles southwest of the 128° bearing from the North Conway NDB extending 18.5 miles southeast of the NDB.

AMENDMENTS 3/21/80 45 F. R. 13054 (Changed)

North Lima, Ohio

That airspace extending upward from 700 feet above the surface within a 5.5-mile radius area of the Youngstown Elser Metro Airport (lat. 40°57'30"N., long. 80°40'30"W.), within 2.5 miles each side of the Akron, Ohio, VORTAC 110° radial extending from the 5.5-mile radius area to 7 miles northwest of the airport excluding that portion that coincides with the Youngstown, Ohio, transition area.

North Philadelphia, Pa.

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of the center, 40°04'49" N., 75°00'45" W., of North Philadelphia Airport, Philadelphia, Pa., extending clockwise from a 058° bearing to a 227° bearing from the airport; within an 11-mile radius of the center of the airport, extending clockwise from a 227° bearing to a 277° bearing from the airport; within a 10.5-mile radius of the center of the airport, extending clockwise from a 277° bearing to a 058° bearing from the airport; within 3.5 miles each side of the North Philadelphia VOR 045° radial, extending from the VOR to 10 miles northeast of the VOR; within an 8.5-mile radius of the center, 40°16'39" N., 74°48'49" W., of Mercer County Airport, Trenton, N. J., extending clockwise from a 055° bearing to a 245° bearing from the airport; within a 10-mile radius of the center of the airport extending clockwise from a 245° bearing to a 055° bearing from the airport; within 5 miles each side of the Yardley VORTAC 251° radial, extending from the VORTAC to 5 miles west of the VORTAC; within 3.5 miles each side of the Yardley VORTAC 070° radial, extending from Yardley VORTAC to 16 miles east of the VORTAC; within a 5-mile radius of the center 40°08'15" N., 75°16'00" W., of Wings Field, Philadelphia, Pa., extending clockwise from a 118° bearing to a 181° bearing from the airport; within a 6-mile radius of the center of the airport, extending clockwise from a 181° bearing to a 305° bearing from the airport; within a 5.5-mile radius of the center of the airport, extending clockwise from a 305° bearing to a 118° bearing from the airport; within 4.5 miles northwest and 6.5 miles southeast of a 053° bearing and a 233° bearing from a point 40°05'06"N., 75°21'24"W., extending from 5.5 miles northeast to 11.5 miles southwest of said point; within 5 miles each side of a 255° bearing from a point 40°05'06"N., 75°21'24"W., extending from said point to 6.5 miles west of said point; within 8.5 miles northwest and 3.5 miles southeast of a 233° bearing from the Ambler, Pa., RBN 40°07'33"N., 75°17'08"W., extending from the RBN to 11.5 miles southwest of the RBN; within a 9-mile radius of the center, 40°12'00"N., 75°08'55"W., of Willow Grove NAS, Willow Grove, Pa.; within 5 miles each side of the Willow Grove TACAN 136° radial, extending from the 9-mile radius area to 11.5 miles southeast of the TACAN; within 5 miles each side of the Willow Grove TACAN 325° radial, extending from the 9-mile radius area to 13.5 miles northwest of the TACAN; within an 8.5-mile radius of the center, 40°12'15"N., 75°04'30"W., of Warminster NADC, Warminster, Pa., extending clockwise from a 025° bearing to a 254° bearing from the airport; within a 9-mile radius of the center of the airport, extending clockwise from a 254° bearing to a 025° bearing from the airport; within 4 miles each side of a 262° bearing from the Willow Grove RBN, extending from the RBN to 8.5 miles west of the RBN; within 1.5 miles each side of the Yardley VORTAC 244° radial, extending from the 8.5-mile radius area centered on Warminster NADC to the VORTAC; within 5 miles each side of the Warminster TACAN 259° radial, extending from the TACAN to 9.5 miles west of the TACAN; within 4.5 miles each side of the Warminster TACAN 083° radial, extending from the TACAN to 9 miles east of the TACAN; within a 5-mile radius of the center, 40°13'15" N., 75°12'45" W. of Turner Field, Prospectville, Pa.; within 8 miles southwest and 3.5 miles northeast of the North Philadelphia VOR 312° radial, extending from 20 miles northwest of the VOR to 31.5 miles northwest of the VOR; within 5 miles each side of the North Philadelphia VOR 312° radial, extending from 20 miles northwest of the VOR to 26 miles northwest of the VOR; within 2.5 miles each side of the North Philadelphia VOR 312° radial extending from 18 miles northwest of the VOR to 20 miles northwest of the VOR; within a 5-mile radius of the center, 40°11'18" N., 74°53'54" W. of Buehl Field, Langhorne, Pa., extending clockwise from a 032° bearing to a 254° bearing from the airport; within a 6.5-mile radius of the center of the airport, extending clockwise from a 254° bearing to a 320° bearing from the airport; within a 6-mile radius of the center of the airport, extending clockwise from a 320° bearing to a 032° bearing from the airport; within 2 miles each side of the North Philadelphia VOR 038° radial, extending from the 5-mile radius to the North Philadelphia VOR; within 5 miles each side of a 219° bearing and a 039° bearing from a point, 40°05'51"N., 74°49'49"W., extending from 6 miles southwest of said point to 12 miles northeast of said point.

North Platte, Nebr.

That airspace extending upward from 700 feet above the surface within a 10-mile radius of Lee Bird Field (lat. 41°07'42"N., long. 100°41'49"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 within 5 miles each side of the 301° bearing from Lee Bird RBN, extending from the 10-mile radius area to 13 miles northwest of the RBN; and within 3 miles each side of the 125° bearing from Lee Bird RBN extending from the 10-mile radius to 14 miles southeast of the RBN.

AMENDMENTS 3/20/80 45 F. R. 6356 (Rewritten)

North Vernon, Ind.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the North Vernon Municipal Airport (latitude 39°02'30" N., longitude 35°36'45" W.) and within 3.5 miles either side of a 220° bearing from the airport extending from the 5-mile radius area to 7.5 miles SW of the airport.

Northway, Alaska

That airspace extending upward from 700 feet above the surface within 10 miles northeast and 10 miles southwest of the 304° and 124° bearings from Nabesna NDB, extending from 10 miles southeast to 20 miles northwest of the NDB; within 9.5 miles north and 4.5 miles south of the 076° bearing from the Nabesna NDB, extending from the NDB to 18.5 miles east of the NDB and within 4.5 miles north and 9.5 miles south of the 256° bearing from the Nabesna NDB extending from the NDB to 18.5 miles west of the NDB.

AMENDMENTS 10/30/80 45 F. R. 49912 (Rewritten)

Norwich, N. Y.

That airspace extending upward from 700 feet above the surface within a 12-mile radius of the center, 42°34'00"N., 75°31'30"W., of Lt. Warren Eaton Airport, Norwich, N. Y.; within a 12.5-mile radius of the center of the airport, extending clockwise from a 071° bearing to a 103° bearing from the airport; within a 13.5-mile radius of the center of the airport, extending clockwise from a 235° bearing to a 351° bearing from the airport.

Nucla, Colo.

That airspace extending upward from 700 feet above the surface within a 9.5-mile radius of the Hopkins-Montrose County Airport (lat. 38°14'20"N., long. 108°33'14"W.) within 4.5 miles east and 9.5 miles west of the 328° bearing from the Nucla NDB (lat. 38°14'33"N., long. 108°33'57"W.) extending from the 9.5-mile radius to 18.5 miles northwest; and that airspace extending upward from 1,200 feet above the surface within the area bounded by a line beginning at lat. 38°34'00"N., long. 108°19'30"W.; to lat. 37°34'00"N., long. 108°15'00"W.; to lat. 37°32'30"N., long. 108°25'00"W.; to lat. 37°57'30"N., long. 109°00'00"W.; to lat. 38°34'00"N., long. 109°07'45"W.; thence to point of beginning.

AMENDMENTS 10/30/80 45 F. R. 58104 (Added)

Oakdale, Calif.

That airspace extending upward from 700 feet above the surface within a 3-mile radius of Oakdale Airport (latitude 37°45'23" N., longitude 120°48'01" W.) and within 2.5 miles each side of the Stockton VORTAC 104° radial, extending from the 3-mile radius area to 16 miles E of the VORTAC.

Oak Grove, N. C.

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Oak Grove HOLF (Navy), N. C. (lat. 35°01'15" N., long. 77°15'12" W.), excluding the portion within New Bern, N. C., transition area. 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 Airport/Facility Directory.

Oakland, Md.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center lat. 39°34'49" N., long. 79°20'25" W. of Garrett County Airport, Oakland, Md., and within 2 miles each side of the Grantsville VORTAC 256° radial, extending from the 6-mile radius area to 9 miles west of the VORTAC.

Ocala, Fla.

That airspace extending upward from 700 feet above the surface within a 9-mile radius of Ocala Municipal (Jim Taylor Field) Airport (lat. 29°10'18" N., long. 82°13'26" W.).

Ocean City, Md.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, lat. 38°18'35" N., long. 75°07'09" W. of Ocean City Airport, Ocean City, Md.; within 2.5 miles each side of the Snow Hill, Md., VORTAC 047° radial, extending from the 5-mile radius area to 18.5 miles northeast of the VORTAC, excluding the portion outside the United States.

Oceanside, Calif.

That airspace extending upward from 700 feet above the surface between the Oceanside VORTAC 316° and 136° radials and a line 5 miles northeast of and parallel to the Oceanside VORTAC 316° and 136° radials, extending from latitude 33°15'00" N., to 5 miles northwest of the VORTAC.

Oconto, Wis.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Oconto Municipal Airport (lat. 44°52'00"N., long. 87°54'30"W.); and within 3 miles each side of the 290° bearing from the Oconto Airport, extending from the 5-mile radius area to 8 miles west of the airport.

Ocracoke, N.C.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Ocracoke Island Airport (lat. 35°06'04"N., long. 75°57'57"W.); within 3 miles each side of the 059° bearing from the Ocracoke RBN (lat. 35°06'16"N., long. 75°57'50"W.), extending from the 5-mile radius area to 8.5 miles northeast of the RBN, excluding the portion outside of the continental limits of the United States.

Oelwein, Iowa

That airspace extending upward from 700 feet above the surface within a 9-mile radius of the Oelwein Municipal Airport (lat. 42°41'04"N., long. 91°58'42"W.) and within 4 miles each side of the 304° bearing from the airport extending from the 9-mile radius to 12 miles northwest of the airport.

AMENDMENTS 7/10/80 45 F. R. 29009 (Rewritten)**Ogallala, Nebr.**

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of the Searle Airport (lat. 41°07'00"N., long. 101°46'00"W.); and that airspace within the State of Colorado extending upward from 1,200 feet above the surface within 9.5 miles south of the Searle VOR (lat. 41°07'08.3"N., long. 101°46'32.6"W.) 258° radial extending to 18.5 miles west.

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 83 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 43 miles N of the VORTAC; that airspace E of Ogden extending upward from 10,500 feet m.s.l. bounded on the N by V-288 on the S by V-6 and on the W by longitude 111°50'00" W., and that airspace bounded on the N by V-6, on the SE by V-32, on the S by latitude 41°00'00" N., and on the W by longitude 111°50'00" W.

Ogdensburg, N. Y.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 44°40'52"N., 75°28'05"W., of Ogdensburg International Airport, Ogdensburg, N. Y., within 4.5 miles each side of a 075° bearing from the Ogdensburg RBN (lat. 44°41'30"N., long. 75°24'25"W.) extending from the RBN to 11.5 miles east of the RBN, excluding the portion over Canada. That airspace extending upward from 1,200 feet above the surface beginning at lat. 44°16'00"N., long. 75°30'00"W., to lat. 44°16'00"N., long. 76°10'00"W., thence NE along the U.S./Canadian border to lat. 44°56'00"N., long. 75°05'00"W., to lat. 44°42'00"N., long. 75°05'00"W., to lat. 44°42'00"N., long. 74°54'00"W.; to lat. 44°36'00"N., long. 75°00'00"W.; to point of beginning.

Ohio

That airspace extending upward from 1,200 feet above the surface within the boundary of the State of Ohio.

Oklahoma

That airspace extending upward from 1,200 feet above the surface within the boundary of the State of Oklahoma, excluding the portion within R-5601A.

Oklahoma City, Okla.

That airspace west of long. 97°10'00"W., extending upward from 700 feet above the surface within a 23-mile radius of lat. 35°24'25"N., long. 97°23'50"W.; within 10 miles west and 5 miles east of the Will Rogers World Airport, Runway 35R ILS south course, extending from the LOM to 18.5 miles south of the LOM; and within 2 miles each side of the Wiley Post VOR (lat. 35°31'58.4"N., long. 97°38'48.7"W.) 269° radial extending from the 23-mile radius area to 7 miles west of the Wiley Post VOR; and within a 6.5-mile radius of the Clarence E. Page Municipal Airport (lat. 35°29'15"N., long. 97°49'00"W.).

AMENDMENTS 1/24/80 44 F. R. 65734 (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.

Old Bridge, N. J.

That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of the center, 40°19'47"N., 74°20'47"W., of Old Bridge Airport, Old Bridge, N. J.; within 4.5 miles northwest and 6.5 miles southeast of the Robbinsville, N. J., VORTAC 042° radial, extending from 12.5 miles northeast of the VORTAC to 30 miles northeast of the VORTAC.

Olean, N. Y.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of the center, lat. 42°14'20" N., long. 78°22'30" W. of Olean Municipal Airport and within 3.5 miles each side of the Olean, N. Y., RBN (lat. 42°17'20" N., long. 78°20'08" W.) 028° bearing extending from the 8-mile radius area to 11.5 miles northeast of the RBN.

Olivia, Minn.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Olivia Municipal Airport (latitude 44°46'44" N., longitude 95°01'58" W.); and within 2 miles each side of the 193° bearing from the airport extending from the 5-mile radius area to 6.5 miles south of the airport.

Olney, Ill.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Olney-Noble Airport (latitude 38°43'20" N., longitude 88°10'25" W.); within 2 miles each side of the 223° bearing from the airport, extending from the 5-mile radius area to 8 miles southwest of the airport, and within 2 miles each side of the 344° radial of Samsville VORTAC, extending from the 5-mile radius area to 5.5 miles southeast of the airport.

Olney, Tex.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Olney Municipal Airport (lat. 33°21'00"N., long. 98°49'00"W.) and within 4 miles each side of the 329° bearing from the Olney NDB (lat. 33°21'15"N., long. 98°48'57"W.) extending from the 6.5-mile radius area to 8.5 miles northwest of the NDB.

Omaha, Nebr.

That airspace extending upward from 700 feet above the surface within a 10-mile radius of Eppley Field (lat. 41°18'00"N., long. 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 outer marker; within an 8.5-mile radius of Offutt AFB (lat. 41°07'20"N., long. 95°54'35"W.); within a 5-mile radius of Council Bluffs, Iowa, Municipal Airport (lat. 41°15'35"W., long. 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.

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.

Oneida, Tenn.

That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of Scott Municipal Airport (lat. 36°27'23" N., long. 84°35'10" W.); within 3 miles each side of the 055° bearing from Scott RBN (lat. 36°27'26" N., long. 84°35'11" W.), extending from the 5.5-mile radius area to 8.5 miles northeast of the RBN.

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.

Oneonta, N. Y.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center (42°31'25" N., 75°04'00" W.) of Oneonta Municipal Airport, Oneonta, N. Y., and within 2 miles each side of the Rockdale, N. Y., VORTAC 067° radial extending from the 7-mile radius area to the VORTAC.

Ontario, Oreg.

That airspace extending upward from 700 feet above the surface within 4.5 miles west and 9.5 miles east of the 168° and 348° bearings from the Ontario, Oreg., RBN, extending from 18.5 miles south to 6 miles north of the RBN.

Ontonagon, Mich.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Ontonagon County Airport (latitude 46°50'47" N., longitude 89°21'29" W.); and within 3 miles each side of a 042° bearing from Ontonagon County Airport, extending from the 6-mile radius area to 7.5 miles northeast of the airport; and that airspace extending upward from 1,200 feet above the surface within 4½ miles northwest and 9½ miles southeast of the 042° bearing from Ontonagon County Airport, extending from the airport to 18½ miles northeast of the airport.

Opelousas, La.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of St. Landry Parish Airport (latitude 30°33'30" N., longitude 92°06'00" W.), and within 2.5 miles each side of the Lafayette VORTAC 347° radial extending from the 5-mile radius area to 22.5 miles north of the VORTAC.

Orange, Tex.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Orange NDB (lat. 30°04'14"N., long. 93°47'42"W.) within 2.5 miles each side of the 159°M bearing (165°T bearing) from the Orange NDB extending from the 5-mile radius to 8 miles southeast of the Orange NDB and within 2.5 miles each side of the 028°M bearing (034°T bearing) from the Orange NDB extending from the 5-mile radius to 8 miles northeast of the Orange NDB.

Orange, Va.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center, lat. 38°14'44"N., long. 78°02'50"W., of the Orange County Airport, Orange, Va., and within 3.5 miles each side of the Gordonsville VORTAC, 020° radial, to 2 miles southwest of the radius circle excluding that area which lies within the Gordonsville, Va., transition area.

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; within 3 miles each side of Edisto VOR/DME (latitude 33°27'25" N., longitude 80°51'34" W.) 230° radial, extending from the 7.5-mile radius area to 8.5 miles southwest of the VOR/DME.

Orange City, Iowa

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Orange City Municipal Airport (lat. 42°59'25"N., long. 96°03'45"W.); and within 3 miles each side of the 172° bearing from the Orange City Municipal Airport, extending from the 5-mile radius area to 8½ miles south of the airport.

Orange Grove, Tex.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Orange Grove NALP (latitude 27°54'03" N., longitude 98°03'03" W.), within 2.5 miles each side of the NAS Kingsville TACAN 332° radial extending from the 5-mile area to 21 miles northwest of the NAS Kingsville TACAN and within 5 miles each side of the NAS Kingsville TACAN 31-mile arc extending from the 5-mile radius area to the NAS Kingsville TACAN 330° radial excluding that portion that lies within the Alice, Tex., control zone.

Ord, Nebr.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Evelyn Sharp Field (lat. 41°37'20"N., long. 98°57'05"W.) and within 3 miles either side of the 311° true bearing from the Ord, NDB (lat. 41°37'23"N., long. 98°56'52"W.) extending from the 7-mile radius area to 8½ miles northwest of the airport.

AMENDMENTS 3/20/80 45 F. R. 6360 (Added)

Orland, Calif.

That airspace extending upward from 700 feet above the surface within a three-mile radius of Haigh Field (lat. 39°43'16"N., long. 122°08'50"W.); and within three miles each side of the Chico VOR 253° radial, extending from the three-mile radius area to twelve miles west of the VOR.

Orlando, Fla.

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Herndon Airport (lat. 28°32'40"N., long. 81°19'55"W.); within an 8.5-mile radius of Orlando International Airport (lat. 28°25'55" N., long. 81°19'15" W.); within 3 miles each side of Orlando VORTAC 175° radial, extending from the 8.5-mile radius area to 23 miles south of the VORTAC; within 3 miles each side of McCoy ILS localizer south course, extending from the 8.5-mile radius area to 9.5 miles south of the OM; within a 6.5-mile radius of Kissimmee Municipal Airport (lat. 28°17'30" N., long. 81°26'15" W.); within 3 miles each side of the 322° bearing from Kissimmee RBN (lat. 28°17'21" N., long. 81°26'05" W.), extending from the 6.5-mile radius area to 8.5 miles northwest of the RBN.

Orr, Minn.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Orr Municipal Airport (latitude 48°01'00" N., longitude 92°51'21" W.); within 3 miles each side of the 324° bearing from the Orr Municipal Airport, extending from the 5-mile radius to 8 miles northwest of the airport; and that airspace extending upward from 1,200 feet above the surface within 5 miles east and 9½ miles west of the 324° bearing of the Orr Municipal Airport extending from the airport to 18½ miles northwest; within 5 miles each side of the 144° bearing of the Municipal Airport extending from the airport to 12 miles southeast of the airport.

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.

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.

Oshkosh, Nebr.

That airspace extending upward from 700 feet above the surface within a 9½-mile radius of Oshkosh Municipal Airport (latitude 41°22'55" N., longitude 102°21'12" W.).

Oshkosh, Wis.

That airspace extending upward from 700 feet above the surface within an area bounded by a line beginning at latitude 44°24'00" N., longitude 88°45'00" W., to latitude 44°24'00" N., longitude 88°27'00" W., to latitude 44°19'00" N., longitude 88°19'00" W., to latitude 43°33'00" N., longitude 88°19'00" W., to latitude 43°33'00" N., longitude 88°53'00" W., to latitude 43°52'00" N., longitude 88°53'00" W., to point of beginning.

Oskaloosa, Iowa

That airspace extending upward from 700 feet above the surface within a 9-mile radius of the Oskaloosa Municipal Airport (lat. 41°13'36"N., long. 92°29'30"W.) excluding the portion that overlies the Ottumwa, Iowa, transition area.

AMENDMENTS 3/20/80 45 F. R. 6354 (Rewritten)

Oswego, N. Y.

That airspace extending upward from 1,200 feet above the surface beginning at latitude 43°24'00" N., longitude 76°45'00" W., to latitude 43°24'00" N., longitude 77°50'00" W.; to latitude 43°20'00" N., longitude 77°50'00" W.; to latitude 43°20'00" N., longitude 78°00'00" W.; thence north along longitude 78°00'00" W., to the U. S./Canadian border, thence east along the U. S./Canadian border to longitude 75°00'00" W.; thence to latitude 43°32'00" N., longitude 76°23'00" W.; to latitude 43°24'00" N., longitude 76°40'00" W.; to point of beginning.

Ottawa, Kans.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Ottawa Municipal Airport (lat. 38°32'21"N., long. 95°15'14"W.), and within 3 miles each side of the 167° bearing from the OWI NDB (lat. 38°32'33"N., long. 95°15'15"W.), extending from the 5-mile radius area to 8.5 miles southeast of the NDB facility.

AMENDMENTS 5/15/80 45 F. R. 18912 (Added)

Ottawa, Ohio

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Putnam County Airport (latitude 41°02'08" N., longitude 83°59'01" W.); within 3 miles each side of the 090° bearing from the airport extending from the 5-mile radius area to 8.5 miles east of the airport.

Ottumwa, Iowa

That airspace extending upward from 700 feet above the surface within a 6-mile radius of Ottumwa Industrial Airport (latitude 41°06'20" N., longitude 92°26'50" W.) and within 2 miles each side of the Ottumwa VORTAC 309° radial extending from the 6-mile radius area to 13 miles northwest of the airport.

Owatonna, Minn.

That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of Owatonna Municipal Airport (lat. 44°07'15"N., long. 93°15'16"W.), within 1.25 miles each side of the 315° bearing from Owatonna Municipal Airport, extending from the Owatonna 5.5-mile radius area to 9 miles northwest of the airport; and within 2 miles each side of the 134° bearing from Owatonna Municipal Airport, extending from the Owatonna 5.5-mile radius area to 6 miles southeast of the airport, excluding the portion within the Paribault, Minn., transition area.

Owensboro, Ky.

That airspace extending upward from 700 feet above the surface within a 9-mile radius of Owensboro-Davies County Airport (lat. 37°44'31" N., long. 87°09'57" W.).

Oxford, Conn.

That airspace extending upward from 700 feet above the surface within a 7-mile radius area of the center of lat. 41°28'45"N., long. 73°08'10"W., of Waterbury-Oxford Airport, Oxford, Conn., and within 4.5 miles each side of the Oxford, Conn., Waterbury NDB (lat. 41°31'45"N., long. 73°08'36"W.) 354° bearing extending from the 7-mile radius area to 11 miles north of the NDB.

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 3 miles each side of the 280 bearing from Oxford RBN (latitude 34°23'00" N., longitude 89°32'30" W.), extending from the 5-mile radius area to 8.5 miles west of the RBN; within 3 miles each side of the 094° bearing from Runway 27, extending from the 5-mile radius area to 8.5 miles east of the airport.

Oxford, N. C.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Oxford-Henderson Airport (lat. 36°21'50"N., long. 78°31'42"W.).

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 beginning at lat. 34°01'50" N., long. 119°03'00" W., to lat. 34°02'30" N., long. 118°53'30" W., to lat. 34°19'30" N., long. 118°53'00" W., to lat. 34°19'30" N., long. 119°29'50" W., thence 3 nautical miles from and parallel to the shoreline to lat. 34°14'50" N., long. 119°22'00" W., to lat. 34°14'45" N., long. 119°23'30" W., to lat. 34°06'55" N., long. 119°22'30" W., to lat. 34°07'45" N., long. 119°15'00" W., thence via a 7-mile radius of the Point Mugu RBN to point of beginning; that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at lat. 34°30'00" N., long. 118°50'00" W.; to lat. 34°00'00" N., long. 118°50'00" W.; to lat. 34°00'00" N., long. 119°05'00" W.; to lat. 33°52'30" N., long. 119°06'59" W.; to lat. 33°28'30" N., long. 119°07'00" W.; to lat. 32°56'31" N., long. 119°07'00" W.; to lat. 32°54'10" N., long. 119°10'01" W.; to lat. 33°35'36" N., long. 120°00'00" W.; to lat. 34°20'00" N., long. 120°00'00" W.; to lat. 34°20'00" N., long. 119°30'00" W.; to lat. 34°30'00" N., long. 119°30'00" W.; thence to the point of beginning; and that airspace extending upward from 5,000 feet MSL bounded by a line beginning at lat. 34°08'00" N., long. 120°00'00" W.; to lat. 34°00'00" N., long. 120°00'00" W.; to lat. 34°00'00" N., long. 120°30'00" W.; to lat. 34°06'15" N., long. 120°30'00" W.; to lat. 34°08'00" N., long. 120°26'00" W.; to the point of beginning.

Ozark, Ark.

That airspace extending upward from 700 feet above the surface within a 9-statute-mile radius of Ozark-Franklin County Airport, Ozark, Ark. (lat. 35°30'36"N., long. 93°50'23"W.); and within 3.5 statute miles each side of the 167° bearing from the Ozark RBN (lat. 35°30'27"N., long. 93°50'26"W.), extending from the 9-mile-radius area to 11.5 statute miles south of the RBN.

Ozark, Mo.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Air Park South Airport (lat. 37°03'35"N., long. 93°14'08"W.); within 2.75 miles either side of the Springfield, Mo., VORTAC 166°T radial, extending from the 5-mile radius to 4.5 miles north, excluding that portion which overlies the Springfield, Mo., control zone and 700-foot transition area.

Paducah, Ky.

That airspace extending upward from 700 feet above the surface within a 10-mile radius of Barkley Field (lat. 37°03'45" N., long. 88°46'23" W.); within 5 miles each side of Cunningham VORTAC 225° radial, extending from the 10-mile radius area to 11.5 miles southwest of the VORTAC.

Paducah, Ky. (Farrington Airpark)

That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of the Farrington Airpark Airport (lat. 36°58'00"N., long. 88°33'54"W.), excluding that portion within the Paducah, Ky., transition area.

AMENDMENTS 8/1/80 45 F. R. 45267 (Added)

Paducah, Tex.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Paducah, Tex., Dan E. Richards Airport (latitude 34°01'30" N., longitude 100°17'00" W.).

Page, Ariz.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of Page Airport (latitude 36°55'29" N., longitude 111°26'54" W.); within 2 miles each side of the Page VOR 340° radial, extending from the 6-mile radius area to 11 miles NW of the VOR; that airspace extending upward from 1,200 feet above the surface within 6 miles NE and 9 miles SW of the Page VOR 340° radial extending from the VOR to 18 miles NW of the VOR; and within 6 miles E and 9 miles west of the Page VOR 175° radial extending from the VOR to 11.5 miles S of the VOR.

Pahokee, Fla.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Palm Beach County Glades Airport (lat. 26°47'15" N., long. 80°41'45" W.); within 3 miles each side of Pahokee VORTAC 342° radial, extending from the 5-mile radius area to 0.5 miles north of the VORTAC.

Palacios, Tex.

That airspace extending upward from 700 feet above the surface within 2 miles each side of the Palacios VORTAC 308° radial extending from the VORTAC to 8 miles northwest of the VORTAC.

Palestine, Tex.

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Palestine Municipal Airport (latitude 31°47'00" N., longitude 95°42'10" W.) and within 3 miles each side of the 193° bearing from the Palestine RBN (latitude 31°46'48" N., longitude 95°42'03" W.) extending from the 8.5-mile radius to 8.5 miles south of the RBN.

Palm Beach, Fla.

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Palm Beach International Airport (lat. 26°41'05" N., long. 80°05'35" W.); within a 6.5-mile radius of Palm Beach County Park Airport (lat. 26°35'15" N., long. 80°05'15" W.); excluding the portion outside the continental limits of the United States.

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 lat. 36°07'00"N., long. 117°35'00"W., to lat. 35°47'46"N., long. 116°55'20"W., to lat. 35°21'35.8"N., long. 116°55'20"W., to lat. 35°34'30"N., long. 116°29'40"W., to lat. 35°34'30"N., long. 116°29'40"W., to lat. 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 4.5 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 10.5 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 beginning at lat. 34°05'00"N., long. 116°34'00"W., to lat. 33°42'45"N., long. 115°53'30"W., to lat. 33°26'00"N., long. 116°09'30"W., to lat. 33°55'00"N., long. 116°46'00"W., to point of beginning.

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 3½ 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 11.5 miles north of the RBN.

Panama City, Fla.

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Panama City-Bay County Airport (latitude 30°12'41" N., longitude 85°40'57" W.); within an 8.5-mile radius of Tyndall AFB (latitude 30°04'15" N., longitude 85°34'30" W.); within 3 miles each side of the Panama City VOR 059° and 310° radials, extending from the 8.5-mile radius area to 8.5 miles northeast and northwest of the VOR; excluding the airspace outside of the continental limits of the United States.

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.

Paris, Ill.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Edgar County Airport (latitude 39°42'02" N., longitude 87°39'57" W.); and within 3 miles either side of the 072° bearing from the airport extending from the 5-mile radius area to 8 miles from the airport.

Paris, Tenn.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Henry County Airport (lat. 36°20'15" N., long. 88°23'00" W.); within 2 miles each side of the 015° bearing from the Trainer RBN (lat. 36°14'57" N., long. 88°24'52" W.), extending from the 5-mile radius area to the RBN.

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.

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 9-mile radius of the center, lat. 39°20'44" N., long. 81°26'18" W. of Wood County (Gill Robb Wilson Field) Airport, Parkersburg, W. Va.; within 5 miles each side of the Wood County (Gill Robb Wilson Field) Airport ILS localizer south course, extending from the 9-mile radius area to 10 miles south of the OM; within 4.5 miles west and 6.5 miles east of a 200° and a 020° bearing from the Wood County (Gill Robb Wilson Field) Airport ILS localizer south course OM, extending from 5.5 miles north to 11.5 miles south of the OM; and within 5 miles each side of a 086° bearing from a point, lat. 39°09'38" N., long. 81°38'35" W., extending from said point to 5 miles east of the Wood County (Gill Robb Wilson Field) Airport ILS localizer south course.

Park Rapids, Minn.

That airspace extending upward from 700 feet above the surface within a 6½-mile radius of Park Rapids Municipal Airport (latitude 46°53'53" N., longitude 95°04'08" W.); within 3 miles each side of the 132° bearing from the airport extending from the 6½-mile radius area to 8 miles southeast of the airport; within 3 miles each side of the 320° bearing from the airport extending from the 6½-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 132° bearing from the airport, extending from the airport to 18½ miles southeast; within 4½ miles northeast and 9½ miles southwest of the 320° bearing from the airport, extending from the airport to 18½ miles northwest.

Parsons, Kans.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Tri-City Airport (latitude 37°19'52" N., longitude 95°30'32" W.); and within 3 miles each side of the 173° bearing from the Parsons RBN extending from the 6.5-mile radius to 8.5 miles south of the RBN, and within 3 miles each side of the 008° bearing from the Parsons RBN extending from the 6.5-mile radius to 8.5 miles north of the RBN.

Pascagoula, Miss.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Jackson County Airport (latitude 30°22'43" N., longitude 88°29'37" W.); within 3 miles each side of the 060° bearing from Pascagoula RBN (latitude 30°22'53" N., longitude 88°29'33" W.), extending from the 6.5-mile radius area to 8.5 miles northeast of the RBN.

Pasco, Wash.

That airspace extending upward from 700 feet above the surface within 10.5 miles northwest and 6 miles southeast of the Pasco VOR 046° and 226° radials extending from 23 miles northeast to 12 miles southwest of the VOR; within 9.5 miles northeast and 7 miles southwest of the Pasco VOR 131° radial extending from the VOR to 30.5 miles southeast of the VOR; within 5 miles north and 7.5 miles south of the Pasco VOR 288° radial extending from 8 miles west of the VOR to 26.5 miles west of the VOR; within 9.5 miles west and 4.5 miles east from the Richland, Wash., Airport localizer north course located at lat. 46°17'57"N., long. 119°18'29"W., to 24 miles north.

That airspace extending upward from 1200 feet above the surface, southwest of Pasco, Wash., bounded on the north by the south edge of V-298, on the east by the west edge of V-112W and on the southwest by the northeast edge of V-4.

AMENDMENTS 3/5/80 45 F. R. 8287 (Changed)

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.

Patterson, La.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Harry P. Williams Memorial Airport (lat. 29°42'40"N., long. 91°20'18"W.), and within 3 miles each side of the 233° bearing from the NDB (lat. 29°42'53"N., long. 91°20'12"W.) extending from the 6.5-mile radius area to 8.5 miles southwest of the NDB; and within 2.5 miles each side of the 276° radial of the Tibby VORTAC (lat. 29°39'51"N., long. 90°49'44"W.) extending from the 6.5-mile radius area to 7.5 miles east of the airport.

AMENDMENTS 3/20/80 45 F. R. 3887 (Rewritten)

Patuxent River, Md.

That airspace extending upward from 700 feet above the surface within a 14-mile radius of the Patuxent VORTAC, 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.

Pauls Valley, Okla.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Pauls Valley Municipal Airport (lat. 34°42'45"N., long. 97°13'30"W.) and within 3 miles each side of the 169° bearing from the NDB (lat. 34°42'55"N., long. 97°13'44"W.) extending from the 6.5-mile radius area to 8.5 miles south of the NDB.

AMENDMENTS 9/4/80 45 F. R. 46349 (Added)

Pawtucket, R. I.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center. 41°05'21" 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, and within 5 miles each side of the 097° radial from the PUTNAM VORTAC extending from the 5-mile radius to VORTAC, and within 4 miles each side of Runway 5 centerline extended from the 5-mile radius area to 9 miles southwest of the runway threshold and within 2.5 miles each side of Runway 23 centerline extended from the 5-mile radius area to 6 miles northeast of the runway threshold; excluding that portion that coincides with the Providence, R. I., Danielson, Conn., Hopedale, Mass., and Southbridge, Mass., 700-foot transition areas.

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.

Pearsall, Tex.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of McKinley Field Airport (latitude 28°49'00" N., longitude 99°07'00" W.) and within 2.5 miles either side of the Cotulla, Tex., VORTAC 061° radial extending from the 5-mile radius area to 18.5 miles north of the VORTAC.

Pecos, Tex.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of Pecos, Tex., Municipal Airport (latitude 31°23'45" N., longitude 103°30'50" W.); and within 2 miles each side of the Pecos VOR 146° radial, extending from the 6-mile radius area to the VOR.

Peebles, Ohio

That airspace extending upward from 700 feet above the surface within a 7-nautical-mile radius of the center (lat. 38°55'16"N., long. 83°10'37"W.) of General Electric Airport, Peebles, Ohio; excluding that portion which overlies the Salamon, Ohio, transition area.

Pella, Iowa

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Pella Municipal Airport (lat. 41°24'10" N., long. 92°56'40" W.); and within 3 miles each side of the 178° bearing from the Pella Municipal Airport extending from the 5-mile radius to 8 miles south of the airport.

Pellston, Mich.

That airspace extending upward from 700 feet above the surface within an 11-mile radius of Emmet County Airport (lat. 45°34'09" N., long. 84°47'45" W.) and within a 6-mile radius of the Cheboygan Municipal Airport (lat. 45°39'15" N., long. 84°31'06" W.); within 5 miles each side of the Pellston VORTAC 238° radial, extending from the 11-mile radius area to 22 miles southwest of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within a 19-mile radius of the Pellston VORTAC north of parallel 45°45' excluding the portion overlying the Sault Ste. Marie, Mich., transition area.

Pembina, N. Dak.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Pembina Municipal Airport (lat. 48°56'43"N., long. 97°14'31"W.); and within 2 miles each side of Pembina VORTAC (lat. 48°52'09"N., long. 97°07'00"W.) 310° radial extending from the 6.5-mile radius area to 8 miles southeast of Pembina Municipal Airport; and that airspace extending upward from 1,200 feet above the surface beginning at lat. 49°00'00"N., long. 97°30'00"W.; to lat. 48°48'00"N., long. 97°30'00"W.; to lat. 48°18'30"N., long. 98°10'00"W.; to lat. 48°08'30"N., long. 98°32'00"W.; to lat. 48°07'00"N., long. 98°12'00"W.; to lat. 48°31'00"N., long. 97°14'30"W., excluding portions outside the United States, and the Minnesota and Grand Forks, N. Dak., 1,200 foot transition areas.

AMENDMENTS 10/30/80 45 F. R. 54733 (Added)

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.; within 4.5 miles each side of the Pendleton VORTAC 254° radial extending from the 12-mile radius area to 12.5 miles west of the VORTAC; within 4.5 miles north and 1 mile south of the Pendleton 273° radial extending from the 12-mile radius area to 8 miles west of the VORTAC; and within 9.5 miles north and 5 miles south of the Pendleton 090° bearing from the Pendleton ILS OM (latitude 45°41'45" N., longitude 118°43'46" W.), extending from the 12-mile radius area to 18.5 miles east of the OM within a 5-mile radius of the Harviston Municipal Airport (lat. 45°49'39"N., long. 119°15'41"W.) and within 2.5 miles each side of the Pendleton VORTAC 300° radial, extending from the 5-mile radius area to the Pendleton VORTAC; that airspace extending upward from 1,200 feet above the surface within 11 miles NS 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 9.5 miles north and 5 miles south of the Pendleton 273° radial, extending from the 12-mile radius area to 18.5 miles west of the VORTAC; within 6 miles southwest and 9 miles northeast 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.

Pennington Gap, Va.

That airspace extending upward from 700 feet above the surface within a 9-mile radius of the center, lat. 36°44'33" N., long. 83°01'50" W. of Lee County Airport, Pennington Gap, Va.

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°49'00" 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°25'25" N., longitude 75°46'05" W., thence northerly along the Delaware State line to the Pennsylvania State line; thence westerly and northerly along the Pennsylvania State line to the United States/Canadian Border; thence northeasterly along the United States/Canadian Border to longitude 79°19'30" 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.; to point of beginning.

Penn Yan, N. Y.

That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of the center, 42° 38' 30" N., 77° 03' 20" W., of Penn Yan Airport, Penn Yan, N. Y.; within 3 miles each side of a 095° bearing from the Penn Yan, N. Y., RBN 42° 38' 38" N., 77° 03' 22" W., extending from the 5.5-mile radius area to 8.5 miles east of the RBN.

Pensacola, Fla.

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Pensacola Regional Airport (lat. 30° 28' 25" N., long. 87° 11' 20" W.); within 3 miles each side of the ILS localizer north course, extending from the 8.5-mile radius area to 8.5 miles north of Brent LOM; within an 8.5-mile radius of Forrest Sherman Field (lat. 30° 20' 53" N., long. 87° 19' 04" W.); and within a 17.5-mile radius of the NAS Pensacola TACAN, extending clockwise from the 070° radial to the 270° radial.

Peoria, Ill.

That airspace extending upward from 700 feet above the surface bounded by a line beginning at lat. 40° 54' N., long. 89° 59' W., to lat. 40° 53' N., long. 89° 33' W., to lat. 40° 49' N., long. 89° 29' W., to lat. 40° 23' N., long. 89° 34' W., to lat. 40° 26' N., long. 90° 07' W., to lat. 40° 34' N., long. 90° 11' W., to lat. 40° 47' N., long. 90° 08' W., to point of beginning.

Perry, Fla.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Perry-Foley Airport (lat. 30° 04' 09" N., long. 83° 34' 43" 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.

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.

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.

Peru, Ind.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Peru Airport (latitude 40° 47' 10" N., longitude 86° 08' 47" W.), excluding the area which overlies the Kokomo transition area.

Petersburg, Mich.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Lada Airport (lat. 41° 53' 15" N., long. 83° 40' 45" W.) and within 2 miles each side of the Carleton, Mich., VORTAC 226° radial extending from the 5-mile radius area to 9.5 miles southwest of the VORTAC.

Petersburg, Va.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of the center, lat. 37° 11' 00" N., long. 77° 31' 00" W., of Petersburg Municipal Airport, Petersburg, Va., and within 5 miles each side of the 226° bearing from the Petersburg RBN, lat. 37° 07' 48" N., long. 77° 34' 30" W., extending from the 8-mile radius area to 11.5 miles southwest of the RBN.

Petersburg, W. Va.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center 38° 59' 35" N., 79° 08' 34" W., of Grant County Airport, Petersburg, W. Va.; within 3 miles each side of the 116° bearing from the Dorcas, W. Va., RBN (lat. 38° 59' 26" N., long. 79° 08' 34" W.), extending from the RBN to 8.5 miles southeast of the RBN; within 5 miles each side of the 357° bearing from the Dorcas, W. Va., RBN, extending from the RBN to 20 miles north of the RBN.

Philadelphia, Pa.

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of the center, 39° 52'23" N., 75°14'58" W., of Philadelphia International Airport, Philadelphia, Pa.; within a 9-mile radius of the center of the airport, extending clockwise from a 136° bearing to a 256° bearing from the airport; within an 11-mile radius of the center of the airport, extending clockwise from a 256° bearing from the airport to a 058° bearing from the airport; within 6.5 miles south and 4.5 miles north of the Philadelphia International Airport Runway 9R ILS localizer course, extending from 5.5 miles east to 11.5 miles west of the OM; within 4.5 miles each side of the Modena, Pa., VORTAC 097° radial, extending from 24 miles east to 33 miles east of the VORTAC; within a 5.5-mile radius of the center, 39°47'50" N., 75°20'35" W., of Bridgeport Airport, Bridgeport, New Jersey; within 4.5 miles each side of the Woodstown, N. J. VORTAC 349° radial, extending from the 5.5-mile radius area to the Woodstown, N. J., VORTAC.

Philip, S. Dak.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Philip Airport (latitude 44°02'45" N., longitude 101°35'45" W.); that airspace bounded by a line 8 miles south of and parallel to the Philip, S. Dak., VORTAC 102° radial, extending from the VORTAC to 3 miles east of the VORTAC, and within 4.5 miles north and 9.5 miles south of the Philip VORTAC 282° radial, extending from the VORTAC to 18.5 miles east of the VORTAC.

Philipsburg, Pa.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center, 40° 53'00" N., 78°05'15" W., of Mid-State Airport, Philipsburg, Pa., extending clockwise from a 281° bearing to a 012° bearing from the airport; within an 8.5-mile radius of the center of the airport, extending clockwise from a 012° bearing to a 098° bearing from the airport; within a 6-mile radius of the center of the airport, extending clockwise from a 098° bearing to a 183° bearing from the airport; within a 9.5-mile radius of the center of the airport, extending clockwise from a 183° bearing to a 281° bearing from the airport; within 3.5 miles each side of the Philipsburg VORTAC 067° radial, extending from the VORTAC to 11.5 miles northeast of the VORTAC; within 4 miles each side of the 327° bearing from a point 40°53'00" N., 78°05'06" W., extending from said point to a point 8.5 miles northwest; within 2.5 miles each side of the Philipsburg VORTAC 330° radial, extending from the VORTAC to 6 miles northwest of the VORTAC; and within 3.5 miles each side of the Philipsburg VORTAC 301° radial, extending from the VORTAC to 11.5 miles northwest of the VORTAC.

Phillipsburg, Kans.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Phillipsburg Municipal Airport (latitude 39°44'15" N., longitude 99°19'00" W.); and within 3 miles each side of the 142° bearing from Phillipsburg Municipal Airport, extending from the 7-mile radius area to 10½ miles southeast of the airport.

Phillipsburg, Ohio

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Myers Airport (latitude 39°54'40" N., longitude 84°24'00" W.); excluding that portion which overlies the Dayton, Ohio, and Troy, Ohio, transition areas.

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°38'35" 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; that airspace NW of Phoenix bounded by a line beginning at latitude 33°59'00" N., longitude 112°38'00" W., to latitude 33°49'00" N., longitude 112°25'00" W., thence counterclockwise via an arc of a 20-mile radius circle centered on Luke AFB to latitude 33°42'00" N., to latitude 33°44'00" N., longitude 112°45'00" W., to latitude 33°55'00" N., longitude 112°45'00" W., to point of beginning.

and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 34°10'00" N., longitude 112°39'00" 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°52'00" 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.

That airspace extending upward from 9,500 feet MSL bounded on the north by the south edge of V-12, on the east by the west edge of V-327, on the south and southeast by the north and northwest boundary of the 1,200 foot portion of the transition area, and on the southwest by a line extending from latitude 34°05'00" N., longitude 112°37'00" W., to point of intersection of longitude 113°10'00" W., and the south edge of V-12.

Picayune, Miss.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Picayune-Pearl River Airport (lat. 30°31'20"N., long. 89°42'25"W.); within 3.5 miles each side of Picayune VORTAC 334° radial, extending from the 5-mile radius area to 8 miles northwest of the VORTAC.

Pierre, S. Dak.

That airspace extending upward from 700 feet above the surface within an 8½-mile radius of the Pierre Municipal Airport (latitude 44°23'50" N., longitude 100°17'15" W.); within 5 miles each side of the Pierre VORTAC 087° radial extending from the 8½-mile radius area to 7 miles east of the VORTAC; within 5 miles each side of the Pierre VORTAC 265° radial extending from the 8½-mile radius area to 18½ miles west of the VORTAC; within 5 miles each side of the Pierre ILS localizer northwest course extending from the 8½-mile radius area to 17½ miles northwest of the airport; within 3½ miles each side of the Pierre ILS localizer southeast course extending from the 8½-mile radius area to 18 miles southeast of the airport; and that airspace extending upward from 1,200 feet above the surface within a 35-mile radius of the Pierre VORTAC.

Pine Bluff, Ark.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Grider Field (latitude 34°10'35" N., longitude 91°55'55" W.), and within 5 miles each side of the Little Rock VORTAC 137° radial and the Pine Bluff VORTAC 007° and 186° radials extending from the Little Rock, Ark., transition area to 22.5 miles south of the Pine Bluff VORTAC.

Pine Mountain, Ga.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of Callaway Gardens-Harris County Airport (latitude 32°50'30" N., longitude 84°52'55" W.); within 3 miles each side of the 264° bearing from Pine Mountain RBN (latitude 32°50'30" N., longitude 84°52'36" W.), extending from the 8-mile radius area to 8.5 miles west of the RBN.

Pineville, W. Va.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center of Kee Field, Pineville, W. Va. (lat. 37°36'01" N., long. 81°33'59" W.); within an 8.5-mile radius of the center of the airport, extending clockwise from a 265° bearing to a 305° bearing from the airport; within an 8-mile radius of the center of the airport, extending clockwise from a 305° bearing to a 343° bearing from the airport; within a 14-mile radius of the center of the airport, extending clockwise from a 343° bearing to a 005° bearing from the airport; within a 14.5-mile radius of the center of the airport, extending clockwise from a 005° bearing to a 025° bearing from the airport; within a 10-mile radius of the center of the airport, extending clockwise from a 025° bearing to a 085° bearing from the airport; within an 8-mile radius of the center of the airport, extending clockwise from a 085° bearing to a 125° bearing from the airport; within a 9-mile radius of the center of the airport, extending clockwise from a 125° bearing to a 172° bearing from the airport; within a 7-mile radius of the center of the airport, extending clockwise from a 172° bearing to a 210° bearing from the airport; within 5 miles each side of the Beckley VORTAC 243° radial, extending from 9 miles southwest of the VORTAC to 26 miles southwest of the VORTAC.

Pipestone, Minn.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Pipestone Municipal Airport (lat. 43°59'15" N., long. 96°18'30" W.); and within 3 miles each side of the 198° bearing from Pipestone Municipal Airport, extending from the 5-mile radius area to 8 miles south of the airport.

Piqua, Ohio

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Piqua Airport (lat. 40°09'58" N., long. 84°18'37" W.); and within 2 miles each side of the Dayton VORTAC 023° radial extending from the 5-mile radius area to the VORTAC, and within 1.5 miles each side of the 078° bearing from the airport extending from the 5-mile radius area to 8 miles northeast, excluding that portion overlying the Sidney, Ohio, transition area.

Pitman, N.J.

That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of the center 39°45'15"N., 75°08'30"W., of Pitman Airport, Pitman, N.J., and within 5 miles each side of the Woodstown, N.J. VORTAC 046° radial, extending from the 5.5-mile radius area to the Woodstown, N.J. VORTAC, excluding the portion that coincides with the Philadelphia, Pa. transition area. This transition area is effective from sunrise to sunset, daily.

Pittsburg, Kans.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Atkinson Municipal Airport (lat. 37°26'48"N., long. 94°43'50"W.); and within 3 miles each side of the 346° true bearing from the Pittsburg, Kans., RBN (lat. 37°26'32"N., long. 94°43'35"W.); extending from the 6.5-mile radius to 8 miles NNW of the Pittsburg, Kans., RBN.

Pittsburgh, Pa.

That airspace extending upward from 700 feet above the surface within a 12-mile radius of the center, lat. 40°29'37"N., long. 80°13'54"W., of Greater Pittsburgh International Airport, Pittsburgh, Pa.; and within 3.5 miles each side of the Greater Pittsburgh ILS Runway 10L Localizer Course extending from the 12-mile radius area to 6.5 miles west of the OM; within an 8.5-mile radius of the center, lat. 40°21'17"N., long. 79°55'18"W., of Allegheny County Airport, Pittsburgh, Pa., and within 3.5 miles each side of the 257° bearing from the Cecil RBN extending from the 8.5-mile radius area to 11 miles west of the RBN; and within a 7-mile radius of the center, lat. 40°21'15"N., long. 80°11'16"W., of Campbell Airport, Bridgeville, Pa.

AMENDMENTS 1/24/80 44 F. R. 72104 (Changed)

Pittsfield, Ill.

That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of the Pittsfield Panstone Airport (latitude 39°38'22" N., longitude 90°46'51" W.); and within 3 miles each side of the 124° bearing from the Pittsfield Panstone Airport extending from the 5.5-mile radius area to 8 miles southeast of the airport.

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 3.5 miles each side of the 350° bearing and the 170° bearing from the Burnham, Maine RBN 44°41'30" N., 69°21'30" W., extending from the 5-mile radius area to 10 miles south of the RBN.

Pittsfield, Mass.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center, lat. 42°25'36"N., long. 73°17'30"W., of Pittsfield Municipal Airport, Pittsfield, Mass., and within 5 miles each side of the 065° bearing and the 245° bearing from the Dalton, Mass., NDB (lat. 42°28'15"N., long. 73°10'14.8"W.) extending from the 7-mile radius area to 12 miles northeast of the NDB.

AMENDMENTS 4/17/80 45 F. R. 27746 (Changed)

Pittstown, N. J.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center, 40°33'59"N., 74°58'43"W., of Sky Manor Airport, Pittstown, N. J., and within 4.5 miles each side of the Solberg, N. J., VORTAC 264° radial, extending from the 7-mile radius area to 23 miles west of the VORTAC.

Placerville, Calif.

That airspace extending upward from 700 feet above the surface within a 4-mile radius of Placerville Airport (lat. 38°43'30"N., long. 120°45'18"W.) and within 4 miles each side of the Hangtown, Calif., VOR (lat. 38°43'31"N., long. 120°44'52"W.) 242° radial extending from the 4-mile radius area to 11 miles southwest of the VOR.

AMENDMENTS 10/30/80 45 F. R. 53088 (Changed)

PENDING AMENDMENT

The Placerville, Calif., transition area is amended by deleting the period after "southwest of the VOR." and adding the following:
and within 4 miles each side of the Hangtown VOR 197° radial extending from the 4-mile radius area to 11 miles south of the VOR.

AMENDMENTS 12/25/80 45 F. R. 74468 (Changed)

Plains, Ga.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Peterson Field (lat. 32°05'25"N., long. 84°22'20"W.); within 5 miles each side of the Albany VORTAC 350° radial, extending from the 6.5-mile radius area to 39.5 miles north of the VORTAC; excluding the portion within the Americus transition area.

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.).

Platteville, Wis.

That airspace extending upward from 700 feet above the surface within an 8½ mile radius of the Platteville Municipal Airport (latitude 42°41'15" N., longitude 90°26'41" 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°28'08"W., of Plattsburgh AFB; within 5 miles each side of the Valcour, N. Y., TACAN 337° radial, extending from the 13-mile radius area to 20 miles northwest of the TACAN; within 4.5 miles each side of the Valcour, N. Y., TACAN 157° radial, extending from the 13-mile radius area to 16.5 miles southeast of the TACAN.

Plattsmouth, Nebr.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Plattsmouth Municipal Airport (lat. 40°57'05"N., long. 95°55'05"W.) within 3 miles each side of the 176° bearing from the Plattsmouth Municipal Airport, extending from the 5-mile radius to 8 miles south of the airport; excluding the portion within the Omaha, Nebr., transition area.

Pleasanton, Tex.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Pleasanton Municipal Airport (lat. 28°57'00"N., long. 98°31'20"W.) and within 3 miles each side of the 168° bearing from the Pleasanton NDB to 8 miles south of the NDB.

Plymouth, Ind.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Plymouth Municipal Airport (latitude 41°22'00" N., longitude 86°18'10" W.); within 2½ miles each side of the Knox, Ind. VOR 080° radial, extending from the 5-mile radius area to 12 miles east of the VOR; and within 2½ miles each side of the Knox VOR 081° radial, extending from the 5-mile radius area to 25½ miles east of the VOR.

Plymouth, Mass.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 41°54'35" N., 70°43'45" W., of Plymouth Municipal Airport, Plymouth, Mass., and within 2 miles each side of the Whitman, Mass., VOR 120° 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., RBN, 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.

Plymouth, N. C.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Plymouth Municipal Airport (lat. 35°48'30" N., long. 76°45'36" W.); within 3 miles each side of the 188° bearing from Plymouth RBN (lat. 35°48'35" N., long. 76°45'47" W.), extending from the 6.5-mile radius area to 8.5 miles southwest of the RBN.

Pocahontas, Iowa

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Pocahontas Municipal Airport (latitude 42°44'45" N., longitude 94°38'45" W.); within 3 miles each side of the 280° bearing from the Pocahontas Municipal Airport, extending from the 5-mile radius to 8 miles west of the airport; within 2 miles each side of the 116° bearing from the Pocahontas Municipal Airport; extending from the 5-mile radius to 6 miles southeast of the airport; and that airspace extending upward from 1,200 feet above the surface within a 4½-mile arc of the Fort Dodge VORTAC (latitude 42°36'40" N., longitude 94°17'41" W.); starting at the 268° radial of the Fort Dodge VORTAC and extending clockwise to the 315° radial of the Fort Dodge VORTAC, excluding that portion which overlies the Fort Dodge, Iowa, Spencer, Iowa and Storm Lake, Iowa, transition areas.

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.

Point Barrow, Alaska

That airspace extending upward from 700 feet above the surface within 3 miles each side of the Browerville RBN (NMT) 155° bearing, extending from the control zone to 10 miles south of the RBN; and that airspace extending upward from 1,200 feet above the surface within a 22-mile radius of latitude 71°18'00" N., longitude 156°43'00" W.

PENDING AMENDMENT

The Point Barrow, Alaska, transition area is amended by deleting the period at the end of the description and adding a semicolon and a new clause to read as follows: within 4.5 miles each side of the Barrow, Alaska, ILS localizer E course extending from the localizer antenna (lat. 71°17'09"N., long. 156°43'54"W.) to 24.5 miles east of the localizer antenna and within 4.5 miles north and 9.5 miles south of the Barrow, Alaska, ILS localizer W course extending from the localizer antenna to 25.5 miles west of the localizer antenna.

AMENDMENTS 12/25/80 45 F. R. 67655 (Changed)

Point Lookout, Mo.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of School of the Ozarks Airport (latitude 36°37'25" N., longitude 93°13'45" W.).

Point Pleasant, W. Va.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the center 35°54'53"N., 82°05'53"W. of Mason County Airport, Point Pleasant, W. Va., excluding the portion that coincides with the Gallipolis, Ohio, transition area.

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°18'45" W., to latitude 38°25'30" N., longitude 123°23'00" W., to 38°31'30" 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 6.5-mile radius of the Ponca City Municipal Airport (lat. 36°43'50"N., long. 97°05'50"W.), and within 2 miles each side of the Pioneer, Okla., VORTAC 297° radial, extending from the 6.5-mile radius area to 8 miles NW of the VORTAC, and within 1.5 miles each side of the 180° bearing from the Ponca City LOM, extending from the 6.5-mile radius area to the LOM, and within a 5-mile radius of the Blackwell/Tonkawa Airport (lat. 36°44'40"N., long. 97°20'58"W.), and 2 miles each side of the Pioneer, Okla., VORTAC 269° radial, extending from the 5-mile radius to the VORTAC, and 2.5 miles each side of the 180° bearing from the Blackwell/Tonkawa Municipal Airport, extending from the 5-mile radius to 6 miles south of the airport, and 2.5 miles each side of the 360° bearing from the Blackwell/Tonkawa Municipal Airport, extending from the 5-mile radius to 6 miles north of the airport.

AMENDMENTS 7/10/80 45 F. R. 34262 (Changed)

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 86°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.

Poplar Bluff, Mo.

That airspace extending upward from 700 feet above the surface within a 5½-mile radius of Earl Fields Memorial Airport (lat. 36°46'20"N., long. 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.

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 098° 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°08'30" N., longitude 123°24'45" W.), within 2 miles N and 5 miles S of the Port Angeles VOR 093° radial, extending from the VOR to 12 miles E of the VOR; including the airspace within 2 miles either side of the William R. Fairchild International Airport Localizer west course, extending from the localizer location (lat. 48°07'00"N., long. 123°29'02"W.), to 8 miles west and that airspace extending upward from 1,200 feet above the surface bounded on the east by the west edge of V-440, on the south within 4.5 miles of the William R. Fairchild International Airport Localizer location (lat. 48°07'00"N., long. 123°29'02"W.), to 28 miles west, and on the north by the United States/Canadian border.

AMENDMENTS 12/18/79 44 F. R. 72105 (Changed)

Port Clinton, Ohio

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Carl R. Keller Field, Port Clinton, Ohio (latitude 41°30'57" N., longitude 82°51'58" W.) within 3 miles each side of the 082° bearing from the airport extending from the 7-mile radius to 8 miles east of the airport.

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.

Port Isabel, Tex.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Port Isabel, Cameron County Airport (latitude 26°10'00" N., longitude 97°20'45" W.) and within 2 miles each side of the Brownsville, Tex., VORTAC 006° radial extending from the 5-mile radius area to 10 miles north of the Brownsville VORTAC and within 2 miles each side of the Brownsville, Tex., VORTAC 005° radial extending 1 mile north of the 5-mile radius area.

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.

Portland, Maine

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center, (latitude 43°38'50" N., longitude 70°18'30" W.) of Portland International Jetport; within 4.5 miles south and 9.5 miles north of the Portland ILS localizer west course, extending from the OM to 18.5 miles west of the OM.

AMENDMENTS 10/2/80 45 F. R. 57371 (Changed)

Portland, Oreg.

That airspace extending upward from 700 feet above the surface bounded on the north by latitude 46°00'00" N., on the east by longitude 122°05'00" W., on the south by latitude 45°10'00" N., and on the west by longitude 123°30'00" W.; that airspace extending upward from 1,200 feet above the surface bounded on the north by a line beginning at a point 3 miles offshore at latitude 46°30'30" N., extending easterly via latitude 46°30'30" N. to longitude 121°40'00" W., thence easterly along the south edge of V-204, to latitude 46°30'40" N., longitude 120°36'00" W., on the east by V-25, on the south by V-536 to Corvallis, VOR, thence via latitude 44°30'00" N., to a point 3 miles offshore and on the west by a line 3 miles offshore to the point of beginning.

Portland, Tenn.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Portland Municipal Airport (lat. 36°35'37" N., long. 86°28'39" W.); within 5 miles each side of Bowling Green VOR 184° radial, extending from the 7-mile-radius area to 11.5 miles south of the VOR.

Port Lavaca, Tex.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Calhoun County Airport (lat. 28°39'12"N., long. 96°40'56"W.) and within 2.5 miles each side of the Palacios VORTAC 250° radial extending from the 5-mile radius area to 16 miles southwest of the VORTAC; within 3 miles each side of the 330° bearing from the NDB (lat. 28°39'01"N., long. 96°40'52"W.), extending from the 5-mile radius area to 8.5 miles northwest of the NDB.

AMENDMENTS 1/24/80 44 F. R. 67373 (Rewritten)

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 18, extending from the 11-mile radius area to 13 miles SE of the lift-off end of the runway, and within 2.5 miles each side of the Pease AFB VOR 188° radial, extending from the 11-mile radius area to 14 miles south of the VOR.

Portsmouth, Ohio

That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Greater Portsmouth Regional Airport (lat. 38°50'26" N., long. 82°50'52" W.), within 3 miles each side of a 177° bearing from the airport extending from the 8-mile radius area to 12 miles south of the airport.

Portsmouth, Va.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, lat. 36°46'45" N., long. 76°26'45" W. of Chesapeake Portsmouth Airport, Portsmouth, Va.; within 3 miles each side of the 203° bearing from the Portsmouth RBN, lat. 36°46'54" N., long. 76°26'39" W., extending from the 5-mile radius area to 8.5 miles southwest of the RBN; and within 3 miles each side of the 189° bearing from the Portsmouth RBN, extending from the 5-mile radius area to 8.5 miles south of the RBN excluding the portion that coincides with the Norfolk, Va., transition area.

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.

Poteau, Okla.

That airspace extending upward from 700 feet above the surface within an 8.5-statute-mile radius of Robert S. Kerr Airport, Poteau, Okla. (lat. 35°01'11"N., long. 94°37'17"W.); and within 3.5 statute miles each side of the Rich Mountain, Okla., VORTAC (lat. 34°40'49"N., long. 94°36'32"W.) 351° radial extending from the 8.5-mile radius area to 13.5 statute miles north of the VORTAC.

Potsdam, N. Y.

That airspace extending upward from 700 feet above the surface within a 6.5 mile radius of the center of Potsdam Municipal (Damon Field) Airport lat. 44°40'30" N., long. 74°57'00" W, and within 3.5 miles each side of a 044° bearing from the Potsdam, N. Y., radio beacon (lat. 44°43'24" N., long. 74°52'59" W.) extending from the 6.5-mile radius area to 11.5 miles northeast of the radio beacon.

Pottstown, Pa.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center, 40°15'45" N., 75°40'00" W. of Pottstown Municipal Airport, Pottstown, Pa., extending clockwise from a 036° bearing to a 147° bearing from the airport; within a 6.5-mile radius of the center of the airport, extending clockwise from a 147° bearing to a 200° bearing from the airport; within an 8-mile radius of the center of the airport, extending clockwise from a 200° bearing to a 274° bearing from the airport; within a 6-mile radius of the center of the airport, extending clockwise from a 274° bearing to a 305° bearing from the airport; within an 8.5-mile radius of the center of the airport, extending clockwise from a 305° bearing to a 036° bearing from the airport; within 6.5 miles northeast and 4.5 miles southwest of the Pottstown, Pa., VORTAC 294° and 114° radials, extending from 5.5 miles northwest of the VORTAC to 11.5 miles southeast of the VORTAC; within a 5-mile radius of the center, 40°14'15" N., 75°33'45" W. of Pottstown-Limerick Airport, Pottstown, Pa., extending clockwise from a 346° bearing to a 223° bearing from the airport; within a 5.5-mile radius of the center of the airport, extending clockwise from a 223° bearing to a 346° bearing from the airport; and within 9.5 miles west and 4.5 miles east of Pottstown, Pa., VORTAC 190° radial, extending from the VORTAC to 18.5 miles south of the VORTAC; within 5 miles each side of the Pottstown, Pa., VORTAC 086° radial, extending from the Pottstown, Pa., VORTAC to 18 miles east of the VORTAC; excluding the portion that coincides with the North Philadelphia, Pa., and Toughkenamon, Pa., transition areas.

Pottsville, Pa.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center, 40°42'15" N., 76°23'00" W. of Schuylkill County (Joe Zerby) Airport, Pottsville, Pa.; within 3 miles each side of the 103° bearing from the Zerby RBN 40°42'25" N., 76°22'19" W., extending from the 6-mile radius area to 8.5 miles east of the RBN; and within 2 miles each side of the Ravine, Pa., VORTAC 049° radial, extending from the 6-mile radius area to 9 miles northeast of the VORTAC.

Poughkeepsie, N. Y.

That airspace extending upward from 700 feet above the surface within a 10-mile radius of the center, 41°37'36" N., 73°52'59" W., of Dutchess County Airport, Poughkeepsie, N. Y.; within a 15.5-mile radius of the center of Dutchess County Airport, extending clockwise from a 040° bearing to a 215° bearing from the airport; within 3.5 miles each side of the Kingston, N. Y., VORTAC 025° radial, extending from the 10-mile radius area to 10.5 miles northeast of the VORTAC; within 5 miles each side of the Kingston, N. Y., VORTAC 050° radial, extending from the VORTAC to 11.5 miles northeast of the VORTAC; within 6.5 miles northwest and 4.5 miles southeast of a 231° bearing from a point 41°34'06" N., 73°58'42" W., extending from said point to 11.5 miles southwest; within 5 miles each side of a direct line between a point 41°31'42" N., 74°06'48" W., and a point 41°34'06" N., 73°58'42" W.; within a 5-mile radius of the center, 41°42'30" N., 73°44'00" W. of Sky Acres Airport, Millbrook, N. Y.; within an 8.5-mile radius of the center of Sky Acres Airport extending clockwise from a 011° bearing to a 201° bearing from the airport; within a 6-mile radius of the center 41°34'30" N., 73°44'00" W., of Stormville Airport, Stormville, N. Y.; within a 10.5-mile radius of the center of Stormville Airport, extending clockwise from a 327° bearing to a 077° bearing from the airport; within a 7.5-mile radius of the center of Stormville Airport, extending clockwise from a 077° bearing to a 121° bearing from the airport; within a 10.5-mile radius of the center of Stormville Airport, extending clockwise from a 121° bearing to a 239° bearing from the airport; excluding the portion that coincides with the Newburgh, N. Y., 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.

Prairie Du Chien, Wis.

That airspace extending upward from 700 feet above the surface within a 9.5-mile radius of the Prairie Du Chien Municipal Airport (latitude 43°01'17" N., longitude 91°07'24" W.); and within 4.5 miles each side of the 130° radial of the Waukon VORTAC, extending from the 9.5-mile radius to 18.5 miles southeast of the airport;

and that airspace extending upward from 1,200 feet above the surface within a 55-mile radius of the Waukon VORTAC between the 089° and the 145° radials excluding that portion which overlies in the State of Iowa.

Pratt, Kans.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Pratt Municipal Airport (latitude 37°42'13" N., longitude 98°44'47" W.); and within 3 miles each side of the 360° bearing from the Pratt nondirectional beacon (NDB), extending from the 6.5-mile radius area to 8 miles north of the NDB.

Prescott, Ariz.

That airspace extending upward from 700 feet above the surface within a 10.5-mile radius of Prescott Municipal Airport (latitude 34°39'10" N., longitude 112°25'15" W.) and within 3 miles each side of the Prescott VORTAC 319° radial extending from the 10.5-mile radius area to 8.5 miles northwest of the VORTAC; that airspace extending upward from 1,200 feet above the surface within a 21-mile radius of the Prescott VORTAC extending clockwise from a line 5 miles south of and parallel to the Prescott VORTAC 252° radial to a line 5 miles west of and parallel to the Prescott VORTAC 159° radial and within a 14-mile radius of Prescott VORTAC, extending clockwise from a line 5 miles west of and parallel to the Prescott VORTAC 159° radial to a line 5 miles south of and parallel to the Prescott 252° radial.

Presidio, Tex.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Presidio Lely International Airport (lat. 29°37'48"N., long. 104°22'24"W.) and within 3.5 miles either side of the 114° bearing from the Presidio NDB (lat. 29°38'02"N., long. 104°21'32"W.) extending from the 7-mile radius to 11.5 miles east of the Presidio NDB, excluding that portion outside the United States; extending upward from 1,200 feet above the surface within 9.5 miles north and 7 miles south of the 114° and 294° bearings from the Presidio NDB extending from 8 miles west to 17.5 miles east of the Presidio NDB, and within 5 nautical miles either side of the 207° radial of the Marfa VOR extending from the 9.5-mile line to the boundary of the State of Texas transition area, excluding that portion outside of the United States.

Presque Isle, Maine

That airspace extending upward from 700 feet above the surface within a 13-mile radius of Northern Maine Regional Airport (lat. 46°41'30" N., long. 68°02'30" W.); within 3.5 miles east and 8 miles west of the Presque Isle localizer course extending from the 13-mile radius area to 11.5 miles south of the LOM; within 3.5 miles east and 8 miles west of the Presque Isle VORTAC 338° radial extending from the 13-mile radius area to 11.5 miles north of the VORTAC; within an 8.5 mile radius of Caribou, Maine, Municipal Airport (lat. 46°52'20" N., long. 68°01'10" W.); within a 10-mile radius of Loring AFB (lat. 46°57'05" N., long. 67°53'10" W.); Limestone, Maine; excluding that portion outside of the United States.

AMENDMENTS 10/2/80 45 F. R. 57371 (Changed)

Price, Utah

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Carbon VOR (latitude 39°36'50" N., longitude 110°44'56" W.), and within 2 miles each side of the 201° radial of the Carbon VOR, extending from the 5-mile radius area to 8 miles south of the VOR; that airspace extending upward from 1,200 feet above the surface within 6 miles west and 11 miles east of the 021° and 201° radials of the Carbon VOR extending from 9 miles north to 18.5 miles south of the VOR.

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 5-mile radius of the center 40°23' 54" N., 74°39'31" W., of Princeton Airport, Princeton, N. J.; within a 6-mile radius of the center of the airport, extending clockwise from a 074° bearing to a 120° bearing from the airport; within a 5.5-mile radius of the center of the airport, extending clockwise from a 191° bearing to a 225° bearing from the airport; within a 7-mile radius of the center of the airport, extending clockwise from a 225° bearing to a 268° bearing from the airport; within a 7.5-mile radius of the center of the airport, extending clockwise from a 268° bearing to a 310° bearing from the airport; within a 7-mile radius of the center of the airport, extending clockwise from 310° bearing to a 357° bearing from the airport; and within 3.5 miles each side of the Solberg, N. J., VOR 161° radial, extending from the 5-mile radius area to the VOR, excluding the portions which coincide with the Readington, N. J., New York, N. Y., and North Philadelphia, Pa., transition areas.

Providence, R. I.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Theodore Francis Green State Airport, Providence, R. I., (lat. 41°43'30"N., long. 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 the Quonset State Airport, Kingston, R. I., (lat. 41°35'55"N., long. 71°24'50"W.) within a 7-mile radius of the New Bedford, Mass., Municipal Airport (lat. 41°40'37"N., long. 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, and within 3 miles each side of the 038° bearing from the New Bedford OM extending from the 7-mile radius to 14.5 miles NE of the New Bedford OM within a 5-mile radius of the Fall River, Mass., Municipal Airport (lat. 41°45'15"N., long. 71°06'40"W.) and within 2 miles each side of the 050° bearing from the Fall River, Mass., NDB, extending from the 5-mile radius area to 8 miles NE of the NDB, and within 3 miles each side of the Island, R. I., NDB 188° bearing extending from the NDB to 8 miles south.

AMENDMENTS 9/4/80 45 F. R. 43698 (Rewritten)

Provincetown, Mass.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Provincetown Municipal Airport (lat. 42°04'15"N., long. 70°13'15"W.) and within 3.5 miles each side of the Racepoint NDB 240° bearing extending from the NDB to 11.5 miles southwest and within 4.5 miles each side of the NDB 060° bearing extending from the NDB to 10.2 miles northeast.

AMENDMENTS 7/10/80 45 F. R. 31975 (Rewritten)

Pueblo, Colo.

That airspace extending upward from 700 feet above the surface within a 25-mile radius of Pueblo Memorial Airport (lat. 38°17'30"N., long. 104°30'00"W.), within an arc of a 33-mile radius circle of Pueblo Memorial Airport clockwise between the 088° and 133° bearings from the airport; that airspace extending upward from 1,200 feet above the surface bounded on the north by lat. 38°30'00"N., on the east by V-169, on the south by V-210, on the west by a line from 37°38'00"N., 105°00'00"W., to 38°16'00"N., 105°10'00"W., to 38°30'00"N., 105°09'00"W.; that airspace extending upward from 13,700 feet MSL bounded by a line beginning at 38°16'00"N., 105°10'00"W., to 37°38'00"N., 105°00'00"W., to 37°34'00"N., 105°12'00"W., to 38°10'00"N., 105°33'00"W., to point of beginning; that airspace extending upward from 11,700 feet MSL bounded by a line beginning at 38°16'00"N., 105°10'00"W., to 38°10'00"N., 105°33'00"W., to 38°41'00"N., 105°33'00"W., to 38°36'00"N., 105°08'00"W., to 38°30'00"N., 105°09'00"W., to point of beginning.

Pulaski, Tenn.

That airspace extending upward from 700 feet above the surface within a 9-mile radius of Abernathy Airport (lat. 35°08'45" N., long. 87°03'30" W.); excluding the portion within Lawrenceburg, Tenn., transition area.

Pulaski, Wis.

That airspace extending upward from 700 feet above the surface within a 9-mile radius of Austin-Straubel Airport, Green Bay, Wis., (lat. 44°29'16"N., long. 88°07'49"W.); within 2½ miles each side of the Green Bay ILS southwest localizer course extending from the 9-mile radius to 8 miles southwest of the OM; within 5 miles to the southwest side and 8 miles to the northeast side of the Green Bay 326° radial, extending from the 9-mile radius area to 10 miles northwest of the VORTAC; and within 5 miles each side of the Green Bay ILS localizer northeast course extending from the 9-mile radius to 14 miles northeast of the airport.

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 8 miles southeast of the Pullman VOR 052° and 232° radials extending from 17.5 miles southwest to 7.5 miles northeast of the VOR.

Punta Gorda, Fla.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Charlotte County Airport (lat. 26°55'15"N., long. 81°59'30"W.); within 3 miles either side of the Punta Gorda VOR (lat. 26°54'59"N., long. 81°59'29"W.) 038° radial, extending from the 6.5-mile radius area to 8.5 miles northeast of the VOR.

Quakertown, Pa.

That airspace extending upward from 700 feet above the surface within an 8-mile radius area of the center of Quakertown Airport, Quakertown, Pa., lat. 40°26'15" N., long. 75°22'45" W., and within 3.5 miles each side of a line bearing 099° from the Quakertown, Pa. RBN (lat. 40°25'29" N., long. 75°17'52" W.) extending from the 8-mile radius area to 11 miles east of the RBN.

Quantico, Va.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of the center, lat. 38°30'15"N., long. 77°18'15"W., of Quantico MCAF (Turner Field) Quantico, Va.; within a 9-mile radius of the center of the airport, extending clockwise from a 225° bearing to a 355° bearing from the airport; within 6.5 miles east and 4.5 miles west of the Brooke, Va., VORTAC 013° radial and 193° radial, extending from 4.5 miles south of the VORTAC to 8.5 miles north of the VORTAC.

AMENDMENTS 5/19/80 45 F. R. 32667 (Changed)

Quincy, Ill.

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Quincy Municipal Baldwin Field Airport (latitude 39°58'30" N., longitude 91°11'45" W.), and within 3 miles northwest and 8 miles southeast of the Quincy ILS localizer southwest course, extending from the 8.5-mile radius to 12 miles southwest of the OM.

Raeford, N. C.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Raeford Municipal Airport (lat. 35°01'12"N., long. 79°11'28"W.); excluding that portion that coincides with the Fayetteville, N. C., transition area.

Raleigh, N. C.

That airspace extending upward from 700 feet above the surface within a 9-mile radius of Raleigh-Durham Airport (lat. 35°52'21" N., long. 78°47'02" W.); within 9.5 miles northwest and 4.5 miles southeast of the 045° bearing from Leesville RBN, extending from the RBN to 18.5 miles northeast of the RBN; within 9.5 miles northwest and 4.5 miles southeast of Raleigh-Durham ILS localizer southwest course, extending from the LOM to 18.5 miles southwest; within 9.5 miles northwest and 4.5 miles southeast of Raleigh-Durham VORTAC 231° radial, extending from the VORTAC to 18.5 miles southwest of the VORTAC; within a 6.5-mile radius of Horace Williams Airport (lat. 35°55'50" N., long. 79°04'00" W.).

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.).

Raton, N. Mex.

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Crews Field (lat. 36°44'29"N., long. 104°30'04"W.) excluding that portion northwest of a line 5 miles northwest of and parallel to the Cimarron VORTAC 050° radial, and within 3.5 miles each side of the 214° bearing from the NDB (lat. 36°42'02"N., long. 104°32'21"W.) extending from the 8.5-mile radius area to 9.5 miles southwest of the NDB; 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 4.5 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 4.5 miles northeast of the VORTAC.

Rawlins, Wyo.

That airspace extending upward from 700 feet above the surface within the 9-mile radius of the Rawlins Municipal Airport (lat. 41°48'15"N., long. 107°12'05"W.) and within 5 miles each side of the 089° bearing from the Sinclair radio beacon (lat. 41°48'24"N., long. 107°05'06"W.) extending from the radio beacon to 11.5 miles east; that airspace extending upward from 1,200 feet above the surface within 13 miles south and 8 miles north of the Cherokee VORTAC (lat. 41°45'21"N., long. 107°34'53"W.) 261° radial extending on the north from the west edge of V-26 and on the south from the south edge of V-4 to a point 23 miles west of the Cherokee VORTAC; and that airspace east of the Cherokee VORTAC within an arc of the 46-mile radius circle centered on the Cherokee VORTAC bounded on the north by the north edge of V-26 and on the south by V-4.

AMENDMENTS 5/15/80 45 F. R. 20058 (Rewritten)

Rayville, La.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Rayville Municipal Airport (lat. 32°28'57"N., long. 91°46'07"W.) and within 2.5 miles each side of the 181° bearing of the NDB (lat. 32°24'24"N., long. 91°46'21"W.) extending from the 5-mile radius area to 4 miles south of the NDB.

AMENDMENTS 9/4/80 45 F. R. 41907 (Rewritten)

Reading, Pa.

That airspace extending upward from 700 feet above the surface within an 11-mile radius of the center; 40°22'39" N., 78°57'57" W., of Reading Municipal-General Carl A. Spaatz Field, Reading, Pa., extending clockwise from a 050° bearing to a 100° bearing from the airport; within an 8-mile radius of the center of the airport, extending clockwise from a 100° bearing to a 140° bearing from the airport; within an 11-mile radius of the center of the airport, extending clockwise from a 140° bearing to a 280° bearing from the airport; within an 8-mile radius of the center of the airport, extending clockwise from a 280° bearing to a 050° bearing from the airport; within 5 miles each side of the Reading Municipal-General Carl A. Spaatz Field ILS localizer south course extending from the OM to 9.5 miles south of the OM; within 9.5 miles east and 4.5 miles west of the Reading Municipal-General Carl A. Spaatz Field ILS localizer south course, extending from the OM to 18.5 miles south of the OM; within 8.5 miles north and 4.5 miles south of the East Texas, Pa. VORTAC 252° radial, extending from 12 miles west of the VORTAC to 29 miles west of the VORTAC; within 4.5 miles each side of 301° bearing from a point 40°27'10"N., 76°07'40"W., extending from said point to 8.5 miles northwest of said point.

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.

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.) within 2 miles W and 4 miles E of the Redding VOR 192° radial, extending from the 5-mile radius area to 10 miles S of the VOR, within 2 miles each side of the Redding ILS localizer N course, extending from the 5-mile radius area to 8 miles N of the threshold of Runway 16, excluding the portions within a 1-mile radius of Redding Sky Ranch Airport (latitude 40°30'00" N., longitude 122°22'35" W.) and Enterprise Sky Park (latitude 40°34'28" N., longitude 122°19'30" W.), and within 2 miles each side of the Red Bluff VORTAC 347° radial extending from the VORTAC to 11.5 miles N of the VORTAC, 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 W 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, 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 and that airspace NE and E of Red Bluff within an arc of a 24-mile radius circle centered on the Red Bluff VORTAC, extending from the Red Bluff VORTAC 015° radial clockwise via the 24-mile arc to long. 40°00'00"W. That airspace NW of Red Bluff within an arc of a 30 mile radius circle centered on Red Bluff VORTAC, extending from the N edge of V-195 to the W edge of the V-23 and that airspace north of Redding within an arc of a 23-mile radius circle centered on Redding VOR, extending from the E edge of V-23 to the W edge of V-25.

Red Hook, N. Y.

That airspace extending upward from 700 feet above the surface within a 9-mile radius of the center, 41°59'12" N., 73°50'12" W., of Skypark Airport, extending clockwise from a 012° bearing to a 130° bearing from the airport; within an 8-mile radius of the center of the airport, extending clockwise from a 130° bearing to a 168° bearing from the airport; within a 6.5-mile radius of the center of the airport, extending clockwise from a 168° bearing to a 232° bearing from the airport; within a 5-mile radius of the center of the airport, extending clockwise from a 232° bearing to a 309° bearing from the airport; within a 5.5-mile radius of the center of the airport, extending clockwise from a 309° bearing to a 012° bearing from the airport and within 3 miles each side of the Kingston, N. Y., VORTAC 358° radial, extending from the 8-mile radius area and 6.5-radius area to 10.5 miles north of the Kingston, N. Y., VORTAC.

Redmond, Oreg.

That airspace extending upward from 700 feet above the surface within 2 miles north and 13.5 miles south of the Redmond VORTAC 059° radial to 33 miles east of the VORTAC; within 2 miles each side of a 230° bearing from the center of the 5-mile radius circle centered on Roberts Field Airport extending from the radius of the 5-mile circle to 10 miles southwest of the airport; within 2 miles each side of Redmond VORTAC 162° radial extending from the VORTAC to 5 miles south of the VORTAC; within 2 miles each side of the Redmond VORTAC 281° radial extending from the VORTAC to 5 miles west of the VORTAC; within 2 miles each side of a 302° bearing from the Roberts RBN extending from the RBN to 6 miles northwest of the RBN; and within 4 miles each side of the Redmond VORTAC 014° radial, extending from 15 miles north of the VORTAC to 35 miles north; that airspace extending upward from 1,200 feet above the surface within a 37-mile radius of the VORTAC between the 006° and 048° radials; within a 31-mile radius of the VORTAC between the 048° radial and a line 6 miles west of and parallel to the 189° radial; that airspace extending upward from 1,700 feet above the surface within a line beginning at Redmond, Oreg., VORTAC, extending north on V-25 to the Dalles VORTAC, east on V-112 to Pendleton VORTAC, southeast on V-4 to Baker VORTAC, southwest on V-357 to Lakeview VORTAC, west on V-122 to Klamath Falls, VORTAC, northwest on V-452 to Eugene VORTAC, east on V-121N to Redmond VORTAC, excluding that airspace within Federal Airways, the Juniper MDA, the Lakeview Control Area, and the Baker, Eugene, Klamath Falls, Pendleton, The Dalles, and Burns (Wildhorse), Oreg., transition areas.

AMENDMENTS 9/1/80 45 F. R. 46348 (Changed)

Corr: 45 F. R. 54028

Red Oak, Iowa

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Red Oak Municipal Airport (latitude 41°00'40" N., longitude 95°15'25" W.); and within 3 miles each side of a 335° bearing from the Red Oak Municipal Airport, extending from the 6-mile radius to 9½ miles northwest of the airport.

Redwood Falls, Minn.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of Redwood Falls Municipal Airport (latitude 44°32'45" N., longitude 95°04'45" W.).

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.

Reedsville, Pa.

That airspace extending upward from 700 feet above the surface within a 14.5-mile radius of the center, lat. 40°40'44"N., long. 77°37'22"W., of Mifflin County Airport, Reedsville, Pa., and within 3.5 miles each side of the 228° bearing from a point lat. 40°36'55"N., long. 77°43'09"W., extending from said point to a point 11.5 miles southwest.

Refugio, Tex.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Tom O'Connor Oilfield Airport (lat. 28°20'04"N., long. 97°08'58"W.); within 2 miles each side of the 335° bearing from the Vidauri RBN (lat. 28°23'51"N., long. 97°10'40"W.), extending from the 5-mile radius area to 8 miles northwest of the Vidauri NDB; within a 5-mile radius of Mellon Ranch Airport (lat. 28°16'50"N., long. 97°12'30"W.), and within 3.5 miles each side of the 319° bearing from the Mellon Ranch NDB (lat. 28°16'47"N., long. 97°12'20"W.), extending from the 5-mile radius to 12 miles northwest of the Mellon Ranch NDB and within 3.5 miles each side of the 152° bearing from the Mellon Ranch NDB, extending from the 5-mile radius to 11.5 miles southeast of Mellon Ranch NDB.

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.

Reidsville, N. C.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Shiloh Airport (lat. 36°26'10"N., long. 79°50'30"W.).

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°48'07" 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.; that airspace extending upward from 12,300 feet MSL within 10 miles east of the Reno, Nev., VORTAC 173° radial and westerly to the east edge of V-165 extending from the 45-mile radius of the Reno VORTAC to the north edge of V-244; 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; and that airspace northwest of Reno extending from the 45-mile radius area bounded on the northeast by the southwest edge of V-452 and on the west by longitude 120°19'00" W.

AMENDMENTS 9/4/80 45 F. R. 47840 (Changed)

Rensselaer, Ind.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Jasper County Airport (latitude 40°56'30" N., longitude 87°11'00" W.) and within 3 miles each side of the 007° bearing from the airport extending from the 5-mile radius area to 8 miles north of the airport.

Rexburg, Idaho

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Rexburg-Madison County Airport (latitude 43°49'30" N., longitude 111°49'00" W.).

Rhineland, Wis.

That airspace extending upward from 700 feet above the surface within a 9½-statute-mile radius of the Rhineland-Onesida County Airport.

Rhode Island

That airspace extending upward from 1,200 feet above the surface within the boundary of the State of Rhode Island including the offshore airspace within 3 NM of and parallel to the shoreline of Rhode Island and that airspace bounded by a line beginning at lat. 41°25'15"N., long. 71°04'45"W.; to lat. 41°08'30"N., long. 71°04'45"W.; to lat. 41°07'43"N., long. 71°07'36"W.; to lat. 41°01'50"N., long. 71°47'00"W.; to lat. 41°11'15"N., long. 71°47'00"W.; thence along a line 3 NM from and parallel to the shoreline to the point of beginning; and that airspace bounded by a line beginning at lat. 41°11'15"N., long. 71°47'00"W.; to lat. 41°01'50"N., long. 71°47'00"W.; to lat. 41°00'35"N., long. 72°05'00"W.; to lat. 41°12'12"N., long. 72°21'58"W.; thence easterly via the New York and Connecticut State boundaries to point of beginning.

AMENDMENTS 9/4/80 45 F. R. 43698 (Rewritten)

Rice Lake, Wis.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Arrowhead Airport (lat. 45°28'45" N., long. 91°43'20" W.); within 3½ miles each side of the 178° bearing from the Arrowhead Airport, extending from the 5-mile radius to 8 miles south of the airport.

Richmond, Ind.

That airspace extending upward from 700 feet above the surface within a 6½-mile radius of the Richmond Municipal Airport (latitude 39°45'23" N., longitude 84°50'36" W.); within 3 miles each side of the Richmond VOR 045° radial, extending from the 6½-mile radius area to 8 miles northeast of the VOR; within 3 miles each side of the Richmond VOR 243° radial, extending from the 6½-mile radius area to 8 miles southwest of the VOR.

Richmond, Ky.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Madison Airport (lat. 37°37'45"N., long. 84°19'56"W.).

AMENDMENTS 9/27/80 45 F. R. 57370 (Added)

Richmond, Va.

That airspace extending upward from 700 feet above the surface within a 9-mile radius of the center, lat. 37°30'16" N., long. 77°19'11" W. of Richard Evelyn Byrd International Airport, Richmond, Va., extending clockwise from a 245° bearing from the airport to a 045° bearing from the airport; within an 8.5-mile radius of the center of the airport, extending clockwise from a 045° bearing to a 245° bearing from the airport; within 3.5 miles each side of the Richmond VORTAC 134° radial, extending from the VORTAC to 11.5 miles southeast of the VORTAC; within 2 miles each side of the Richmond VORTAC 137° radial, extending from the VORTAC to 11.5 miles southeast of the VORTAC; within 3.5 miles each side of the Richard Evelyn Byrd International Airport ILS localizer southwest course, extending from the OM to 11.5 miles southwest of the OM; within 3.5 miles each side of the Richmond VORTAC 342° radial; extending from the VORTAC to 11.5 miles north of the VORTAC; within 3.5 miles each side of the Richmond VORTAC 359° radial, extending from the VORTAC to 11.5 miles north of the VORTAC within 4.5 miles each side of the Richard Evelyn Byrd International Airport ILS localizer northwest course, extending from the localizer to 13.5 miles northwest of the localizer within 3 miles each side of the Richmond VORTAC 212° radial, extending from the VORTAC to 8.5 miles southwest of the VORTAC.

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.

Ripley, Miss.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Ripley Airport (lat. 34°43'25" N., long. 89°00'49" W.).

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.

AMENDMENTS 5/15/80 45 F. R. 17948 (Changed)

Riverside, Calif.

That airspace extending upward from 700 feet above the surface bounded by a line beginning at lat. 34°10'00"N., long. 117°59'00"W., to lat. 34°10'00"N., long. 117°01'00"W., to lat. 33°50'00"N., long. 117°01'00"W., to lat. 33°42'30"N., long. 116°56'30"W., to lat. 33°38'00"N., long. 117°09'00"W., to lat. 33°43'00"N., long. 117°15'00"W., to lat. 33°43'00"N., long. 117°25'00"W., to lat. 33°39'00"N., long. 117°25'00"W.; to lat. 33°39'00"N., long. 117°30'00"W., to lat. 33°46'00"N., long. 117°45'00"W., to lat. 33°56'00"N., long. 117°53'00"W., to lat. 33°56'00"N., long. 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 lat. 34°30'00"N., long. 117°43'00"W., thence E along lat. 34°30'00"N., to the SE boundary of V-21, thence along the SE boundary of V-21 to long. 116°30'00"W., thence direct to lat. 34°40'30"N., long. 116°29'40"W., to lat. 34°30'00"N., long. 116°26'30"W., to lat. 34°16'00"N., long. 116°18'00"W., to lat. 33°30'00"N., long. 116°18'00"W., to lat. 33°30'00"N., long. 117°30'00"W., to lat. 33°39'00"N., long. 117°30'00"W., to lat. 33°46'00"N., long. 117°45'00"W., to lat. 33°56'00"N., long. 117°53'00"W., to lat. 33°56'00"N., long. 117°59'00"W., to lat. 34°10'00"N., long. 117°59'00"W., to lat. 34°10'00"N., long. 117°43'00"W., thence to point of beginning.

Riverton, Wyo.

That airspace extending upward from 700 feet above the surface within a 10-mile radius of Riverton Municipal Airport (latitude 43°03'45" N., longitude 108°27'15" W.), within 4.5 miles each side of the Riverton VOR 291° radial, extending from the 10-mile radius area to 19 miles west of the VOR, and within 3.5 miles each side of the Riverton VOR 123° radial extending from the 10-mile radius area to 12 miles southeast 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; within 7 miles northeast and 14.5 miles southwest of the Riverton VOR 301° radial, extending from the 25-mile radius area to 37 miles northwest of the VOR.

Roanoke, Va.

That airspace extending upward from 700 feet above the surface within an 18-mile radius of the center 37° 19'30"N., 79°58'35"W., of Roanoke Municipal-Woodrum Airport, Roanoke, Va.; within a 23.5-mile radius of the center of the airport, extending clockwise from a 203° bearing to a 296° bearing from the airport; within a 19.5-mile radius of the center of the airport, extending clockwise from a 296° bearing to a 307° bearing from the airport; within 9.5 miles northwest and 4.5 miles southeast of the Roanoke Municipal Airport LDA Runway 5 course, extending from 5 miles southwest of the OM to 23.5 miles southwest of the OM, excluding the portion within the Blacksburg, Va., transition area.

Roanoke Rapids, N. C.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Halifax County Airport (lat. 36°26'22"N., long. 77°42'37"W.); within 3 miles each side of the 230° bearing from the Rapids RBN (lat. 36°26'27"N., long. 77°42'31"W.) extending from the 7-mile radius area to 8.5 miles southwest of the RBN.

AMENDMENTS 7/18/80 45 F. R. 41400 (Rewritten)

Robinson, Ill.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Robinson, Ill., Municipal Airport (lat. 39°01'00"N., long. 87°39'00"W.) and within 5 miles each side of the 348° and 091° bearings from the Robinson Municipal Airport extending from the 7-mile radius area to 12 miles north and east of the airport, excluding the area which overlies the Sullivan, Ind., transition area.

Rochelle, Ill.

That airspace extending upward from 700 feet above the surface within a 5½-mile radius of the Rochelle Municipal Airport (latitude 41°53'35" N., longitude 89°04'45" W.) and within 3 miles either side of the Polo VORTAC 102° radial extending 1 mile west from the 5½-mile radius area excluding the portion that overlies the Rockford, Ill., transition area.

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.

Rochester, Minn.

That airspace extending upward from 700 feet above the surface within a 19½-mile radius of the Rochester Municipal Airport, Rochester, Minn., (lat. 43°54'32"N., long. 92°29'47"W.); and within 4½ miles southwest and 9½ miles northeast of the Rochester ILS localizer southeast course, extending from the 19½-mile radius to 24 miles southeast of the airport; and within 5 miles each side of the Rochester ILS localizer northwest course, extending from the 19½-mile radius to 22½ miles northwest of the airport.

AMENDMENTS 7/10/80 45 F. R. 32663 (Rewritten)

Rochester, N. H.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center (lat. 43°17'00"N., long. 70°57'00"W.) of the Sky Haven Airport, Rochester, N. H., excluding those portions that coincide with the Sanford, Maine, and Portsmouth, N. H., 700-foot transition areas.

Rochester, N. Y.

That airspace extending upward from 700 feet above the surface within a 9.5-mile radius of the Rochester-Monroe County Airport, N. Y. (lat. 43°07'11"N., long. 77°40'18"W.); within 3.5 miles each side of the Rochester ILS localizer east course, extending from the 9.5-mile radius area to 11.5 miles east of the LOM; within 5 miles each side of the 141° bearing from the Brist LOM, extending from the 9.5-mile radius area to 13 miles southeast of the LOM; within 4 miles each side of the Rochester VORTAC 214° radial extending from the 9.5-mile radius area to 10.5 miles southwest of the VORTAC; within 4 miles each side of the VORTAC 280° radial extending from the 9.5-mile radius area to 10 miles west of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within the area bounded by a line extending from lat. 43°24'00"N., long. 76°53'00"W., to lat. 42°57'00"N., long. 76°57'00"W., to lat. 42°32'00"N., long. 77°36'00"W., to lat. 42°32'00"N., long. 78°21'00"W., to lat. 43°06'00"N., long. 78°21'00"W., to lat. 43°24'00"N., long. 77°55'00"W., to point of beginning.

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 the Illinois-Wisconsin boundary, and on the W by longitude 89°55'00" W.

Rockingham, N. C.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Rockingham-Hamlet Airport (lat. 34°53'30"N., long. 79°45'35"W.); within 3 miles each side of the 126° bearing from the Roscoe RBN (lat. 34°51'09"N., long. 79°41'38"W.), extending from the 6.5-mile radius to 8.5 miles southeast of the RBN.

Rockland, Maine

That airspace extending upward from 700 feet above the surface within a 7.5-mile radius of Knox County Regional Airport, Rockland, Maine (latitude 44°03'40" N., longitude 69°06'05" W.) and within 3.5 miles each side of the 194° bearing from the Sprucehead NDB (latitude 43°59'54" N., longitude 69°07'17" W.), extending from the 7.5-mile radius area to 11.5 miles south of the NDB.

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 Rapids, Iowa

That airspace extending upward from 700 feet above the surface within a 6½-mile radius of the Rock Rapids Municipal Airport (lat. 43°27'10"N., long. 96°10'50"W.) and within 3 miles either side of the 347° bearing from the Rock Rapids NDB (lat. 43°27'04"N., long. 96°10'40"W.) extending from the 6½-mile radius area to 8½ miles northwest of the NDB.

Rocksprings, Tex.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Edwards County Airport (latitude 29°56'30" N., longitude 100°10'30" W.) and within 1.5 miles each side of the Rocksprings VORTAC 125° radial extending from the 5-mile radius area to the Rocksprings VORTAC.

PENDING AMENDMENT**Rocksprings, Tex. (Four Square Ranch Airport)**

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Four Square Ranch Airport (lat. 30°05'47"N., long. 100°24'15"W.); and within 2.5 miles each side of the 010° bearing from the Four Square Ranch Airport, extending from the 7-mile radius area to 9.5 miles north of the airport.

AMENDMENTS 12/25/80 45 F. R. 67070 (Added)

Rock Springs, Wyo.

That airspace extending upward from 700 feet above the surface within 11.5-mile radius of the Rock Springs-Sweetwater County Airport (lat. 41°35'45"N., long. 109°04'00"W.), within 12.5 miles north and 4.5 south of the 090° bearing and 12.5 miles north and 7.5 south of the 270° bearing from the Thair LOM (lat. 41°35'49"N., long. 108°58'09"W.) extending from the 11.5-mile radius area to 18.5 miles east of the Thair LOM and from the 11.5-mile radius area to 32 miles west of the Thair LOM; and within 1 mile north and 6 miles south of the Rock Springs VORTAC 102° radial extending from the 11.5-mile radius area to 18.5 miles east of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within a 23-mile radius of the Rock Springs VORTAC and within 4.5 miles each side of the Rock Springs VORTAC 117° radial extending from the 23-mile radius circle to 35 miles southeast of the VORTAC.

PENDING AMENDMENT

The Rock Springs, Wyo., transition area is amended by deleting the 700 foot portion and substituting the following:

That airspace extending upward from 700 feet above the surface within an 11.5-mile radius of the Rock Springs-Sweetwater County Airport (lat. 41°35'39"N., long. 109°03'53"W.) within 10 miles north and 7 miles south of the Rock Springs, Wyo., VORTAC 269° radial and 089° radial extending from the 11.5-mile radius to 29.5 miles west and 21 miles east of the VORTAC; and within 2.5 miles north and 5.5 miles south of the Rock Springs, Wyo., VORTAC 109° radial extending to 19 miles east of the VORTAC;

AMENDMENTS 12/25/80 45 F. R. 67654 (Changed)

Rockwood, Tenn.

That airspace extending upward from 700 feet above the surface within a 9.5-mile radius of Rockwood Municipal Airport (lat. 35°55'20" N., long. 84°41'23" W.); excluding the portion within Crossville, Tenn., transition area.

Rocky Mount, N. C.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Rocky Mount Downtown Airport (lat. 35°58'01"N., long. 77°47'33"W.); within 5 miles each side of Tar River VORTAC 084° radial, extending from the 7-mile radius area to 11 miles east of the VORTAC; within an 8.5-mile radius of Rocky Mount-Wilson Airport (lat. 35°51'17" N., long. 77°53'34" W.).

PENDING AMENDMENT**Rocky Mount, N. C.**

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Rocky Mount-Wilson Airport (lat. 35°51'17"N., long. 77°53'34"W.)

AMENDMENTS 12/4/80 45 F. R. 70234 (Rewritten)

Rogers City, Mich.

That airspace extending upward from 700 feet above the surface within a 5 (statute) mile radius of the Presque Isle County Airport (lat. 45°24'27"N., long. 83°48'46"W.) and within 2.75 miles each side of the proposed NDB 261° (true) bearing, extending from the 5-mile radius area to 7.5 miles (statute) east of the NDB, excluding the portion that coincides with the Alpena, Mich., transition area.

Rolla, Mo.

That airspace extending upward from 700 feet above the surface within a 5.5-statute mile radius of the Rolla Downtown Airport (latitude 37°56'10" N., longitude 91°48'55" W.).

Rome, Ga.

That airspace extending upward from 700 feet above the surface within a 12-mile radius of Richard B. Russell Airport (lat. 34°20'57" N., long. 85°09'31" W.); within 5 miles each side of Rome VOR 350° radial, extending from the 12-mile radius area of the VOR; within a 9.5-mile radius of Tom B. David Field, Calhoun, Ga., (latitude 34°27'18" N., longitude 84°56'24" W.); excluding the portion within the Dalton, Ga., transition area.

Romulus, N. Y.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of a point lat. 42°44'30" N., long. 76°52'20" W., and within 3.5 miles each side of the 330° bearing from the Seneca RBN lat. 43° 44' 40" N., long. 76°54'18" W., extending from the 6-mile radius area to 11 miles northwest of the RBN.

Roosevelt, Utah

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Roosevelt Municipal Airport, Roosevelt, Utah (lat. 40°16'33"N., long. 110°03'02"W.) and within 2 miles either side of the Myton, Utah, VORTAC 023° radial extending from the 5-mile radius of the airport to the Myton VORTAC; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at lat. 39° 52'04.7"N., long. 110°15'10.2"W., to lat. 40°27'47.3"N., long. 110°15'58.9"W., to lat. 40°19'20.4"N., long. 109°33'14.8"W., to lat. 40°03'27.8"N., long. 109°24'47.7"W., to lat. 40°04'04.3"N., long. 109°44' 49.1"W., to lat. 39°52'27.4"N., long. 109°44'33.3"W., to point of beginning.

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.

Rosanky, Tex.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Double D Ranch Airport (lat. 29°52'36"N., long. 97°17'20"W.) within 3 miles each side of the 293° bearing from the proposed NDB (lat. 29°53'44"N., long. 97°20'15"W.) extending from the 5-mile radius to 10 miles northwest of the proposed NDB.

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.

Roseau, Minn.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Roseau Municipal Airport (lat. 48°51'25" N., long. 95°41'40" W.); within 2½ miles each side of the 163° bearing from Roseau Municipal Airport, extending from the 5-mile radius area to 7 miles south of the airport; and within 2½ miles each side of the 341° bearing from Roseau Municipal Airport, extending from the 5-mile radius area to 7 miles north 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 Roseau Municipal Airport, extending from the airport to 18½ miles south of the airport; and within 4½ miles west and 9½ miles east of the 341° bearing from Roseau Municipal Airport, extending from the airport to 18½ miles north of the airport, including that airspace east of and within a 9½-mile radius of the airport between the 71° and 73° bearings from the airport, and excluding the portions outside the United States.

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. Mex.

That airspace extending upward from 700 feet above the surface within a 9.5-mile radius of the Roswell Industrial Air Center Airport (lat. 33°17'59"N., long. 104°31'48"W.), and within 3.5 miles each side of the 044° bearing from the TOPAN LOM (lat. 33°21'54"N., long. 104°26'29"W.), extending from the 9.5-mile radius area to 12.5 miles NE of the TOPAN LOM, and within 1.5 miles each side of the Roswell ILS localizer southwest course extending from the 9.5-mile radius area to 9.5 miles SW, and within 3.5 miles each side of the 289° radial of the Roswell VORTAC (lat. 33°20'15"N., long. 104°37'15"W.) extending from the 9.5-mile radius area to 11 miles W of the VORTAC.

AMENDMENTS 3/20/80 45 F. R. 2011 (Rewritten)

Rugby, N. Dak.

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of the Rugby Municipal Airport (latitude 48°23'15" N., longitude 100°01'15" W.); that airspace extending upward from 1,200 feet above the surface within a 12-mile radius of the Rugby Municipal Airport and within 9.5 miles north and 4.5 miles south of the 114° bearing from the Rugby, N. Dak., NDB (latitude 48°23'25" N., longitude 100°01'30" W.); extending from the NDB to 18.5 miles east of the NDB; and within 9.5 miles south and 4.5 miles north of the 314° T bearing from the Rugby, N. Dak., NDB, extending from the NDB to 18.5 miles northwest of the NDB.

Rushford, Minn.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Rushford Municipal Airport, Rushford, Minn., (lat. 43°49'15"N., long. 91°49'45"W.) and 2.5 miles each side of the 242° true bearing from the Nodine, Minn., VORTAC (lat. 43°54'45"N., long. 91°28'03"W.) extending from the 6.5-mile radius area out to 7 miles.

AMENDMENTS 3/20/80 45 F. R. 13727 (Added)

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.

Russellville, Ark.

That airspace extending upward from 700 feet above the surface within a 7.5-statute mile radius of Russellville Municipal Airport, Russellville, Ark. (latitude 35°15'34" N., longitude 93°05'38" W.); and within 3.5 statute miles each side of the 186° bearing from Russellville NDB (latitude 35°15'34" N., longitude 93°05'40" W.), extending from the 7.5-mile radius area to 11.5 statute miles south of the NDB; excluding that portion which overlies the Morrilton, Ark., transition area.

Russellville, Ky.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Russellville-Logan County Airport (lat. 36°47'57"N., long. 86°48'40"W.).

AMENDMENTS 9/18/80 45 F. R. 56336 (Added)

Ruston, La.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Ruston Municipal Airport (lat. 32°30'45"N., long. 92°37'45"W.), and within 3 miles each side of the 089° bearing from the airport extending from the 6.5-mile radius area to 7.5 miles east; and within 3.5 miles each side of the Ruston, La., VOR (lat. 32°27'54"N., long. 92°36'30"W.) 159° radial extending from the 6.5-mile radius area to 11.5 miles south of the VOR.

AMENDMENTS 3/20/80 45 F. R. 6358 (Rewritten)

Rutherford, N. C.

That airspace extending upward from 700 feet above the surface within a 9-mile radius of Rutherford County Airport (latitude 35°25'38" N., longitude 81°56'06" W.); within 3 miles each side of the 192° bearing from Rutherford RBN (latitude 35°20'56" N., longitude 81°57'11" W.), extending from the 9-mile radius area to 8.5 miles southwest of the RBN.

Rutland, Vt.

That airspace extending upward from 700 feet above the surface within an 11-mile radius of the center, lat. 43° 81'48" N., long. 72°58'54" W., of the Rutland State Airport, Rutland, Vermont, and an area bounded by a line beginning at lat. 43°30'00"N., long. 73°10'00" W., to lat. 43°53'00" N., long. 73°10'00" W., to lat. 43°53'00" N., long. 73°50'00" W., to lat. 43°30'00" N., long. 72°50'00" W., to point of beginning.

Sabine Pass, Tex.

That airspace extending upward from 700 feet above the surface within 3.5 miles each side of the Sabine Pass, Tex., VORTAC 093° radial extending from the VORTAC to 17.5 miles east of the VORTAC.

Sabine Pass, Tex. (Offshore)

That airspace extending upward from 700 feet above the surface within a 5-mile radius of coordinates lat. 29°15'53.2"N., long. 94°08'46.9"W.

Sac City, Iowa

That airspace extending upward from 700 feet above the surface within a 6½-mile radius of the Sac City Municipal Airport (lat. 42°22'30"N., long. 94°58'45"W.), and within 3 miles each side of the 138° bearing from the Sac City NDB (lat. 42°22'33"N., long. 94°58'51"W.); extending from the 6½-mile radius area to 8½ miles southeast of the NDB and within 3 miles each side of the 172° bearing from the Sac City NDB, extending from the 6½-mile radius area to 8½ miles south of the NDB.

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°18'00" 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°18'00" 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-165, thence via the W edge of V-165 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 700 feet above the surface within a 5.5-mile radius of the Harry W. Browne Airport (lat. 43°25'58"N., long. 83°51'43"W.), excluding that portion presently designated the Clements Airport and the Tri-City Airport.

St. Augustine, Fla.

That airspace extending upward from 700 feet above the surface within a 8.5-mile radius of St. Augustine Airport (lat. 29°57'30" N., long. 81°20'27" W.); within 3 miles each side of the St. Augustine VOR (lat. 29° 57'30" N., long. 81°20'18" W.) 311° radial, extending from the 8.5-mile radius area to 8.5 miles west of the VOR.

St. Clairsville, Ohio

That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of the Alderman Field Airport (lat. 40°03'25"N., long. 80°57'48"W.); within 1.5 miles either side of the Bellaire VORTAC 290° radial extending from the 5.5-mile radius to the VORTAC.

St. Cloud, Minn.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the St. Cloud Municipal Airport (lat. 45°32'43"N., long. 94°03'42"W.); and within 3 miles each side of the 123° radial from the airport, extending from the 7-mile radius area to 8.5 miles southeast of the airport.

St. George, Utah

That airspace extending upward from 700 feet above the surface within 9.5 miles northeast and 6 miles southwest of the St. George, Ut., VOR (lat. 37°05'17"N., long. 113°35'30"W.) 131 radial extending from 7 miles northwest to 18.5 miles southeast; and within 5 miles each side of the St. George VOR 183 radial extending from the VOR to 15.5 miles south; that airspace extending upward from 1200 feet above the surface within an arc of a 23 mile radius of the St. George VOR extending clockwise from the 058 radial to the 239 radial; and within 10 miles east and 6.5 miles west of the St. George VOR 183 radial extending from the 23 mile arc to 37.5 miles south of the VOR.

St. Johns, Ariz.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of St. Johns Municipal Airport (lat. 34°31'15"N., long. 109°22'45"W.) and within 4 miles each side of the St. Johns VORTAC 294° radial extending from the 5-mile radius area to the VORTAC.

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, excluding the portion within the State of New Mexico.

AMENDMENTS 7/10/80 45 F. R. 32666 (Changed)**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; 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 International Airport (latitude 38°44'50" N., longitude 90°21'55" W.); within 5 miles southeast and 8 miles northwest of the Lambert-St. Louis International 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 9 miles northeast of the Lambert-St. Louis International Airport Runway 12R ILS localizer northwest course extending from the Runway 12R OM to 12 miles northwest of the OM; within a 7-mile radius of St. Charles Smartt Airport, St. Charles, Missouri (latitude 38°55'43" N., longitude 90°25'41" W.); within an 8-mile radius of Civic Memorial Airport, Alton, Illinois (latitude 38°53'30" N., longitude 90°03'00" W.); within a 6.5-mile radius of Weiss Municipal Airport, Fenton, Missouri (latitude 38°32'15" N., longitude 90°26'50" W.); that airspace extending upward from 2,500 feet MSL within the area bounded on the northwest by the southeast edge of V-335, on the east by the Missouri-Illinois boundary, 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-72, on the west by a line 5 miles west of and parallel to the St. Louis VORTAC 200° radial, on the northwest by the southeast edge of V-238; 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, Missouri VOR 041° radial, and within the area bounded on the northeast by the southwest edge of V-52 and the Missouri-Illinois boundary, on the south by the north edge of V-4N, and on the northwest by the southeast edge of V-63.

St. Marys, Alaska

That airspace extending upward from 700 feet above the surface within 4.5 miles east and 9.5 miles west of the 198°T(180°M) bearing from the St. Marys NDB, extending from the NDB to 18.5 miles south of the NDB and within 9.5 miles west of the 351°T(333°M) bearing from the St. Marys NDB, and 9.5 miles east of the 002°T(344°M) bearing from the St. Marys NDB, including that airspace between these bearings, extending from the NDB to 21 miles north of the NDB.

AMENDMENTS 3/20/80 45 F. R. 3885 (Added)

St. Marys, Pa.

That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of the center, lat. 41°24'45"N., long. 78°30'20"W. of St. Marys Municipal Airport, St. Marys, Pa.; within 2.5 miles each side of the Slate Run, Pa. VORTAC 256° radial, extending from the 5.5-mile radius area to 21.5 miles west of the VORTAC; within 3.5 miles each side of a 091° bearing from the center of the airport, extending from the 5.5-mile radius area to 10 miles east of the center of the airport; within 3.5 miles each side of a 271° bearing from the center of the airport, extending from the 5.5-mile radius area to 9 miles west of the center of the airport.

St. Paul Island, Alaska

That airspace extending upward from 700 feet above the surface within a 10-mile radius of St. Paul Airport (lat. 57°09'48"N., long. 170°13'06"W.), and that airspace extending upward from 1,200 feet above the surface within a 50-mile radius of the St. Paul Island Marine NDB excluding that portion that is west of a line 4.5 miles west of the 360°T and 215°T bearing from the St. Paul Island Marine NDB.

AMENDMENTS 9/4/80 45 F. R. 50723 (Added)

Salem, Ill.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Salem-Leckrone Airport (latitude 38°38'45" N., longitude 88°57'45" W.); and within 2 miles each side of the 003° bearing from Salem-Leckrone Airport, extending from the 5-mile radius area to 8½ miles north of the airport.

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 198° 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 a 9-mile radius of Salina Municipal Airport (latitude 38°47'40" N., longitude 97°39'30" W.); within 4½ miles W and 9½ miles E of the Salina ILS localizer course, extending from 3 miles N to 18½ miles S of the ILS OM; and within 5 miles each side of the Salina VORTAC 012° radial extending from the 9-mile radius area to 17½ miles N of the VORTAC, excluding the portion which overlies Restricted Area R-3601 and the McPherson, Kans., 700-foot floor transition area.

Salisbury, Md.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the center, lat. 38°20'21" N., long. 75°30'41" W. of Salisbury-Wicomico County Airport, Salisbury, Md.; within 3.5 miles each side of the Salisbury VORTAC 209° radial, extending from the 6.5-mile radius area to 11.5 miles southwest of the VORTAC; within 3.5 miles each side of the Salisbury VORTAC 052° radial, extending from the 6.5-mile radius area to 11 miles northeast of the VORTAC; within 4 miles each side of the Salisbury-Wicomico County Airport localizer northwest course, extending from the 6.5-mile radius area to 10.5 miles northwest of the localizer; and within 3.5 miles each side of the Salisbury VORTAC 132° radial extending from the 6.5-mile radius area to 11.5 miles southeast of the VORTAC.

Salisbury, N. C.

That airspace extending upward from 700 feet above the surface within a 9-mile radius of Rowan County Airport (lat. 35°38'30"N., long. 80°31'10"W.); within 3 miles each side of the 023° bearing from Salisbury RBN (lat. 35°40'27"N., long. 80°30'22"W.), extending from the 9-mile radius area to 8.5 miles north of the RBN.

AMENDMENTS 12/6/79 44 F. R. 67106 (Changed)

AMENDMENTS 4/9/80 45 F. R. 17005 (Rewritten)

Salt Lake City, Utah

That airspace extending upward from 700 feet above the surface bounded by a line beginning at lat. 41°00'00"N., long. 111°45'00"W., thence south along long. 111°45'00"W., to lat. 40°22'30"N., thence southeast to lat. 40°10'20"N., long. 111°35'00"W., thence southwest to lat. 40°03'30"N., long. 111°48'30"W., thence northwest to lat. 40°43'00"N., long. 112°22'00"W., thence north along long. 112°22'00"W., to lat. 41°00'00"N., thence east along lat. 41°00'00"N., to the point of beginning; that airspace extending upward from 1,200 feet above the surface bounded on the north by lat. 41°00'00"N., on the east by long. 111°25'30"W., on the south by lat. 39°56'30"N., and on the west by the east edge of R-6402 and long. 113°00'00"W.; that airspace east of Salt Lake City extending upward from 11,000 feet MSL bounded on the northwest by the southeast edge of V-32, on the southeast by the northwest edge of V-235, on the southwest by the northeast edge of V-101 and on the west by long. 111°25'30"W.; and that airspace southeast of Salt Lake City extending upward from 13,500 feet MSL bounded on the northeast by the southwest edge of V-434, on the south by the north edge of V-200 and on the west by long. 111°25'30"W.; excluding the portion within Restricted Area R-6403 and the Bonneville, Utah, transition area.

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.

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°13'15" N., longitude 98°29'00" W.; thence southeast to latitude 29°05'30" N., longitude 98°14'30" W.; thence southwest to latitude 29°01'40" N., longitude 98°21'40" W.; thence northwest to latitude 29°06'30" N., longitude 98°34'10" W.; thence north to the 23-mile radius circle at latitude 29°12'00" N., longitude 98°32'40" W.; thence clockwise along the arc of the 23-mile radius circle to latitude 29°38'00" N., longitude 98°50'15" W.; thence northwest to latitude 29°43'30" N., longitude 98°57'00" W.; thence northeast to latitude 29°53'00" N., longitude 98°50'30" W.; thence southeast to the 23-mile radius circle at latitude 29°47'30" N., longitude 98°42'40" W.; thence clockwise along the arc of the 23-mile radius circle to latitude 29°46'30" N., longitude 98°12'30" W.; thence to latitude 29°43'00" N., longitude 98°01'30" W.; thence to point of beginning and within 5 miles northeast and 8 miles southwest of the La Vernia VOR 149° radial extending from the VOR to 12 miles southeast.

San Carlos, Ariz.

That airspace extending upward from 1,200 feet above the surface 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°02'00" W., to latitude 33°00'00" N., longitude 116°45'00" W., thence S along longitude 116°45'00" W., to the United States/Mexican Border, thence W along the United States/Mexican Border and Flight Information Region Boundary to lat. 32°29'40"N., long. 117°21'00"W., to lat. 32°31'30"N., long. 117°30'00"W.; to lat. 32°36'50"N., long. 117°32'54"W.; to lat. 32°34'45"N., long. 117°39'00"W.; to lat. 32°49'30"N., long. 117°45'15"W.; to lat. 32°53'00"N., long. 117°41'40"W.; to lat. 33°12'30"N., long. 117°58'45"W.; to lat. 33°15'00"N., long. 117°30'00"W.; thence north via long. 117°30'00"W., to the point of beginning.

Sand Point, Alaska

That airspace extending upward from 700 feet above the surface within 4.5 miles west and 9.5 miles east of the 175°T(157°M) bearing from the Humboldt NDB, extending from the NDB to 24.5 miles south of the NDB and within 4.5 miles east and 9.5 miles west of the 345°T(327°M) bearing from the Humboldt NDB, extending from the NDB to 23.5 miles north of the NDB and 4.5 miles east of the 165°T and 345°T bearing extending from 2 miles south and 23.5 miles north of the NDB.

AMENDMENTS 3/20/80 45 F. R. 6356 (Added)

Corr: 45 F. R. 14544

Sand Springs, Okla.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the William R. Fogue Municipal Airport (lat. 36°10'25"N., long. 96°08'55"W.) excluding that airspace that overlies the Tulsa, Okla., transition area.

Sandusky, Ohio

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Griffing-Sandusky Airport (latitude 41°28'01" N., longitude 82°39'08" W.); within 3 miles either side of the Sandusky VOR 090° radial extending from the 5-mile radius to 7½ miles east of the airport excluding that portion that overlies the Port Clinton transition area.

Sanford, Fla.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Sanford Airport (lat. 28°46'30" N., long. 81°14'25" W.); within 3 miles each side of the 260° bearing from Sanford RBN (lat. 28°37'05" N., long. 81°14'36" W.); extending from the 6.5-mile radius area to 8.5 miles west of the RBN.

Sanford, Maine

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Sanford Municipal Airport (latitude 43°23'30" N., longitude 70°42'35" W.); within 2 miles each side of the Kennebunk, Maine VOR 066° radial, extending from the 7-mile radius area to 8 miles NE of the VOR.

Sanford, N. C.

That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of Sanford Municipal Airport (latitude 35°25'55" N., longitude 79°11'10" W.); within 2.5 miles each side of Sandhills VORTAC 057° radial, extending from the 5.5-mile radius area to 21 miles northeast of the VORTAC.

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 5 miles each side of the Moffett TACAN 157° radial extending from the TACAN to 23 miles southeast 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°23'00" N., longitude 122°24'00" W., thence to latitude 37°30'00" N., longitude 122°27'00" W., thence to point of beginning; that airspace extending upward from 1,200 feet above the surface bounded on the N by latitude 37°30'00" N., on the E and NE by longitude 121°50'00" W., and the SW edge of V-107, on the SE and S by the NW edge of V-111 and latitude 37°00'00" N., and on the W by the E edge of V-27 to latitude 37°30'00" N.

San Juan, P. R.

That airspace extending upward from 700 feet above the surface south of lat. 18°23'00" N., within a 20-mile radius of Puerto Rico International Airport (latitude 18°26'48" N., longitude 66°00'07" W.); that airspace north of latitude 18°23'00" N., within a 12-mile radius of Puerto Rico International Airport; within 5 miles each side of the San Juan VORTAC 058° radial, extending from the 12-mile radius area to 15 miles northeast of the VORTAC; within 4 miles each side of the San Juan VORTAC 086° radial, extending from the 12-mile radius area to 12 miles east of VORTAC; within 5 miles each side of the 101° bearing from the Dorado RBN, extending from the 12-mile and 20-mile radius areas to the Dorado RBN; within 9.5 miles north and 4.5 miles south of the 277° bearing from the San Pat RBN, extending from the 12-mile and 20-mile radius areas to 18.5 miles west of the 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°20'26" N., longitude 64°58'11" 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 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 (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 Borinquen Airport (latitude 18°29'45" N., longitude 67°08'00" W.); thence clockwise along this arc to a line 4 nautical miles north of and parallel to the centerline of Route 2 east of Borinquen Airport; 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°27'33" 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.

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 Marcos, Tex.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the San Marcos Municipal Airport (lat. 29°53'38"N., long. 97°51'45"W.) and 2 miles either side of the 138° bearing from the San Marcos, Tex., Gary NDB (lat. 29°54'00"N., long. 97°52'14"W.), extending from the 6-mile radius to a point 8 miles from the NDB.

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., Portal, Ariz., and New Mexico 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., long. 120°00'00" W., to lat. 34°08'00" N., long. 120°00'00" W., to lat. 34°08'00" N., long. 120°26'00" W., to lat. 34°06'15" N., long. 120°30'00" W., to lat. 34°24'00" N., longitude 120°30'00" W., to latitude 34°24'45" N., longitude 120°27'20" W., to latitude 34°35'00" N., longitude 120°31'40" W., to latitude 34°39'50" N., longitude 120°31'15" W., to latitude 34°46'15" N., longitude 120°26'40" W., to latitude 34°49'00" N., longitude 120°27'15" W., to latitude 34°59'32" N., longitude 120°41'50" W., to latitude 35°10'00" N., longitude 120°55'00" W., to latitude 35°21'00" N., longitude 121°03'00" W., to latitude 35°33'00" N., longitude 121°03'00" W., to latitude 35°33'00" N., longitude 120°40'30" W., to latitude 35°22'25" N., longitude 120°31'50" W., to latitude 35°31'40" N., longitude 120°15'00" W., to latitude 35°35'35" N., longitude 120°18'10" W., thence to point of beginning.

Santa Catalina, Calif.

That airspace extending upward from 700 feet above the surface within 5 miles each side of the Santa Catalina 229°T (214°M) and 012°T (357°M) radials extending from 6 miles north to 12 miles southwest of the Santa Catalina VORTAC; and that airspace extending upward from 1,200 feet above the surface bounded on the E by long. 117°30'00" W., on the S by a line extending from lat. 33°15'00" N., long. 117°30'00" W., to lat. 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 Elena, Tex.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Diamond "O" Ranch Airport (latitude 28°43'10" N., longitude 98°33'25" W.), and within 3.5 miles each side of the 359° bearing from the Santa Elena RBN (latitude 28°43'07" N., longitude 98°33'37" W.) extending from the 5-mile radius area to 11.5 miles north of the RBN.

Santa Fe, N. Mex.

That airspace extending upward from 700 feet above the surface within an 11.5-mile radius of the Santa Fe County Municipal Airport (latitude 35°37'00" N., longitude 106°05'25" W.), and within 3 miles each side of the Santa Fe VORTAC 165° radial, extending from the 11.5-mile radius area to 9 miles south of the VORTAC.

Santa Maria, Calif.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Santa Maria Public Airport (latitude 34°53'55" N., longitude 120°27'20" W.) and within 3 miles each side of the Santa Maria VOR 133° and 327° radials extending from 17 miles southeast to 7 miles northwest of the VOR.

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 Coddinotown 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 5-mile radius of Santa Ynez Airport (latitude 34°36'25" N., longitude 120°04'30" W.), within 5 miles each side of the Santa Barbara VORTAC 291° radial extending from the 5-mile radius area to 35 miles west of the VORTAC and within 1.5 miles each side of the Gaviota VORTAC 009° and 178° radials from the 5-mile radius area to 1 mile south of the VORTAC.

Saranac Lake, N. Y.

That airspace extending upward from 700 feet above the surface beginning at lat. 44°38'00" N., long. 74°12'00" W.; to lat. 44°40'00" N., long. 73°55'00" W.; to lat. 44°21'00" N., long. 73°50'00" W.; to lat. 44°08'00" N., long. 74°27'00" W.; to lat. 44°21'00" N., long. 74°38'00" W.; to point of beginning.

Sarasota, Fla.

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Sarasota-Bradenton Airport (lat. 27°23'47" N., long. 82°33'15" W.); within 3 miles each side of Sarasota VORTAC 050° and 302° radials, extending from the 8.5-mile radius area to 8.5 miles northeast and northwest of the VORTAC; within 5 miles each side of Sarasota VORTAC 142° radial, extending from the 8.5-mile radius area to 8.5 miles southeast of the VORTAC; excluding that airspace outside the continental limits of the United States.

Sault Ste. Marie, Mich.

That airspace extending upward from 700 feet above the surface within 8.5 statute miles of the Chippewa County Airport (lat. 46°14'52"N., long. 84°28'15"W. estimated).

Sault Ste. Marie Ontario, Canada

Over the United States, that airspace extending 700 feet above the surface within 8.5 statute miles of the Sault Ste. Marie, Ontario Airport; (lat. 46°29'N., long. 84°31'W. estimated); and within 1.75 statute miles each side of the 297° bearing from the geographical center extending from the 8.5-statute-mile radius to 12 statute miles northwest.

Savanna, Ill.

That airspace extending upward from 700 feet above the surface within a 9-mile radius of the Stransky Memorial Airport, Savanna, Ill., (lat. 42°03'00"N., long. 90°07'00"W.).

AMENDMENTS 7/10/80 45 F. R. 31057 (Added)**Savannah, Ga.**

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Savannah Municipal Airport (lat. 32°07'35" N., long. 81°12'05" W.); within 3 miles each side of Savannah VORTAC 061° radial, extending from the 8.5-mile radius area to 8.5 miles northeast of the VORTAC; within 3 miles each side of the ILS localizer east course, extending from the 8.5-mile radius area to 13 miles east of Runway 27 threshold; within an 8.5-mile radius of Hunter AAF (lat. 32°00'35" N., long. 81°08'45" W.); excluding the portion east bounded on the south by a line 2 miles north of and parallel to the extended centerline of Hunter AAF Runway 27; on the west by a line 6 miles east of and parallel to Hunter VOR 001° radial, and on the north by a line 3 miles south of and parallel to Savannah ILS localizer east course.

Savannah, Tenn.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Savannah Municipal Airport (latitude 35°10'15" N., longitude 88°13'00" W.); within 3 miles each side of the 197° bearing from Savannah RBN (latitude 35°10'13" N., longitude 88°12'50" W.), extending from the 7-mile radius area to 8.5 miles south of the RBN.

Scottsbluff, Nebr.

That area extending upward from 700 feet above the surface within a 9.5-mile radius of the Scottsbluff County Airport (lat. 41°52'40"N., long. 103°35'47"W.); within 4.5 miles south and 9.5 miles north of the Scottsbluff VORTAC 079° radial extending from the 9.5-mile radius to 13 miles east of the VORTAC; within 4.5 miles southwest and 9.5 miles northeast of the ILS localizer southeast course extending from the 9.5-mile radius to 13 miles southeast of the outer marker; within 5 miles northeast and 9.5 miles southwest of the ILS localizer northwest course extending from the 9.5-mile radius to 17.5 miles northwest of the airport; within 4.5 miles south and 4.5 miles north of the Scottsbluff VORTAC 256° radial extending from the 9.5-mile radius to 19.5 miles west of the VORTAC.

Searcy, Ark.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of Searcy Municipal Airport (latitude 35°13'17" N., longitude 91°44'15" W.).

Seattle, Wash.

That airspace extending upward from 700 feet above the surface bounded on the east by a line beginning at lat. 49°00' N., long. 122°21' W.; to lat. 48°40' N., long. 122°21' W.; to lat. 48°40' N., long. 122°05' W.; to lat. 47°30' N., long. 121°48' W.; to lat. 47°10' N., long. 121°48' W.; to lat. 46°48' N., long. 122°15' W., on the south by a line extending to lat. 46°42' N., long. 123°17' W., on the west by a line extending to lat. 47°10' N., long. 123°17' W.; to lat. 47°40'00"N., long. 123°03'30"W.; to lat. 48°17' N., long. 123°15' W.; thence via the Canada/United States boundary to the point of beginning; that airspace extending upward from 1,200 feet above the surface bounded on the north by a line beginning at lat. 48°05' N., long. 123°40' W.; to lat. 48°05' N., long. 121°35' W., on the east by a line extending to the south via long. 121°35' W., to the south edge of V-204, on the south by the south edge of V-204 and lat. 46°30' N., to the east edge of V-27, on the west by east edge of V-27 to long. 123°40' W., to the point of beginning; that airspace east of Seattle extending upward from 9,500 feet MSL bounded on the north by a line beginning at lat. 48°00' N., long. 121°35' W.; to lat. 48°00' N., long. 120°00' W., on the east by a line extending south via long. 120°00' W., to the north edge of V-2N; on the south by the north edge of V-2N to long. 121°35' W.; and on the west by long. 121°35' W., to the point of beginning.

Sebring, Fla.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Sebring Airport and Industrial Park (lat. 27°27'20"N., long. 81°20'30"W.); within 3 miles each side of the 161° bearing from Sebring RBN (lat. 27°27'37"N., long. 81°21'00"W.), extending from the 6.5-mile radius area to 8.5 miles south of the RBN.

Sedalia, Mo.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Sedalia Memorial Airport (lat. 38°42'15"N., long. 93°11'00"W.); within 3 miles each side of the 010° bearing from Sedalia Memorial Airport, extending from the 6.5-mile radius area to 8 miles north of the airport; and within 3 miles each side of the 176° bearing from Sedalia Memorial Airport, extending from the 6.5-mile radius area to 8 miles south of the airport.

Sedona, Ariz.

That airspace extending upward from 700 feet above the surface within a 3-mile radius of Sedona Airport (latitude 34°51'00" N., longitude 111°47'10" W.), within 2.5 miles each side of the 219° bearing from the Sedona radio beacon (latitude 34°49'41" N., longitude 111°48'48" W.), extending from the 3-mile radius area to 7 miles SW of the radio beacon; that airspace extending upward from 1,200 feet above the surface within 9 miles NW and 12 miles SE of the 219° bearing from the Sedona radio beacon extending from the radio beacon to 18.5 miles SW of the radio beacon.

Selinsgrove, Pa.

That airspace extending upward from 700 feet above the surface within a 10.5-mile radius of the center, lat. 40°49'04" N., long. 76°51'51" W. of Penn Valley Airport, Selinsgrove, Pa.; within 3.5 miles each side of the Selinsgrove, Pa., VORTAC 209° radial extending from the 10.5-mile radius area to 10.5 miles southwest of the VORTAC; within the arc of a 14-mile radius circle centered on Penn Valley Airport extending clockwise from 095° to 125°.

Selma, Ala.

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Craig Field Airport (lat. 32°20'30"N., long. 86°59'15"W.).

Selmer, Tenn.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Robert Sibley Airport (latitude 35°12'38" N., longitude 88°30'30" W.); within 3 miles each side of the 334° bearing from Sibley RBN (latitude 35°14'15" N., longitude 88°31'03" W.), extending from the 6.5-mile radius area to 8.5 miles northwest of the RBN.

Seven Springs, Pa.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center 40°00'35"N., 79°19'20"W., of Seven Springs Borough Airport, Seven Springs, Pa.; within 3.5 miles each side of the Indian Head, Pa. VORTAC 218° radial, extending from the 6-mile radius area to 11.5 miles southwest of the Indian Head VORTAC. This transition area is effective from sunrise to sunset, daily.

Seymour, Ind.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Freeman Field, Seymour, Ind., (lat. 38°55'36"N., long. 85°54'20"W.); within 3 miles each side of the 061° bearing from Freeman Field, extending from the 7-mile radius area to 7½ miles northeast of the airport; and within 3 miles each side of the 161° bearing from Freeman Field extending from the 7-mile radius area to 7½ miles southeast of the airport; and within 3 miles each side of the 225° bearing from Freeman Field extending from the 7-mile radius to 13½ miles southwest of the airport.

AMENDMENTS 7/10/80 45 F. R. 31056 (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.

Shamokin, Pa.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the center, 40°50'15"N., 76°33'00"W. of Northumberland County Airport, Shamokin, Pa.; within a 7-mile radius of the center of the airport, extending clockwise from a 035° bearing to a 069° bearing from the airport; within an 11.5-mile radius of the center of the airport, extending clockwise from 069° bearing to a 110° bearing from the airport; within a 10.5-mile radius of the center of the airport, extending clockwise from a 110° bearing to a 157° bearing from the airport; within an 8.5-mile radius of the center of the airport, extending clockwise from a 157° bearing to a 260° bearing from the airport; within 4.5 miles each side of the Selinsgrove, Pa., VORTAC 080° radial, extending from the 6.5-mile radius area to the Selinsgrove, Pa., VORTAC.

Shawnee, Okla.

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Shawnee Municipal Airport (lat. 35°21'16"N., long. 96°56'33"W.); within 3.5 miles each side of the 007° bearing from the Shawnee NDB (lat. 35°20'51"N., long. 96°56'48"W.) extending from the 8.5-mile radius area to 11.5 miles north of the NDB; within an 8.5-mile radius of Seminole Municipal Airport (lat. 35°16'15"N., long. 96°40'30"W.); and within 3.5 miles each side of the 353° bearing from the Seminole NDB (lat. 35°16'08"N., long. 96°40'30"W.) extending from the 8.5-mile radius area to 11.5 miles north of the NDB.

Sheboygan, Wis.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of Sheboygan County Memorial Airport (latitude 43°46'18" N., longitude 87°51'08" W.).

Shelby, Mont.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of Shelby Airport (latitude 48°32'26" N., longitude 111°52'30" W.) and within 3 miles each side of the 043° bearing from Shelby Airport extending from the 6-mile radius area to 8.5 miles northeast of the airport; that airspace extending upward from 1,200 feet above the surface within 5 miles each side of a direct course between the Cut Bank, Mont., VORTAC and the Shelby Airport, extending from the airport to 7 miles east of the VORTAC and within 4.5 miles southeast and 9.5 miles northwest of the 043° bearing from the Shelby Airport, extending from the airport to 18.5 miles northeast of the airport.

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.

Shelbyville, Ill.

That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of the Shelby County Airport (latitude 39°24'30" N., longitude 88°50'15" W.); and within 3 miles either side of the 186° bearing from the Shelby County Airport extending from the 5.5-mile radius area to 8 miles south of the airport.

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 an 11-mile radius of Bomar Field (latitude 35°33'44" N., longitude 86°26'33" W.); within 4.5 miles north and 9.5 miles south of the Shelbyville VOR 272° radial, extending from the VOR to 18.5 miles west; within 4.5 miles east and 9.5 miles west of the Shelbyville VOR 195° radial, extending from the VOR to 18.5 miles south; within a 9.5 mile radius of Ellington Airport, Lewisburg, Tenn. (latitude 35°30'35" N., longitude 86°48'15" W.); excluding the portion within the Mount Pleasant, Tenn., transition area.

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.

Shell Lake, Wis.

That airspace extending upward from 700 feet above the surface within a 6.5-statute-mile radius of the Shell Lake Municipal Airport, Shell Lake, Wis., (lat. 45°45'N., long. 91°55'W.) and 3 miles each side of the 325° true bearing to the Shell Lake (SSQ) NDB (lat. 45°43'55"N., long. 91°55'05"W.) extending from the 6.5-mile radius area out to 8.5 miles.

AMENDMENTS 3/20/80 L.A. F. R. 76270 (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°08'57" E.); and that airspace extending upward from 1,200 feet above the surface within a 29-mile radius of the Shemya Airport.

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°45'16" 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, Ind.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Sheridan Airport (latitude 40°10'33" N., longitude 86°13'58" W.); within 2.5 miles either side of the 019° bearing from the airport, extending from the 5-mile radius to 6 miles north excluding the portion which overlies the Zionsville, Ind., transition area.

Sheridan, Wyo.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Sheridan County Airport (latitude 44°48'25" N., longitude 108°58'15" W.); that airspace extending upward from 1,200 feet above the surface within 7 miles southwest and 10 miles northeast of the Sheridan VORTAC 138° and 318° radials, extending from 18.5 miles northwest to 34 miles southeast of the VORTAC; and that airspace southeast of Sheridan bounded on the north by a line located 5 miles south of and parallel to the Sheridan VORTAC 104° radial, on the east by a 35-mile radius arc of the Sheridan VORTAC, and on the south by a line located 10 miles north of and parallel to the Sheridan VORTAC 138° radial.

Sherman, Tex.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of Sherman Municipal Airport (lat. 33°37'30"N., long. 96°35'00"W.) and within an 8.5-mile radius of Grayson County Airport (lat. 33°42'55"N., long. 96°40'25"W.).

Shirley, N. Y.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the center, 40°49'00" N., 72°51'45" W., of Brookhaven Airport, Shirley, N. Y., and within 4.5 miles northwest and 6.5 miles southeast of the 065° bearing and the 245° bearing from the Peonic, N. Y., RBN, extending from 5.5 miles northeast to 11.5 miles southwest of the RBN, excluding the portions that coincide with the Islip, N. Y., Calverton, N. Y., and Westhampton Beach, N. Y., transition areas.

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.

Sidney, Mont.

That airspace extending upward from 700 feet above the surface within a 9-mile radius of the Sidney-Richland Municipal Airport (latitude 47°42'35" N., longitude 104°11'10" W.); within 9.5 miles east and 4.5 miles west of the 356° bearing from the Sidney NDB (latitude 47°42'41" N., longitude 104°10'52" W.) extending from the 9-mile radius area to 18.5 miles north of the NDB; and within 9.5 miles southeast and 4.5 miles northwest of the 215° bearing from the Sidney NDB extending from the 9-mile radius area to 18.5 miles southwest of the NDB.

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 in the state of Colorado 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 southeast of the VORTAC.

Sidney, N. Y.

That airspace extending upward from 700 feet above the surface within a 12.5-mile radius of the center, lat. 42°18'22" N., long. 75°24'57" W. of Sidney Municipal Airport, Sidney, N. Y.; within a 16-mile radius arc from the center of the airport extending clockwise from a 080° bearing to a 215° bearing from the airport excluding the airspace within a 2-mile radius area of the Harmony Crest Airpark (lat. 42°13'56" N., long. 75°38'00" W.).

Sidney, Ohio

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Sidney Airport (lat. 40°14'23"N., long. 84°09'17"W.).

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.

Siler City, N. C.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Siler City Municipal Airport (lat. 35°42'10"N., long. 79°30'22"W.).

Silver City, N. Mex.

That airspace extending upward from 700 feet above the surface within a 10.5-mile radius of the Silver City-Grant County Airport (lat. 32°37'56"N., long. 108°09'15"W.) and within 3.5 miles either side of the 107° bearing from the Cozey LOM (lat. 32°37'56"N., long. 108°03'44"W.) extending from the 10.5-mile radius to 8.5 miles east of the LOM.

Sioux Center, Iowa

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Sioux Center Municipal Airport (lat. 43°08'05"N., long. 96°11'15"W.) and within 3 miles each side of the 006° (true) bearing from the Sioux Center Municipal Airport extending from the 5-mile radius to 8.5 miles north of the airport.

Sioux City, Iowa

That airspace extending upward from 700 feet above the surface within a 19-mile radius of Sioux City Municipal Airport (latitude 42°24'03" N., longitude 96°22'55" W.); within 5 miles southwest and 9½ miles northeast of the Sioux City VORTAC 140° radial, extending from the 19-mile radius area to 24½ miles southeast of the VORTAC; within 4½ miles southwest and 9½ miles northeast of the Sioux City ILS localizer northwest and southeast courses, extending from the 19-mile radius area to 24½ miles southeast of the OM; within 4½ miles northeast and 11½ miles southwest of the Sioux City VORTAC 320° radial, extending from the VORTAC to 35 miles northwest of the VORTAC.

Sioux Falls, S. Dak.

That airspace extending upward from 700 feet above the surface within a 20-mile radius of Joe Foss Field (latitude 43°34'55" N., longitude 96°44'35" W.); within 9.5 miles southwest and 4.5 miles northeast of the Sioux Falls VORTAC 330° radial extending from the 20-mile radius area to 18.5 miles northwest of the VORTAC; and within 9.5 miles northwest and 4.5 miles southeast of the Sioux Falls ILS localizer northeast course, extending from the 20-mile radius area to 23 miles northeast of the airport; and that airspace extending upward from 1,200 feet above the surface within the State of South Dakota bounded on the west by long. 97°50'00"W., and on the north by lat. 44°30'00"N., excluding all Federal airways.

Siren, Wis.

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of the Burnett County Airport, Siren, Wis. (lat. 45°49'30"N., long. 92°22'00"W.).

AMENDMENTS 7/10/80 45 F. R. 31971 (Added)

Sitka, Alaska

That airspace extending upward from 700 feet above the surface within 3 miles northwest and 2 miles southeast of the Sitka RBN 207° bearing, extending from the RBN to 8 miles southwest of the RBN; 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 RBN 147° bearing, extending from the RBN to 8 miles southeast of the RBN; and within 2.5 miles each side of the localizer northwest course, extending from 14 miles northwest to 22 miles northwest of the localizer; and that airspace extending upward from 1,200 feet above the surface within 9 miles southwest and 23 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.

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.

Smithfield, N. C.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Johnston County Airport (lat. 35°32'26"N., long. 78°23'27"W.).

Snyder, Tex.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Winston Field Airport (lat. 32°41'50"N., long. 100°57'10"W.) and within 3 miles each side of the 184° true bearing from the Snyder, Tex., radio beacon extending from the 5-mile radius area to 8 miles south of the radio beacon.

Socorro, N. Mex.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of the center of the Socorro Municipal Airport (lat. 34°01'17.7"N., long. 106°53'58.7"W.), excluding airspace west of long. 107°00'00"W.

Soldotna, Alaska

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Soldotna Airport (latitude 60°28'25" N., longitude 151°02'20" W.), excluding the portion within the Kenai 700-foot floor transition area.

PENDING AMENDMENT

The Soldotna, Alaska, transition area is revoked.

AMENDMENTS 12/25/80 45 F. R. 59839 (Revoked)

Somerset, Ky.

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Somerset-Pulaski County Airport (lat. 37°03'24"N., long. 84°36'45"W.); within 3.5 miles each side of the 222° bearing from the Cumberland River RBN (lat. 36°59'48"N., long. 84°40'51.5"W.); extending from the 8.5-mile radius area to 8.5 miles southwest of the RBN, excluding the portion within the Monticello, Ky., transition area. Somerset RBN (lat. 37°03'19"N., long. 84°36'58"W.), extending from the 8.5-mile radius area to 8.5 miles southwest of the RBN.

AMENDMENTS 11/30/80 45 F. R. 70852 (Changed)

Somerset, Pa.

That airspace extending upward from 700 feet above the surface within a 9.5-mile radius of the center, (lat. 40°02'15"N., long. 79°01'00"W.) of Somerset County Airport, Somerset, Pa., and within 3.5 miles each side of the 056° bearing from the Stoystown RBN (lat. 40°05'17"N., long. 78°55'20"W.) extending from the 9.5-mile radius area to 11 miles northeast of the RBN, excluding the portion that coincides with the Johnstown, Pa., transition area.

Sonora, Tex.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Sonora Municipal Airport (latitude 30°35'00" N., longitude 100°39'00" W.) and within 3 miles each side of the 358° bearing from the Sonora, Tex., NDB (latitude 30°34'54" N., longitude 100°38'48" W.) extending 8.5 miles northwest of the Sonora, Tex., NDB.

South Bend, Ind.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of Michiana Regional Airport, South Bend, Ind. (lat. 41°42'15"N., long. 86°18'50"W.) and within 5 miles south and 8 miles north of the South Bend ILS localizer east course, extending from Michiana Regional 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 Michiana Regional Airport to 12 miles north of the VOR and within a 5-mile radius of Tyler Memorial Airport, Niles, Mich. (lat. 41°50'30"N., long. 86°13'30"W.), extending from the Niles (Tyler Memorial Airport) 2.5 miles either side of the South Bend, Ind., VORTAC 045° radial to 8 miles northeast of the Tyler Airport, excluding that airspace which overlies the Dowagiac, Mich., transition area.

South Boston, Va.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the center, lat. 36°42'45"N., long. 78°51'00"W., of William M. Tuck Airport, South Boston, Va., and within 2 miles each side of the South Boston VORTAC 076° radial, extending from the 6.5-mile radius area to the VORTAC.

Southbridge, Mass.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the center, 42°06'05" N., 72°02'20" W. of Southbridge Municipal Airport, Southbridge, Mass.; within 3.5 miles each side of the Putnam, Conn., VORTAC 315° radial, extending from the 6.5-mile radius area to the VORTAC; within 2 miles each side of the Runway 2 centerline extended from the 6.5-mile radius area to 6.5 miles north of the end of the runway and within 2 miles each side of the Runway 20 centerline extended from the 6.5-mile radius area to 6.5 miles south of the end of the runway.

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°46'15" N., longitude 78°30'25" W.; thence clockwise along a 25-mile radius circle centered on Conway TACAN 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°48'30" W.; thence north along a line 3 nautical miles from and parallel to the shoreline to point of beginning.

Southern Pines, N. C.

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Moore County Airport (lat. 35°14'02"N., long. 79°23'36"W.); within 1.5 miles each side of Sandhills VORTAC 082° radial, extending from the 8.5-mile radius area to the VORTAC.

AMENDMENTS 8/10/80 45 F. R. 46349 (Changed)

South Haven, Mich.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of South Haven Municipal Airport (lat. 42°21'15" N., long. 86°15'45" W.); and within 1.5 miles each side of the Pullman VORTAC 224° radial, extending from the 7-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.

Southport, N. C.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Brunswick County Airport (lat. 33°55'44"N., long. 78°04'33"W.); within 3 miles each side of the 291° bearing from the Yaupon RBN (lat. 33°55'39"N., long. 78°04'31"W.), extending from the 5-mile radius area to 8.5 miles northwest of the RBN.

Sparta, Ill.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Sparta Community Airport (latitude 38°08'55" N., longitude 89°41'55" W.); and within 3 miles each side of the 009° bearing from Sparta Community Airport, extending from the 5-mile radius area to 8 miles north of the airport.

Sparta, Mich.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Sparta Airport (lat. 43°07'45"N., long. 85°40'30"W.); excluding that airspace which overlies the Muskegon, Mich., transition area.

Sparta, Tenn.

That airspace extending upward from 700 feet above the surface within a 10.5-mile radius of the Sparta-White County Airport (lat. 36°03'30"N., long. 85°31'43"W.); excluding the portions that coincide with the McMinnville, Tenn., and Cookeville, Tenn., transition area.

Spartanburg, S. C.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Spartanburg Downtown Memorial Airport (latitude 34°54'55" N., longitude 81°57'32" W.); 3.5 miles each side of Spartanburg VORTAC 016° radial, extending from the 6.5-mile radius area to 9 miles north of the VORTAC; within 3.5 miles each side of Spartanburg VORTAC 191° radial, extending from the 6.5-mile radius area to 16.5 miles south of the VORTAC; within 3 miles each side of the 237° bearing from Fairmont RBN, extending from the 6.5-mile radius area to 8.5 miles southwest of the RBN; excluding the portion within the Greenville, S. C., transition area.

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 3 miles each side of the Spencer VOR 298° radial, extending from the 5-mile radius zone to 8 miles northwest of the VOR; within 5 miles east and 3 miles west of the Spencer VOR 134° radial, extending from the 5-mile radius zone to 15 miles southeast of the VOR.

Spirit Lake, Iowa

That airspace extending upward from 700 feet above the surface within a 5.5-statute-mile radius of Spirit Lake Municipal Airport (lat. 43°23'05"N., long. 95°08'10"W.); within 3 miles each side of the 353° bearing from Spirit Lake Municipal Airport extending from the 5.5-mile radius to 8 miles north of the airport; within 3 miles each side of the 158° bearing from the Spirit Lake Airport, extending from the 5.5-mile radius to 8 miles southeast of the Spirit Lake Airport, excluding that portion of the Milford, Iowa, transition area.

Spofford, Tex.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Spofford Airport (lat. 29°09'58"N., long. 100°25'05"W.), within 3.5 miles each side of the 204° bearing from the NDB (lat. 29°08'42"N., long. 100°25'38"W.), extending from the 5-mile radius to 8.5 miles southwest of the NDB.

Spokane, Wash.

That airspace extending upward from 700 feet above the surface bounded on the north by a line beginning at latitude 47°50' N., longitude 118°00' W., extending to latitude 47°50' N., longitude 117°30' W., to latitude 47°58' N., longitude 117°16' W., to latitude 47°51' N., longitude 117°08' W., to latitude 47°56' N., longitude 116°47' W., to latitude 47°44' N., longitude 116°41' W., to latitude 47°37' N., longitude 117°13' W., to latitude 47°28' N., longitude 117°16' W., to latitude 47°17' N., longitude 117°47' W., to latitude 47°26' N., longitude 118°00' W.; thence to point of beginning; that airspace extending upward from 1,200 feet above the surface within a 52-mile radius of Fairchild AFB (latitude 47°36'55" N., longitude 117°39'20" W.), excluding that portion southeast of Spokane bounded on the north by the arc of a 38-mile radius circle centered on the Fairchild AFB, on the northeast by V-25, on the southeast by the arc of the 52-mile radius area, on the southwest by a line parallel to and 10 miles northeast of V-253; that airspace south of Spokane extending from the 52-mile radius area bounded on the east by V-253, on the south by V-536, on the west by the east edge of V-112E; that airspace southeast of Spokane extending upward from 6,000 feet MSL, bounded on the north by the arc of a 38-mile radius circle centered on the Fairchild AFB on the northeast by V-25, on the southeast by the arc of the 52-mile radius area, on the southwest by a line parallel to and 10 miles northeast of V-253; that airspace southeast of Spokane extending upward from 7,000 feet MSL bounded on the northwest by the 52-mile radius area, on the north by V-25, on the southeast by the north edge of V-536, and on the southwest by V-253.

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.

Springfield, Ky.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Lebanon-Springfield Airport (lat. 37°38'02"N., long. 85°14'30"W.).

Springfield, Minn.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Springfield Municipal Airport (lat. 44°13'53"N., long. 94°59'54"W.) and within 2 statute miles each side of the 158° radial of the Redwood Falls VORTAC, extending from the 5-mile radius to 6 miles northwest of the airport, excluding that portion within the Window Municipal Airport transition area.

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 Willard 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.

Springfield, Vt.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center (latitude 43°20'29" N., longitude 72°31'18" W.) of Springfield State-Hartness Airport, Springfield, Vt., within 5 miles each side of the 033° and 213° bearings from the Springfield NDB (latitude 43°16'12" N., longitude 72°35'12" W.) extending from the 6-mile radius area to 11.5 miles southwest of the NDB.

Springhill, La.

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Springhill Municipal Airport, Springhill, La. (latitude 32°58'50" N., longitude 93°24'35" W.).

Spring Valley, N. Y.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the center, lat. 41°06'30"N., long. 74°01'30"W., of Ramapo Valley Airport, Spring Valley, N. Y.; within a 7-mile radius of the center of the airport, extending clockwise from a 104° bearing to a 146° bearing from the airport; within an 11-mile radius of the center of the airport, extending clockwise from a 256° bearing to a 308° bearing from the airport; within a 12.5-mile radius of the center of the airport, extending clockwise from a 308° bearing to a 016° bearing from the airport; within 5 miles each side of the Sparta, N. J., VORTAC 084° radial, extending from the 6.5-mile radius area to the VORTAC; within 6.5 miles north and 4.5 miles south of the Sparta, N. J., VORTAC 084° radial, extending from 3 miles east of the VORTAC to 20.5 miles east of the VORTAC.

Standish, Mich.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Standish City Airport (latitude 43°58'48" N., longitude 83°58'25" W.).

Staples, Minn.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Staples Municipal Airport (latitude 46°22'48" N., longitude 94°48'08" W.), and within 3 miles each side of the 311° bearing from Staples Municipal Airport, extending from the 5-mile radius to 8 miles northwest 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 311° bearing from the airport, extending to 18½ miles northwest of the airport, excluding that portion south of latitude 46°30'00" N.

Starkville, Miss.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of George N. Bryan Field (lat. 33°26'00"N., long. 88°50'45"W.); within 5 miles each side of Bigbee VORTAC 260° radial extending from the 6.5-mile radius area to 32.5 miles west of the VORTAC; within 3 miles each side of the 350° bearing from BRYAN RBN (lat. 33°35'53" N., long. 88°51'01" W.), extending from the 6.5-mile radius area to 8.5 miles north of the RBN; excluding the portion within Columbus, Miss., transition area.

State College, Pa.

That airspace extending upward from 700 feet above the surface within a 12-mile radius of the center, latitude 40°51'05" N., longitude 77°51'00" W., of University Park Airport, State College, Pa., extending clockwise from a 020° bearing to a 130° bearing from the airport; within a 13.5-mile radius of the center of University Park Airport, extending clockwise from a 130° bearing to a 165° bearing from the airport; within a 5-mile radius of the center of University Park Airport, extending clockwise from a 165° bearing to a 210° bearing from the airport; within a 7-mile radius of the center of University Park Airport, extending clockwise from a 210° bearing to a 280° bearing from the airport; within a 13.5-mile radius of the center of University Park Airport, extending clockwise from a 280° bearing to a 020° bearing from the airport; within 3.5 miles each side of the University Park Airport ILS Runway 24 localizer course, extending from the OM to 10.5 miles northeast of the OM; within a 5-mile radius of the center, latitude 40°46'15" N., longitude 77°52'45" W., of State College Air Depot Airport, State College, Pa., extending clockwise from a 010° bearing to a 045° bearing from the airport; within a 12-mile radius of the center of State College Air Depot Airport, extending clockwise from a 045° bearing to a 080° bearing from the airport; within a 13.5-mile radius of the center of State College Air Depot Airport, extending clockwise from a 080° bearing to a 230° bearing from the airport; within a 6.5-mile radius of the center of State College Air Depot Airport, extending clockwise from a 230° bearing to a 260° bearing from the airport; and within a 14.5-mile radius of the center of State College Air Depot Airport, extending clockwise from a 260° bearing to 010° bearing from the airport, excluding the portion that coincides with the Phillipsburg, Pa., and Reedsville, Pa., transition areas.

Statesboro, Ga.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Statesboro Municipal Airport (lat. 32°29'25" N., long. 81°44'08" W.); within 3 miles each side of the 120° and 326° bearings from Statesboro RBN (lat. 32°28'27" N., long. 81°44'40" W.), extending from the 6.5-mile radius area to 8.5 miles southeast and northwest of the RBN.

Statesville, N. C.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Statesville Municipal Airport (lat. 35°45'36"N., long. 80°57'15"W.), within 3.5 miles each side of the Barretts Mountain VORTAC 115° radial, extending from the 7-mile radius area to 10 miles southeast of the VORTAC.

AMENDMENTS 2/11/80 45 F. R. 2649 (Changed)

Steamboat Springs, Colo.

That airspace extending upward from 700 feet above the surface within 5 miles east and 7.5 miles west of the 153° and 333° bearings from the Rocky Mountain Airways NDB (latitude 40°28'13" N., longitude 106°49'46" W.), extending from 6.5 miles northwest of the NDB to 12.5 miles southeast of the NDB; that airspace extending upward from 1,200 feet above the surface within an area bounded by a line beginning at latitude 40°04'30" N., longitude 106°30'00" W.; to latitude 40°05'40" N., longitude 107°00'00" W.; to latitude 40°35'00" N., longitude 107°00'00" W.; to latitude 40°35'00" N., longitude 106°30'00" W.; to point of beginning; that airspace extending upward from 13,300 feet MSL within an area bounded by a line beginning at latitude 40°04'15" N., longitude 106°30'00" W.; to latitude 40°25'00" N., longitude 106°30'00" W.; to latitude 40°08'00" N., longitude 105°52'00" W.; thence along the north edge of V-220 to the point of beginning.

Stephenville, Tex.

That airspace extending upward from 700 feet AGL within a 5-mile radius of Clark Field, Tex. (latitude 32°13'00" N., longitude 98°10'42" W.); within 3 miles each side of the Acton, Tex., VORTAC 244° radial extending from the 5-mile radius area to 27 miles from the VORTAC; and within 3 miles each side of the 139° bearing from the Stephenville, Tex., RBN (latitude 32°13'00" N., longitude 98°10'42" W.) extending from the 5-mile radius area to 8 miles southeast of the RBN.

Sterling, Colo.

That airspace extending upward from 700 feet above the surface within a 10.5 mile radius of the Crosson Field Airport (lat. 40°36'58"N., Long. 103°15'48"W.) and that airspace within 9.5 miles west and 4.5 miles east of the 163° bearing from the Batten NDB (lat. 40°31'56"N., long. 103°13'45"W.) extending from the 10.5 mile radius area to 18.5 miles south of the Batten NDB and within 5 miles each side of the 023° bearing from Crosson Field extending from the 10.5 mile radius area to 23.5 miles northeast of Crosson Field Airport.

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.

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 308° 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., lat. 36°09'31"N., long. 97°05'08"W.; and within 2 miles each side of the Stillwater VOR 005° radial extending from the 6-mile radius area to 8 miles north of the VOR.

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-3531 is excluded.

Stone Harbor, N. J.

That airspace extending upward from 1,200 feet MSL beginning at lat. 39°10'00"N., long. 74°40'00"W.; to lat. 38°48'00"N., long. 74°08'00"W.; to lat. 38°59'00"N., long. 74°45'00"W.; to the point of beginning.

Storm Lake, Iowa

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Storm Lake, Iowa Municipal Airport (lat. 42°36'00"N., long. 95°14'31"W.) and within 3 miles each side of the 174° bearing from Storm Lake NDB extending from the 6.5-mile radius area to 8.5 miles south of the airport.

AMENDMENTS 5/15/80 45 F. R. 18911 (Rewritten)

Stratford, Tex.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Stratford Field (latitude 36°20'45" N., longitude 102°02'50" W.).

Sturgeon Bay, Wis.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Door County Cherryland Airport (latitude 44°50'30" N., longitude 87°25'10" W.); and within 3 miles each side of a 195° bearing from the Door County Cherryland Airport extending from the 5-mile radius area to 7½ miles south of the airport.

Sturgis, Ky.

That airspace extending upward from 700 feet above the surface within a 9-mile radius of the Sturgis Municipal Airport (latitude 37°32'30" N., longitude 87°56'51" W.).

Sturgis, Mich.

That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of Kirsch Airport, Sturgis, Michigan (latitude 41°48'35" N., longitude 85°26'10" W.); within 3½ miles either side of the 059° bearing from the airport, extending from the 5.5 mile radius area to 1.3 miles northeast of the airport and within 3 miles either side of the 341° bearing from the airport, extending from the 5.5-mile radius area to 8 miles north of the airport.

Stuttgart, Ark.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Stuttgart Municipal Airport (latitude 34°36'15" N., longitude 91°34'30" W.), and within 3.5 miles each side of the 350° bearing from the Stuttgart RBN (latitude 34°39'52" N., longitude 91°35'30" W.) extending from the 6.5-mile radius area to 11.5 miles north of the RBN.

Suffolk, Va.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the center, (36°40'53"N., 76°36'11"W.), of Suffolk Municipal Airport, Suffolk, Va.; within 3 miles each side of a 249° bearing from the Suffolk RBN (36°40'49"N., 76°36'28"W.) extending from the 6.5-mile radius area to 8.5 miles west 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.

Sulphur Springs, Tex.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Sulphur Springs Airport (lat. 33°09'30"N., long. 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 and within 3 miles each side of the 002° bearing from the MDB (lat. 33°09'30"N., long. 95°37'05"W.) extending from the 5-mile radius area to 8.5 miles north of the MDB.

AMENDMENTS 1/24/80 44 F. R. 67373 (Changed)

Summersville, W. Va.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the center, lat. 38°13'50"N., long. 80°52'15"W., of Summersville Airport, Summersville, W. Va.; within 4.5 miles each side of a 035° bearing and a 215° bearing from the Nicholas, W. Va., RBN (lat. 38°10'30"N., long. 80°55'13"W.), extending from 4.5 miles northeast of the RBN to 9 miles southwest of the RBN; within 3.5 miles each side of a 214° bearing from the Nicholas, W. Va., RBN, extending from the RBN to 11 miles southwest of the RBN.

Sumter, S. C.

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Shaw AFB (lat. 33°58'15" N., long. 80°28'19" W.); within 4 miles each side of Shaw AFB TACAN 033° radial, extending from the 8.5-mile radius area to 8.5 miles northeast of the TACAN; within 5 miles each side of the TACAN 215° radial, extending from the 8.5-mile radius to 21.5 miles southwest of the TACAN; within a 10.5-mile radius of McEntire ANGB (lat. 33°55'26" N., long. 80°48'14" W.); within 5 miles each side of McEntire ANGB TACAN 138° radial, extending from the 10.5-mile radius area to 12.5 miles southeast of the TACAN; within a 5-mile radius of Sumter Municipal Airport (lat. 33°59'39" N., long. 80°21'45" W.); within 3 miles each side of the 028° bearing from Sumter RBN (lat. 33°59'24" N., long. 80°21'38" W.), extending from the 5-mile radius area to 8.5 miles northeast of the RBN; excluding the portion within the Columbia transition area.

Sumo, 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.

Superior, Wis.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Richard I. Bong Airport (lat. 46°40'55" N., long. 92°05'35" W.), excluding the portion which overlies the Duluth, Minn., transition area.

Superior, Nebr.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Superior Municipal Airport (lat. 40°03'00"N., long. 98°03'45"W.) and within 2.5 miles each side of the 021° radial of the Mankato (TKO) VORTAC, extending from the 5-mile radius 5 miles north of the airport and within 2.5 miles each side of the 024° radial of the Mankato (TKO) VORTAC, extending from the 5-mile radius to 5 miles south of the airport.

Sussex, N. J.

That airspace extending upward from 700 feet above the surface within a 9-mile radius of the center, 41°12' 00" N., 74°37'00" W. of Sussex Airport, Sussex, N. J., extending clockwise from a 005° bearing to a 074° bearing from the airport; within an 11.5-mile radius of the center of the airport, extending clockwise from a 074° bearing to a 197° bearing from the airport; within a 7.5-mile radius of the center of the airport, extending clockwise from a 197° bearing to a 234° bearing from the airport; within an 11.5-mile radius of the center of the airport, extending clockwise from a 234° bearing to a 269° bearing from the airport; within a 9.5-mile radius of the center of the airport, extending clockwise from a 269° bearing to a 329° bearing from the airport; and within a 12-mile radius of the center of the airport, extending clockwise from a 329° bearing to a 005° bearing from the airport.

Swainsboro, Ga.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Emanuel County Airport (lat. 32°36'30" N., long. 82°22'15" W.); within 3 miles each side of Swainsboro TVOR (lat. 32°36'24" N., long. 82°22'10" W.) 294° radial extending from the 6.5-mile radius area to 8.5 miles northwest of the TVOR.

Sweetwater, Tex.

That airspace extending upward from 700 feet above the surface within a 9-mile radius of the Sweetwater Municipal Airport (lat. 32°28'00"N., long. 100°28'00"W.) and within 3.5 miles each side of the 350° bearing from the Sweetwater RBN (lat. 32°27'41"N., long. 100°27'59"W.) extending from the 9-mile radius area to 11.5 miles north of the RBN.

Sylacauga, Ala.

That airspace extending upward from 700 feet above the surface within a 10.5-mile radius of Lee Merkle Airport (latitude 33°10'14" N., longitude 86°18'12" W.).

Syracuse, N. Y.

That airspace extending upward from 700 feet above the surface within a 9-mile radius of the center, latitude 43°06'50" N., longitude 76°06'35" W., of Syracuse Hancock International Airport extending clockwise from a 270° bearing to a 090° bearing from the airport; within a 16-mile radius of the center of the airport extending clockwise from a 090° bearing to a 270° bearing from the airport; within 9.5 miles north and 4.5 miles south of the Syracuse Hancock International Airport Runway 28 ILS localizer course extending from the OM to 18.5 miles east of the OM; within 9.5 miles north and 4.5 miles south of the Syracuse Hancock International Airport Runway 10 ILS localizer back course extending from the localizer to 26 miles west of the localizer; within 5 miles each side of the Syracuse VORTAC 283° radial extending from the VORTAC to a point 16 miles west of the VORTAC; and within 5 miles each side of the Syracuse VORTAC 242° radial extending from the VORTAC to a point 16 miles southwest of the VORTAC.

Tahlequah, Okla.

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of the Tahlequah Municipal Airport, Tahlequah, Okla., (lat. 35°55'40"N., long. 95°00'15"W.); within 3.5 miles each side of the 007° bearing from the Tahlequah NDB (lat. 35°55'35"N., long. 95°00'20"W.) extending from the 8.5-mile radius area to 11.5 miles north of the NDB.

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 Peters Creek NDB, extending from 40 miles N to 15 miles S of the NDB, excluding the airspace within Federal airways.

Tallahassee, Fla.

That airspace extending upward from 700 feet above the surface within a 10-mile radius of the Tallahassee Municipal Airport (lat. 30°23'59" N., long. 84°21'22" W.); within a 6.5-mile radius of the Tallahassee Commercial Airport (lat. 30°33'02" N., long. 84°22'31" W.); within 3 miles each side of the ILS localizer south course, extending from the 10-mile radius area to 9 miles south of the OM.

Tallahassee, Ala.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Tallahassee Municipal Airport (lat. 32°28'52" N., long. 85°53'06" W.).

Tallulah, La.

That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of the Scott Airport (lat. 32°25'00"N., long. 91°09'00"W.), and within 3 miles either side of the Tallulah NDB 005° bearing from the Tallulah NDB (lat. 32°24'44"N., long. 91°09'00"W.) extending from the 5.5-mile radius area to 8.5 miles northeast of the NDB.

Tampa, Fla.

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Tampa International Airport (lat. 27°58'29" N., long. 82°31'38" W.); within an 8.5-mile radius of St. Petersburg Clearwater International Airport (lat. 27°54'33" N., long. 82°41'19" W.); within 3 miles each side of St. Petersburg VORTAC 343° radial, extending from the 8.5-mile radius area to 8 miles north of the VORTAC; within an 8.5-mile radius of MacDill AFB (lat. 27°50'57" N., long. 82°31'18" W.); within 3 miles each side of MacDill AFB ILS localizer northeast course, extending from the 8.5-mile radius area to 8.5 miles northeast of the OM; within a 7-mile radius of Peter O. Knight Airport (lat. 27°54'55" N., long. 82°27'05" W.); within a 5-mile radius of Albert-Whitted Airport (lat. 27°45'53" N., long. 82°37'39" W.).

Tanana, Alaska

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Ralph M. Calhoun Memorial Airport, latitude 65°10'30" N., longitude 152°06'32" W. and within 9.5 miles south and 4.5 miles north of the Bear Creek radio beacon 251° bearing extending from the radio beacon to 18.5 miles west.

Tangier, Va.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center of Tangier Island Airport, lat. 37°49'30" N., long. 75°59'55" W.; within 3 miles each side of the Cape Charles, Va., VORTAC 360° radial extending from the 5-mile radius area to 26 miles north of the VORTAC.

Taos, N. Mex.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Taos Municipal Airport (lat. 36°27'33"N., long. 105°40'31"W.); within 9.5 miles on the northwest side and within 4.5 miles on the southeast side of the 203° bearing from the Sld NDB (lat. 36°27'40"N., long. 105°40'10"W.), extending from the NDB to 18.5 miles southwest of the NDB excluding that airspace within the 6.5-mile airport radius area; and that airspace extending upward from 1,200 feet above the surface beginning at lat. 36°07'00"W., long. 105°50'00"W., thence via a 25-mile arc centered on the Taos Municipal Airport coordinates (lat. 36°27'33"N., long. 105°40'31"W.) clockwise to lat. 36°48'00"N., long. 105°49'15"W., thence direct to lat. 36°30'00"N., long. 105°30'00"W., thence direct to the point of beginning.

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.

Taylorville, Ill.

That airspace extending upward from 700 feet above the surface within a 5-statute-mile radius of the Taylorville Municipal Airport (lat. 39°32'05"N., long. 89°19'45"W.) and within 3 statute miles each side of the 348° true bearing of the Taylorville NDB extending from the 5-statute-mile radius area to 8 statute miles north of the Taylorville NDB.

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.).

Tekamah, Nebr.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Tekamah Airport (lat. 41°45'50"N., long. 96°10'38"W.) and within 3 miles each side of the 135°T bearing from the Tekamah VOR (lat. 41°45'35"N., long. 96°10'42"W.) extending from the 5-mile radius area to 8½ miles southeast of the VOR.

Tell City, Ind.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Perry County Municipal Airport, Ind., (lat. 38°01'05"N., long. 86°41'30"W.); and within 3 miles each side of the 105° bearing from the Perry County Municipal Airport extending from the 5-mile radius to 8 miles southeast.

Tennessee

That airspace extending upward from 1,200 feet above the surface within the boundary of the State of Tennessee.

Terre Haute, Ind.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of Hulman Field (latitude 39°27'07" N., longitude 87°18'25" W.); within 5 miles southeast and 9 miles northwest of the Terre Haute VORTAC 051° radial, extending from the VORTAC to 13 miles northeast and within 7 miles southeast and 8 miles northwest of the Terre Haute VORTAC 230° radial, extending from the VORTAC to 23 miles southwest; within a 5-mile radius of the Sky King Airport (latitude 39°32'56" N., longitude 87°22'38" W.); within a 5-mile radius of the Arthur Airport (latitude 39°28'36" N., longitude 87°06'00" W.).

Terrell, Tex.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Terrell, Tex., Municipal Airport (lat. 32°43'00"N., long. 96°16'00"W.).

Texarkana, Ark.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Municipal-Webb Field (lat. 33°27'20" N., long. 93°59'15" W.), within 2 miles each side of the Texarkana ILS localizer north-east course extending from the 5-mile radius area to the OM, and within 2 miles each side of the Texarkana VORTAC 129° radial extending from the 5-mile radius area to the VORTAC.

Texas

That airspace extending upward from 1,200 feet above the surface within the boundary of the State of Texas including the airspace within 3 nautical miles of and parallel to the shoreline of Texas, that airspace south of Beaumont, Tex., bounded on the north by a line 3 nautical miles from and parallel to the shoreline, on the east by the Louisiana/Texas State line and on the south by the arc of a 25-mile radius circle centered at latitude 29°54'40" N., longitude 94°02'40" W., that airspace east of Corpus Christi, Tex., bounded by a line 3 nautical miles from and parallel to the shoreline and a line beginning at a point 3 nautical miles from the shoreline at latitude 27°49'00" N., thence to latitude 27°45'30" N., longitude 96°51'00" W., to latitude 27°28'20" N., longitude 96°45'30" W., to latitude 27°14'30" N., longitude 96°55'30" W., to latitude 27°23'00" N., longitude 97°06'00" W., to a point 3 nautical miles from the shoreline at latitude 27°11'20" N., excluding that airspace south of a line beginning at the intersection of the United States/Mexican Border and 30°00'00" north latitude, thence east along 30° north latitude to and counterclockwise along the arc of a 105-mile radius circle centered at latitude 29°21'35" N., longitude 100°46'35" W., to and along the United States/Mexican Border 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 south of The Dalles, extending from a line 2 miles east of and parallel to The Dalles VORTAC 186° radial clockwise to the 222° radial, extending from the 5-mile radius area to an ARC of an 11.5-mile radius circle centered on The Dallas 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.

Thedford, Nebr.

That airspace extending upward from 700 feet above the surface within a 5.5 mile radius of the Thedford Municipal Airport (latitude 41°58'47" N., longitude 100°32'01" W.); within 2.5 miles each side of the Thedford VOR 090° radial extending from the 5.5-mile radius to 7.5 miles west of the airport.

Thermal, Calif.

That airspace extending upward from 700 feet above the surface within 3.5 miles each side of the Thermal VORTAC 140° radial, extending from the VORTAC to 8 miles southeast of the VORTAC, within 3.5 miles southwest of and parallel to the Thermal VORTAC 155° radial, extending from the VORTAC to 6.5 miles southeast of the VORTAC and within 3 miles each side of the Thermal VORTAC 324° radial, extending from the VORTAC to 16 miles northwest of the VORTAC; that airspace extending upward from 1,200 feet above the surface within 9.5 miles northeast and 5 miles southwest of the Thermal VORTAC 140° radial extending from the VORTAC to 20 miles southeast of the VORTAC, excluding the portion within R-2521.

Thibodaux, La.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Thibodaux Municipal Airport (latitude 29°44'50" N., longitude 90°49'55" W.) and within 2 miles each side of the Tibby, La., VORTAC 359°T radial extending from the 5-mile radius to the Tibby VORTAC excluding the portion that overlaps the Houma, La., 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.

Thunder Bay, Ontario, Canada

That airspace extending upward from 1,200 feet above the surface within a 35-nautical mile radius of Thunder Bay Airport (lat. 48°22'19" N., long. 89°19'26" W.), excluding the portion outside the United States.

Tiffin, Ohio

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Seneca County Airport (latitude 41°05'38" N., longitude 83°12'45" W.); within 3 miles each side of the 053° bearing from the Seneca County Airport extending from the 7-mile radius area to 8.5 miles northeast of the airport.

Tifton, Ga.

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Henry Tift Myers Airport (lat. 31°25'36" N., long. 83°29'06" W.), within a 5-mile radius of Eaglehead Airport (lat. 31°23'00" N., long. 83°36'00" W.).

Titusville, Fla.

That airspace extending upward from 700' above the surface within an 8.5-mile radius of the Titusville-Cocoa Airport (lat. 28°30'42" N., long. 80°48'00" W.); within an 8.5 mile radius of Kennedy Spaceport (lat. 28°36'53" N., long. 80°41'41" W.).

Titusville, Pa.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center lat. 41°36'45" N., long. 79°44'45" W. of Titusville Airport, excluding the portion that coincides with the Franklin, Pa., transition area.

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.); within a 9-mile radius of Habersham County Airport, Cornelia, Ga. (lat. 34°30'20" N., long. 83°33'15" W.).

Toledo, Ohio

That airspace extending upward from 700 feet above the surface within the area bounded by a line beginning at latitude 41°40'00" N., longitude 84°20'00" W.; to latitude 41°49'00" N., longitude 83°37'00" W.; to latitude 41°34'00" N., longitude 83°19'00" W.; to latitude 41°17'00" N., longitude 83°36'00" W.; to latitude 41°22'00" N., longitude 84°05'00" W.; to point of beginning.

Tonopah, Nev.

That airspace extending upward from 1,200 feet above the surface within 14 miles north and 5 miles south of the 083° and 263° radials of the Tonopah VORTAC extending from 12 miles west to 25.5 miles east of the VORTAC, and within 10 miles south of and parallel to the Tonopah VORTAC 089° radial, extending from the VORTAC to 21.5 miles east 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., (lat. 39°04'09"N., long. 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 northeast of the VORTAC, within 5 miles southwest and 8 miles northeast of the Philip Billard Airport ILS localizer northwest course extending from 3 miles southeast to 12 miles northwest of the Billard LOM, within an 8.5-mile radius of Forbes Field Airport, Topeka, Kans., (lat. 38°57'06"N., long. 95°39'45"W.) within 4 miles each side of the Forbes Field LOM 317° bearing extending from the 8.5-mile radius area to 15 miles northwest of the airport, and within 3.5 miles each side of the Forbes Field ILS localizer southeast course extending from the 8.5-mile radius area to 8 miles southeast of the Forbes Field LOM.

Toughkenamon, Pa.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center, lat. 39°49'55"N., long. 75°46'08"W., of the New Garden Flying Field, Toughkenamon, including that airspace 5 miles west and 3 miles east of the Modena, Pa., VORTAC 047° and 227° radials extending from 5 miles southwest to 10 miles northeast of the VORTAC.

Tracy, Calif.

That airspace extending upward from 700 feet above the surface within a 3-mile radius of Tracy Municipal Airport (latitude 37°41'15" N., longitude 121°26'25" W.), and within 2.5 miles each side of the Stockton VORTAC 237° radial, extending from the 3-mile radius area to 10.5 miles southwest of the VORTAC.

Traverse City, Mich.

That airspace extending upward from 700 feet above the surface within a 10½-mile radius of Cherry Capital Airport (latitude 44°44'35" N., longitude 85°34'55" W.); within 4½ miles west and 9½ miles east of the Traverse City VORTAC 158° radial, extending from the 10½-mile radius area to 18½ miles south of the VORTAC; and within 5 miles each side of the Traverse City VORTAC 344° radial, extending from the 10½-mile radius area to 20 miles north of the VORTAC.

Trenton, Mo.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Trenton Municipal Airport (latitude 40°05'03" N., longitude 93°35'26" W.); and within 3 miles either side of the 172° bearing from the MHW facility extending from the 5-mile radius to 8 miles south, and 3 miles either side of the 007° bearing from the MHW facility extending from the 5-mile radius to 8.5 miles north.

Trenton, Tenn.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Gibson County Airport (latitude 35°56'02" N., longitude 88°50'54" W.); within 3 miles each side of the 020° bearing from Gibson RBN (latitude 35°56'03" N., longitude 88°51'02" W.), extending from the 5-mile radius area to 8.5 miles north of the RBN; excluding the portion within the Humboldt, Tenn., transition area.

Tri-City, Tenn.

That airspace extending upward from 700 feet above the surface beginning at the intersection of the arc of a 21.5-mile radius circle centered on Tri-City Airport (latitude 36°28'30" N., longitude 82°24'20" W.) and a line 5 miles northwest of and parallel to Glade Spring, Va., 216° radial (northeast of Tri-City Airport); thence northeast along this line to and clockwise along the arc of a 30-mile radius circle centered on Tri-City Airport to the northwest boundary of V-16S; thence northeast along the northwest boundary of V-16S to and clockwise along the arc of a 21.5-mile radius circle to point of beginning; including the airspace within 3 miles each side of the Abingdon, Va., NDB lat. 36°42'35"N., long. 81°59'15"W., 059° bearing, extending from the arc of a 30-mile radius circle centered on Tri-City Airport to 8.5 miles northeast of the Abingdon NDB; within an 8.5-mile radius of Hawkins County Airport, Rogersville, Tenn. (lat. 36°27'27"N., long. 82°53'05"W.).

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 3 miles each side of the ILS localizer west course, extending from the 9-mile radius area to 8.5 miles west of the OM.

Troy, Ohio

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Troy Skypark Airport (latitude 39°59'27" N., longitude 84°16'14" W.), excluding that portion which lies within the Piqua, Ohio, and Dayton, Ohio, transition areas.

Truth or Consequences, N. Mex.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Truth or Consequences Municipal Airport (latitude 33°14'10" N., longitude 107°16'15" W.), and within 3.5 miles either side of the Truth or Consequences, N. Mex., VORTAC 013° radial, extending from the 8-mile radius area to 11 miles north of the VORTAC.

Tucson, Ariz.

That airspace extending upward from 700 feet above the surface within a 10-mile radius of Tucson International Airport (lat. 32°07'05"N., long. 110°56'32"W.); within 16 miles NE and 13 miles SW of the Tucson VORTAC 138° radial extending from the 10-mile radius area to 16 miles SE of the VORTAC, within 1 mile NE and 9 miles SW of the Tucson VORTAC 318° radial, extending from the 10-mile radius area to 22 miles NW of the VORTAC and within 16 miles NE of the Tucson VORTAC 318° radial extending from the Tucson VORTAC to 30 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.

Tucumcari, N. Mex.

That airspace extending upward from 700 feet above the surface within a 10.5-mile radius of the Tucumcari Municipal Airport (latitude 35°10'50" N., longitude 103°36'15" W.).

Tullahoma, Tenn.

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Arnold Air Force Station (latitude 35°23'33" N., longitude 86°05'10" W.); within 3 miles each side of the Arnold VOR 216° radial, extending from the 8.5-mile radius area to 8.5 miles southwest of the VOR; within a 7-mile radius of Tullahoma Municipal Airport; Soesbe-Martin Field (lat. 35°23'00"N., long. 86°14'30"W.); within 3 miles each side of Shelbyville VOR 136° radial, extending from the 7-mile radius area to 8.5 miles southeast of Arnold VOR 226° radial; within a 13.5-mile radius of Winchester Municipal Airport, Winchester, Tenn. (latitude 35°10'40" N., longitude 86°03'49" W.); excluding the portions within Shelbyville and Chattanooga transition areas.

Tulsa, Okla.

That airspace extending upward from 700 feet above the surface within a 9-mile radius of Tulsa International Airport (latitude 36°12'00" N., longitude 95°53'15" W.); within 8 miles west and 5 miles east of the Tulsa ILS localizer north course extending from the OM to 12 miles north; and within 8 miles north and 5 miles south of the Tulsa VORTAC 088° radial extending from the 9-mile radius area to 33 miles east of the VORTAC.

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°15'32" N., longitude 88°45'32" 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.

Tuscaloosa, Ala.

That airspace extending upward from 700 feet above the surface within an 11-mile radius of Van De Graaff Airport (lat. 33°13'16" N., long. 87°36'39" W.); within 2.5 miles each side of Tuscaloosa VORTAC 052° radial, extending from the 11-mile radius area to 6.5 miles northeast of the VORTAC.

Tuskegee, Ala.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Moton Field (lat. 32°27'36" N., long. 85°40'44" W.); within 3 miles each side of the Tuskegee VORTAC 018° radial, extending from the 6.5-mile radius area to 8.5 miles north of the VORTAC; excluding the portion within the Tallahassee transition area.

Twentynine Palms, Calif.

That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 34°17'00" N., longitude 116°25'03" W., to latitude 33°28'00" N., longitude 116°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-2501E, R-2501S, and R-2507.

Twin Falls, Idaho

That airspace extending upward from 700 feet above the surface within 9.5 miles north and 5 miles south of the Twin Falls VORTAC 086° and 281° radials extending from the VORTAC to 30 miles east and 18.5 miles west; within 5 miles each side of the Twin Falls 156° radial extending from the VORTAC to 9.5 miles southeast of the VORTAC; that airspace extending upward from 1,200 feet above the surface within a 16.5-mile radius of the Twin Falls VORTAC, extending clockwise from the VORTAC 121° radial to the VORTAC 311° radial; within that airspace southeast of Twin Falls bounded on the north by V-269, on the east by a 21-mile arc centered on the VORTAC and on the southeast by V-484; within that airspace north 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; that airspace northwest of Twin Falls bounded on the north by V-330, on the east by V-293, and on the south by V-4; that airspace within 9 miles southwest and 6 miles northeast of the Twin Falls VORTAC 311° radial extending from the VORTAC to 30 miles northwest of the VORTAC.

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.

Ukiah, Calif.

That airspace extending upward from 700 feet above the surface within a five-mile radius of the Ukiah Municipal Airport (lat. 39°07'36"N., long. 123°12'00"W.); 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 30- 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 and that airspace extending upward from 5,300 feet MSL bounded on the east by the southwest edge of V-27 and on the west by the east/southeast edge of V-27W.

Ulysses, Kans.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Ulysses, Kans., Municipal Airport (latitude 37°36'10" N., longitude 101°22'15" W.); within 3 miles each side of the 307° bearing from the Ulysses radio beacon (latitude 37°35'51" N., longitude 101°22'00" W.); extending from the 5-mile radius area 2.5 miles northwest.

Umiat, Alaska

That airspace extending upward from 700 feet above the surface within a 7.5-mile radius of the Umiat Airport (latitude 69°22'17" N., longitude 152°08'00" W.).

Unalakleet, Alaska

That airspace extending upward from 700 feet above the surface within 4.5 miles north and 9.5 miles south of the North River, Alaska, RBN 290° bearing, extending from the RBN to 24.5 miles west of the RBN; within 4.5 miles southeast and 9.5 miles northwest of the Unalakleet VORTAC 225° radial, extending from the VORTAC to 24.5 miles southwest of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within 7.5 miles north and 9.5 miles south of the Unalakleet VORTAC 110° and 290° radials, extending from 13 miles east to 13 miles west of the VORTAC.

Union, S. C.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Union County Airport (lat. 34°41'15"N., long. 81°38'25"W.) within 3 miles either side of the 234° bearing from the Union County Nondirectional Radio Beacon (NDB) (lat. 34°41'02"N., long. 81°38'33"W.), extending from the 5-mile radius to 8.5 miles southwest of the NDB.

AMENDMENTS 7/15/80 45 F. R. 41400 (Added)

Union City, Tenn.

That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of Everett-Stewart Airport (latitude 36°22'50" N., longitude 88°59'15" W.); within 3 miles each side of Dyersburg VORTAC 037° radial, extending from the 5.5-mile radius area to 25.5 miles northeast of the VORTAC; within 3 miles each side of the 186° bearing from the Obion RBN (lat. 36°17'51"N., long. 88°59'40"W.), extending from the 5.5-mile radius area to 8.5 miles south of the RBN.

Upper Sandusky, Ohio

That airspace extending upward from 700 feet above the surface with a 5.5-mile radius of the Wyandot County Airport (lat. 40°53'00"N., long. 83°18'52"W.).

Utica, N. Y.

That airspace extending upward from 700 feet above the surface within a 10-mile radius of the center, 43°13'45" N., 75°25'00" 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 3.5 miles each side of the 137° bearing from the Clay RBN, extending from the 12-mile radius area to 11.5 miles southeast of the RBN.

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°18'40" N., 74°30'30" W., thence counterclockwise along an arc with a radius of 48 miles from the center of Griffiss AFB to 43°36'00" N., 74°39'30" W., to 43°31'00" N., 74°43'00" W., thence counterclockwise along an arc with a radius of 40 miles 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 2.5 miles each side of the 154° bearing from the Uvalde RBN (latitude 29°13'06" N., longitude 99°44'29" W.), extending from the 5-mile radius area to 8.5 miles southeast of the RBN.

Yacaville, Calif.

That airspace extending upward from 700 feet above the surface within a 3-mile radius of Nut Tree Airport, Calif., (lat. 38°22'18"N., long. 121°57'33"W.), and within 2.5 miles each side of the Sacramento VORTAC 259° radial, extending from the 3-mile radius area to 13 miles W of the VORTAC.

Valdez, Alaska

That airspace extending upward from 1,200 feet above the surface within an area beginning at lat. 60°43'11.7"N., long. 147°50'36.3"W., thence north along the 85-mile radius arc centered on the Anchorage VORTAC to lat. 61°27'37"W., long. 147°44'10"W., thence east to lat. 61°16'05"N., long. 146°13'04"W., thence south along the west boundary of V-481 to the north boundary of V-319, thence west along the north boundary of V-319 to the point of beginning.

AMENDMENTS 9/4/80 45 F. R. 46350 (Added)

Valdosta, Ga.

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Valdosta Municipal Airport (lat. 30°46'58"N., long. 83°16'44"W.); within an 8.5-mile radius of Moody AFB (lat. 30°58'01"N., long. 83°11'27"W.); within 3.5 miles west and 2 miles east of Moody TACAN 007° radial, extending from the 8.5-mile radius area to 11.5 miles north of the TACAN.

Valentine, Nebr.

That airspace extending upward from 700 feet above the surface within a 9-mile radius of the Miller Field Airport (latitude 42°51'25" N., longitude 100°32'50" W.); and that airspace in the State of South Dakota extending upward from 1,200 feet above the surface within 5 miles each side of the 325° bearing from the Miller Field Airport within 12 miles northwest of the airport.

Valparaiso, Ind.

That airspace extending upward from 700 feet above the surface within a 6½-mile radius of Porter County Airport (latitude 41°27'10" N., longitude 87°00'20" W.).

Vandalia, Ill.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Vandalia Municipal Airport (lat. 38°59'26" N., long. 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.

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.

Van Horn, Tex.

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of the Culberson County Airport (latitude 31°03'42" N., longitude 104°47'09" W.) and extending 6.0 miles north and 9.5 miles south of the 054° bearing from the airport coordinates to a point 19 miles northeast of the airport coordinates.

Van Wert, Ohio

That airspace extending upward from 700 feet above the ground within a 5-mile radius of Van Wert Municipal Airport, Van Wert, Ohio, (lat. 40°51'51"N., long. 84°36'36"W.) within 3 miles either side of the 271° bearing from the airport extending from the 5-mile radius area to 8 miles west of the airport.

AMENDMENTS 7/10/80 45 P. R. 32662 (Rewritten)

Venice, Fla.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Venice Municipal Airport (lat. 27°04'30" N., long. 82°26'00" W.).

Venice, La.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Garden Island Bay Seaplane Base (lat. 29°05'46"N., long. 89°11'55"W.) and within 3.5 miles each side of the 344° bearing from the Venice NDB (lat. 29°07'06"N., long. 89°12'20"W.) extending from the 5-mile radius to 13.5 miles from the seaplane base.

Vermont

That airspace extending upward from 1,200 feet above the surface within the territorial boundaries of the State of Vermont; and that airspace bounded by a line beginning at lat. 44°00'00"N., and the border of the States of New York and Vermont; to lat. 44°00'00"N., long. 74°35'00"W.; to lat. 44°12'00"N., long. 74°54'00"W.; to lat. 44°42'00"N., long. 75°05'00"W.; to lat. 44°56'00"N., long. 75°05'00"W.; thence clockwise along the New York State border to the point of beginning.

AMENDMENTS 6/30/80 45 P. R. 43699 (Rewritten)

Vernal, Utah

That airspace extending upward from 700 feet above the surface within 9.5 miles northeast and 5 miles southwest of the Vernal VOR 157° and 337° radials, extending from 10 miles northwest to 18.5 miles southeast of the VOR.

Vernon, Ala.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Lamar County Airport (lat. 33°50'30" N., long. 88°07'10" W.); within 2.5 miles each side of Hamilton VORTAC 185° radial, extending from the 6.5-mile radius area to 17 miles south of the VORTAC, excluding the portion within Columbus, Miss., transition area.

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.

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.), within 2 miles each side of the Visalia VOR 123° and and 303° radials, extending from the 5-mile radius area to 8 miles northwest of the VOR and within 4 miles each side of the Visalia VOR 150° radial, extending from 7 to 20 miles southeast of the VOR.

Vivian, La.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Vivian Municipal Airport (latitude 32°51'55" N., longitude 94°00'30" W.); within 2 miles each side of the Shreveport VORTAC 299° radial extending from the 6.5-mile radius area to 5.5 miles northwest of the VORTAC; and 3 miles each side of the 277° bearing from the NDB (latitude 32°51'37" N., longitude 94°00'42" W.) extending from the 6.5-mile radius area to 8.5 miles west of the NDB.

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.); within 5 miles each side of the 105° bearing from Wabash Municipal Airport extending from the 5-mile radius area to 12 miles east of the airport; and within 2 miles each side of the 040° radial of the Kokomo, Ind., VORTAC, extending from the 5-mile radius area to 15 miles northeast of the Kokomo, Ind., VORTAC; excluding the portion which overlies the Kokomo, Ind., 700-foot floor 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°46'00" N., longitude 96°55'00" W.; to latitude 31°39'30" N., longitude 96°43'50" W.; to latitude 31°17'00" N., longitude 96°47'00" 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°27'00" N., longitude 97°41'00" W.; to latitude 31°35'00" N., longitude 97°44'00" 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.

PENDING AMENDMENT**Wadesboro, N. C.**

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Anson County Airport (lat. 35°01'15"N., long. 80°04'45"W.); within 2.5 miles each side of the Sandhills, N. C., VORTAC 245° radial, extending from the 6.5-mile radius area to 20 miles southwest of the VORTAC.

AMENDMENTS 12/18/80 45 F. R. 76658 (Added)

Wagner, S. Dak.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Wagner Municipal Airport (lat. 43°03'33"N., long. 98°17'31"W.) and within 3 miles each side of the 086° bearing from Wagner Municipal Airport extending from the 5-mile radius area to 8 miles east of the airport.

Wahoo, Nebr.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Wahoo Municipal Airport (lat. 41°14'27"N., long. 96°35'15"W.) and within 3 miles each side of the 032° bearing from the Wahoo Municipal Airport extending from the 5-mile radius 8.5 miles northeast of the airport excluding that portion which lies in the Fremont, Nebr., transition area.

Wahpeton, N. Dak.

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of the Breckenridge-Wahpeton Interstate Airport (lat. 46°14'47"N., long. 96°36'23"W.); and that airspace extending upward from 1,200 feet above the surface within a 28-mile arc south of the Breckenridge-Wahpeton Interstate Airport bounded on the east by the Minnesota border and on the west by V-181.

AMENDMENTS 7/10/80 45 F. R. 31053 (Added)

Waimea-Kohala, Hawaii

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Waimea-Kohala 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 Kameela VOR 063° radial, extending from the 5-mile radius area to 11.5 miles northeast of the Kameela VOR.

Vernon, Tex.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of Wilbarger County Airport (lat. 34°14'00"N., long. 99°17'30"W.) within 2 miles west of the Altus VOR 182° radial extending from the 6-mile radius to 7 miles north of the airport; within 3 miles each side of the 016° bearing from the Vernon NDB (lat. 34°13'48"N., long. 99°16'44"W.) extending from the 6-mile radius area to 11.5 miles north of the NDB, excluding the portion within the Hobart, Okla., transition area.

Vero Beach, Fla.

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Vero Beach Municipal Airport (lat. 27°39'05" N., long. 80°24'51" W.); within 5 miles each side of Vero Beach VORTAC 291° radial, extending from the 8.5-mile radius area to 8.5 miles west of the VORTAC; within a 6.5-mile radius of St. Lucie County International Airport, Fort Pierce, Fla. (lat. 27°29'38"N., long. 80°22'02"W.); excluding the portion outside the continental limits of the United States.

AMENDMENTS 10/30/80 45 F. R. 45577 (Changed)

Versailles, Ohio

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Darke County Airport (latitude 40°12'17" N., longitude 84°31'38" W.); and within 3 miles either side of the 265° bearing from the airport, extending from the 5-mile radius area to 8 miles from the airport.

Vichy, Mo.

That airspace extending upward from 700 feet above the surface within a 6½-mile radius of the Rolla National Airport (latitude 38°07'40" N., longitude 91°46'10" W.); and within 3 miles of each side of the 067° radial of the Vichy VORTAC, extending from 6½-mile radius area to 8½ miles northeast of the Vichy VORTAC.

Vicksburg, Miss.

That airspace extending upward from 700 feet above the surface within a 10-mile radius of the Vicksburg Municipal Airport (latitude 32°14'20" N., longitude 90°55'40" W.).

Victoria, Tex.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Victoria Regional Airport, Victoria, Tex., (lat. 28°51'06.9"N., long. 96°55'03.7"W.); and within 3.5 miles each side of the Victoria VOR 312° radial extending from the 6.5-mile radius area to 11.5 miles northwest of the VOR; within 3 miles each side of the NDB (lat. 28°50'39"N., long. 96°54'26"W.) 355° and 160° bearings extending from the 6.5-mile radius to 8.5 miles from the NDB.

AMENDMENTS 3/20/80 45 F. R. 2012 (Rewritten)

Victorville, Calif.

That airspace extending upward from 700 feet above the surface within a 12-mile radius of George AFB, Victorville, Calif. (lat. 34°35'45"N., long. 117°22'55"W.), and within 14.5 miles west of the 016° and 166° true radials, George AFB TACAN (lat. 34°35'40.5"N., long. 117°23'20.5"W.) extending from the 12-mile radius area to 20.5 miles north and south of the TACAN, excluding the airspace within a 3.5-mile radius of El Mirage Airport (lat. 34°37'30"N., long. 117°36'15"W.).

Vidalia, Ga.

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Vidalia Municipal Airport (lat. 32°11'45" N., long. 82°22'15" W.); within a 6.5-mile radius of Reidsville Airport, Reidsville, Ga. (latitude 32°03'19" N., longitude 82°09'19" W.); within 3 miles each side of the 295° bearing from Prison RBN (latitude 32°03'27" N., longitude 82°09'09" W.), extending from the 6.5-mile radius area to 8.5 miles northwest of the RBN.

Vincennes, Ind.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Lawrenceville-Vincennes Municipal Airport (latitude 38°45'35" N., longitude 87°36'27" W.); within 3 miles each side of the 186° bearing from the airport, extending from the 7-mile radius to 8 miles south; and 3 miles each side of the 352° bearing from the airport, extending from the 7-mile radius to 8 miles north; within 3 miles each side of the 102° bearing from the airport, extending from the 7-mile radius to 8 miles east; and within a 5.5-mile radius of O'Neal Airport (latitude 38°41'29" N., longitude 87°33'08" W.); and within 3 miles each side of the 258° bearing from the airport, extending from the 7-mile and 5½-mile radius area to 8 miles west of the airport, within a 5-mile radius of the Mt. Carmel Municipal Airport (latitude 38°36'24" N., longitude 87°43'34" W.); and within 3 miles either side of the 038° bearing from the airport, extending from the 5-mile radius area northeast to join the Lawrenceville and O'Neal radius areas.

Vincetown, N. J.

That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of the center, lat. 39°54'15"N., long. 74°45'00"W., of Red Lion Airport, Vincetown, N. J.

Wakefield, Va.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, lat. 36°59'14" N., long. 77°00'06" W., of Wakefield Municipal Airport, Wakefield, Va., and within 3 miles each side of the 013° bearing from the Wakefield RBN, lat. 36°58'59" N., long. 77°00'05" W., extending from the 5-mile radius area to 8.5 miles northeast of the RBN.

Wake Island

That airspace extending upward from 700 feet above the surface within a 10 NM radius of the Wake Island VORTAC; and that airspace extending upward from 1200 feet above the surface within a 25 NM 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; within 3 miles each side of the 078° bearing from Penix NDB (latitude 34°42'58" N., longitude 78°00'14" W.), extending from the 5-mile radius area to 8.5 miles east of the RBN.

Walla Walla, Wash.

That airspace extending upward from 700 feet above the surface within 4 miles each side of the Walla Walla VOR 038° radial, extending from the VOR to 16 miles northeast; within 5 miles southeast and 0.5 miles northwest of the Walla Walla VOR 215° radial, extending from the VOR to 18.3 miles southwest 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°05'13"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 320° 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.

Walnut Ridge, Ark.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Walnut Ridge Regional Airport (latitude 36°07'30"N., longitude 90°55'25"W.); within three miles each side of the Walnut Ridge VORTAC 240° radial, extending from the 6.5-mile-radius area to 8.5 miles southwest of the VORTAC; within 3.5 miles each side of the 005° bearing from the proposed RBN (latitude 36°07'36"N., longitude 90°55'36"W.), extending from the 6.5-mile-radius area to 12 miles north of the RBN; and within a 5-mile radius of the Pocahontas Municipal Airport (latitude 36°14'40"N., longitude 90°56'45"W.).

Walterboro, S. C.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Walterboro Municipal Airport (lat. 32°55'08" N., long. 80°38'25" W.); within 3 miles each side of the 060° bearing from Walterboro RBN (lat. 32°55'32" N., long. 80°38'27" W.), extending from the 6.5-mile radius area to 8.5 miles northeast of the RBN.

Wapakoneta, Ohio

That airspace extending upward from 700 feet above the surface within a 6½-mile radius of Neil Armstrong Field (lat. 40°29'36" N., long. 84°18'04" W.).

Waring, Tex.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Rust Airport (lat. 29°57'25"N., long. 98°45'25"W.) and within 2.5 miles either side of the 180° bearing from the Runway 35 reference point, lat. 29°57'14"N., long. 98°47'25"W.) extending 3 miles from the 5-mile radius, excluding that portion which overlies the San Antonio, Tex., transition area.

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.

Warrensburg, Mo.

That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of the Skyhaven Airport, Warrensburg, Mo. (lat. 38°47'N., long. 93°48'W.); and within 2.5 miles either side of the Napoleon, Mo., VORTAC 140° radial, extending from the 5.5-mile radius to 7 miles northwest of the airport.

Warroad, Minn.

That airspace extending upward from 700 feet above the surface within a 6-statute-mile radius (5.3 nautical miles) of the Warroad International, Swede Carlson Field (lat. 48°65'15"N., long. 95°20'30"W., estimated) excluding that area north of lat. 49° (Canadian airspace) and within 3 statute miles (2.5 nautical miles) each side of the 108° true bearing from the Warroad International, Swede Carlson Field, extending from the 6-statute-mile (5.3 nautical miles) radius to 8.5 statute miles (7 nautical miles) east southeast of the airport.

Warsaw, Ind.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Warsaw Municipal Airport (latitude 41°16'39" N., longitude 85°50'48" W.); and within 3½ miles each side of the 359° bearing from the airport extending from the 7-mile radius area to 12½ miles north of the airport, excluding the airspace that overlies the Nappanee, Ind., and Goshen, Ind., transition areas.

Waseca, Minn.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Waseca Municipal Airport (latitude 44°04'24" N., longitude 93°33'10" W.); within 3½ miles each side of the 339° bearing from the Waseca Municipal Airport, extending from the 5-mile radius to 8 miles north of the airport; within 1½ miles each side of the 046° bearing from the Waseca Municipal Airport, extending from the 5-mile radius to 6 miles northeast of the airport.

Washington, D. C.

That airspace extending upward from 700 feet above the surface within a 10-mile radius of the center, 38°51'07" N., 77°02'23" W., of Washington National Airport, Washington, D. C.; within an 11-mile radius of the center of Washington National Airport, extending clockwise from a 022° bearing to a 165° bearing from the airport; within an 11.5-mile radius of the center of Washington National Airport, extending clockwise from a 210° bearing to a 270° bearing from the airport; within a 12.5-mile radius of the center of Washington National Airport, extending clockwise from a 270° bearing to a 310° bearing from the airport; within an 11.5-mile radius of the center of Washington National Airport, extending clockwise from a 310° bearing to a 022° bearing from the airport; within 4.5 miles each side of a 317° bearing from the Georgetown, D. C., RBN, extending from the RBN to 5.5 miles northwest; within an 8.5-mile radius of the center, 38°48'39" N., 76°52'02" W., of Andrews AFB, Camp Springs, Md.; within 2.5 miles each side of the Andrews WORTAC 360° radial, extending from the WORTAC to 9.5 miles north of the WORTAC; within a 5-mile radius of the center, 38°42'55" N., 77°10'55" W., of Davison AAF, Fort Belvoir, Va.; within 5 miles each side of a 180° bearing from a point 38°39'41" N., 77°06'37" W., extending from said point to 9.5 miles south; within 5 miles each side of a 081° bearing from a point 38°39'41" N., 77°06'37" W., extending from said point to 20 miles east; within 3.5 miles each side of the extended centerline of Davison AAF Runway 32, extending from the northwest end of Runway 32 to 9 miles northwest; within 6.5 miles southwest and 4.5 miles northeast of a 134° bearing and a 314° bearing from a point 38°39'41" N., 77°06'37" W., extending from 5.5 miles northwest to 11.5 miles southeast of said point; excluding the portion within P-56 and P-73.

Washington, Ga.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Washington-Wilkes County Airport (lat. 33°47'20" N., long. 82°48'30" W.); within 2.5 miles each side of Athens VOR 112° radial, extending from the 6.5-mile radius area to 25 miles east of the VOR.

Washington, Ind.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of Daviess County Airport (latitude 38°41'58" N., longitude 87°07'55" W.); within 3 miles each side of the 010° bearing from Daviess County Airport, extending from the 8-mile radius area to 8½ miles north of the airport.

Washington, Iowa

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Washington Airport (latitude 41°16'00" N., longitude 91°41'00" W.); and that airspace 3 miles each side of the 141° bearing from Washington NDB (latitude 41°16'13" N., longitude 91°41'04" W.); extending from the 5-mile radius to a point 8.5 miles southeast of the NDB.

Washington, Mo.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Washington Memorial Airport (lat. 38°35'55"N., long. 90°59'55"W.) and within 1½ miles each side of the Foristell, Mo., WORTAC 193° radial extending from the 5-mile radius area to 7½ miles north of the airport.

Washington, N. C.

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Warren Field (lat. 35°34'15" N., long. 77°03'00" W.); within 3 miles each side of the 156° bearing from Wanoca RBN (lat. 36°32'40" N., long. 77°02'00" W.), extending from the 8.5-mile radius area to 8.5 miles south of the RBN.

Washington, Pa.

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of the center of lat. 40°08'15" N., long. 80°17'15" W. of Washington County Airport, Washington, Pa.

Washington Court House, Ohio

That airspace extending upward from 700 feet above the surface within a 5½-mile radius of the Fayette County Airport (latitude 38°34'15" N., longitude 83°25'13" W.) and within 3 miles each side of the 037° bearing from the airport extending from the 5½-mile radius area to 10 miles northeast of the airport.

Waterloo, Iowa

That airspace extending upward from 700 feet above the surface within a 10-mile radius of the Waterloo Municipal Airport (lat. 42°33'20" N., long. 92°24'00" W.); and within 3½ miles each side of the Waterloo ILS localizer northwest course extending from the 10-mile radius area to 8 miles northwest of the OM; and 3 miles each side of the Waterloo, Iowa, VORTAC 120° radial extending from the 10-mile radius to 15 miles southeast of the VORTAC; and within 3½ miles each side of the Waterloo, Iowa, VORTAC 194° radial extending from the 10-mile radius to 11½ miles south of the VORTAC; and within 3½ miles each side of the Waterloo, Iowa, VORTAC 001° radial extending from the 10-mile radius to 11½ miles north of the VORTAC; and within 3½ miles each side of the Waterloo, Iowa, VORTAC 316° radial extending from the 10-mile radius to 11½ miles northwest of the VORTAC; and within 3½ miles each side of the LOC back course extending from the 10-mile radius to 16 miles southeast of the airport.

Watersmeet, Mich.

That airspace extending upward from 700 feet above the surface within an 8.5-statute-mile radius of the NRC Airport, Watersmeet, Mich., (lat. 46°17'15"N., long. 89°16'35"W.), excluding that portion which overlaps the Land-O-Lakes transition area; and that airspace extending upward from 1,200 feet above the surface within 9.5 miles north and 4.5 miles south of the 265° true bearing of the Watersmeet (RXW) NDB (lat. 46°17'18"N., long. 89°16'43"W.), extending 18.5 miles east of the NDB and 9.5 miles north and 4.5 miles south of the 100° true bearing of the RXW NDB extending 18.5 miles west, excluding that portion which overlaps the Land-O-Lakes and the Boulder Junction transition areas and that 1,200 foot airspace designated to encompass VOR Federal Airways V-430, V-63 and V-91E.

AMENDMENTS 1/24/80 44 F. R. 58686 (Added)

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 International Airport, Watertown, N. Y., and within 3.5 miles each side of the Watertown, N. Y., VOR 211° radial, extending from the 7-mile radius area to 12 miles southwest 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 14.5-mile radius of the Watertown VORTAC; within a 26-mile radius of the Watertown VORTAC extending clockwise from the 086° radial to a line located parallel to and 4.5 miles west of the 181° radial; and within 6 miles east and 9.5 miles west of the Watertown VORTAC 001° radial extending from the VORTAC to 21 miles north; and that airspace extending upward from 1,200 feet above the surface within 9.5 miles east and 7 miles west of the 181° radial extending from the Watertown VORTAC to 31.5 miles south; and within a 26-mile radius of the Watertown VORTAC extending clockwise from a line 7 miles west of and parallel to the 181° radial to the 238° radial; and 5 miles each side of the 053° radial from the Watertown VORTAC within the State of South Dakota.

Watertown, Wis.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of Watertown Municipal Airport (latitude 43°10'15" N., longitude 88°43'20" W.).

Watford City, N. Dak.

That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of the Watford City Municipal Airport (lat. 47°47'58"N., long. 103°15'24"W.) and within 3 miles each side of the 303° bearing from the Watford City NDB (lat. 47°47'58"N., long. 103°15'09"W.) extending from the 5.5-mile radius to 8.5 miles northwest of the Watford City NDB, and airspace extending upward from 1,200 feet above the surface bounded on the south by lat. 47°30'00"N., on the west and northwest by V-465E, on the northeast and east by V-71 excluding Williston, N. Dak., 1,200 foot transition area.

Watonga, Okla.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Watonga, Okla., Airport (lat. 35°51'35"N., long. 98°25'13"W.).

Waupaca, Wis.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Waupaca Municipal Airport (lat. 44°20'02"N., long. 89°00'51"W.); and within 3 miles each side of the 118° bearing from the airport, extending from the 5-mile radius area to 8 miles southeast of the airport.

Wausau, Wis.

That airspace extending upward from 700 feet above the surface within a 9-mile radius of the Wausau Municipal Airport (latitude 44°55'33" N., longitude 89°37'32" W.).

Waverly, Iowa

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Waverly Municipal Airport (lat. 42°44'33"N., long. 92°30'26"W.) excluding that portion that overlies the Waterloo, Iowa transition area.

AMENDMENTS 1/24/80 44 F. R. 65388 (Added)

Waverly, Tenn.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Humphreys County Airport (lat. 36°07'02"N., long. 87°44'17"W.); within 3 miles each side of the 034° bearing from the Waverly RBN (lat. 36°07'00"N., long. 87°44'25"W.), extending from the 6.5-mile radius area to 8.5 miles northeast of the RBN.

Waycross, Ga.

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Waycross-Ware County Airport (lat. 31°14'55" N., long. 82°23'48" W.); within 1.5 miles each side of Waycross VORTAC 099° radial, extending from the 8.5-mile radius area to the VORTAC; excluding the portion within a 1.5-mile radius of Bivins Airport (lat. 31°11'06" N., long. 82°16'25" W.).

Wayne, Nebr.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Wayne Municipal Airport (lat. 42°14'23"N., long. 096°59'01"W.), and within 3 miles each side of the 047° bearing from the Wayne Municipal Airport extending from the 5-mile radius to 8.5 miles northeast of the airport.

Webster City, Iowa

That airspace extending upward from 700 feet above the surface within a 5½-mile radius of Webster City Municipal Airport (latitude 42°26'15" N., longitude 93°52'15" W.).

Welch, Okla.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Patch Airport (lat. 36°52'39"N., long. 95°08'58"W.).

Wellington, Kans.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Wellington Municipal Airport (lat. 37°19'24"N., long. 97°23'15"W.), and within 3 miles each side of the NDB facility 017°T bearing extending from the 5-mile radius area to 8.5 miles NE of the NDB, excluding that portion which overlaps the Wichita, Kans., transition area.

AMENDMENTS 7/10/80 45 F. R. 29563 (Added)

Wells, Nev.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Harriet Field (latitude 41°06'54" N., longitude 114° 55'24" W.) and within 4.5 miles south and 9.5 miles north of the Wells VOR 287° radial, extending from the VOR to 18.5 miles west of the VOR. That airspace extending upward from 1,200 feet above the surface within 12 miles north and 8 miles south of the Wells VOR 287° and 107° radials extending from 23 miles west to 10 miles east of the VOR.

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 (lat. 42° 06'34" N., long. 77°59'59" W.) of Wellsville Municipal (Tarantine) Airport, Wellsville, NY., within 4 miles each side of the 090° bearing from the Hallsport RBN, lat. 42°06'34" N., long. 77°54'33" W., extending from the 9-mile radius area to 11.5 miles east of the RBN, and within 3.5 miles each side of the Wellsville, N. Y., VOR 196° radial extending from the 9-mile radius area to 11.5 miles south of the VOR.

Welsh, La.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Welsh Municipal Airport (latitude 30°14'30" N., longitude 92°49'45" W.), but excluding that portion within the Jennings, La., 700-foot transition area.

Wenatchee, Wash.

That airspace extending upward from 700 feet above the surface within 4 miles each side of the Wenatchee VOR 124° radial, extending from the VOR to 12.5 miles southeast of the VOR; that airspace extending upward from 1,200 feet above the surface within 5 miles south and 8 miles north of the Wenatchee VOR 092° and 272° radials, extending from 7 miles west to 14 miles east of the VOR and within 5 miles southwest and 9.5 miles northeast of the 124° radial, extending from the VOR to 23 miles southeast of the VOR.

Wendover, Utah

That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of the Wendover AF Auxiliary Field (latitude 40°43'41" N., longitude 114°02'12" W.); that airspace extending upward from 1,200 feet above the surface within 12.5 miles north and 8.5 miles south of the Bonneville VORTAC 084° and 272° radials, extending from the VORTAC to 23 miles east and west of the VORTAC; and that airspace extending upward from 8,500 feet MSL bounded on the north by V-6, on the west by V-253, on the south by V-32, and on the east by a line extending from latitude 40°51'30" N., longitude 112°56'30" W.; north to latitude 41°00'00" N., longitude 112°56'30" W.; thence east to latitude 41°00'00" N., longitude 112°45'00" W., thence north to latitude 41°10'40" N., longitude 112°45'00" W., thence northwest to latitude 41°12'00" N., longitude 112°52'00" W.; thence north via longitude 112°52'00" W., to V-6, excluding that portion which falls within the 1200-foot transition area.

West Bend, Wis.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the West Bend Municipal Airport (latitude 43°25'17" N., longitude 88°07'41" W.); within 3 miles each side of the 051° bearing from the airport, extending from the 7-mile radius area to 8 miles northeast of the airport, and within 3 miles each side of the 133° bearing from the airport, extending from the 7-mile radius area to 7½ miles southeast of the airport.

West Branch, Mich.

That airspace extending upward from 700 feet above the surface within a 5½-mile radius of West Branch Community Airport (latitude 44°14'36" N., longitude 84°10'58" W.); and within 3 miles each side of the 87° bearing from West Branch Community Airport, extending from the 5½-mile radius area to 13 miles east of the airport.

Westhampton Beach, N. Y.

That airspace extending upward from 700 feet above the surface within a 9-mile radius of Suffolk County Airport, Westhampton Beach, N. Y. (latitude 40°50'39" N., longitude 72°37'49" W.); and within 5 miles each side of the Squire, N. Y. OM (lat. 40°54'16" N., long. 72°33'25" W.) extending from the 9-mile radius area to 11.5 miles northeast of the OM.

West Helena, Ark.

That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of Thompson-Robbins Airport (latitude 34°34'29" N., longitude 90°40'48" W.), and within 3.5 miles each side of the 350° bearing from the Thompson-Robbins RBN (latitude 34°34'18" N., longitude 90°40'33" W.) extending from the 5.5-mile radius area to 11.5 miles north of the RBN.

West Milford, N. J.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, lat. 41°07'45" N., Long. 74°20'50" W., of Greenwood Lake Airport, West Milford, N. J.; within a 7-mile radius of the center of the airport, extending clockwise from a 154° bearing from the airport to a 217° bearing from the airport; within an 8.5-mile radius of the center of the airport, extending clockwise from a 217° bearing from the airport to a 318° bearing from the airport; within a 7.5-mile radius of the center of the airport, extending clockwise from a 318° bearing from the airport to a 079° bearing from the airport; within 2 miles each side of the Sparta, N. J., VORTAC 067° radial, extending from the 5-mile radius area to the VORTAC.

Westminster, Md. (Clearview Airpark)

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 39°28'01" N., 77°01'06" W. of Clearview Airpark, Westminster, Md.; within a 5.5-mile radius of the center of the airport, extending clockwise from a 350° bearing to a 045° bearing from the airport and within 2.5 miles each side of the Westminster VORTAC 047° radial, extending from the 5-mile radius area to 6 miles northeast of the VORTAC. This transition area is effective from sunrise to sunset, daily.

Westminster, Md. (Westminster Airport)

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the center, lat. 39°36'15" N., long. 77°00'15" W. of Westminster Airport, Westminster, Md.; within an 8-mile radius of the center of the airport, extending clockwise from a 035° bearing from the airport to a 085° bearing from the airport and within 1.5 miles each side of the Westminster VORTAC 351° radial, extending from the 6.5-mile radius area to the VORTAC.

West Plains, Mo.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of the West Plains, Mo., Airport, lat. 36°44'43" N., long. 91°51'50" W.; and within 3 miles each side of the 307° bearing from the West Plains, Mo., NDB, lat. 36°44'57" N., long. 91°51'49" W., extending from the 8-mile radius area to 8.5 miles northwest of the NDB.

AMENDMENTS 9/4/80 45 F. R. 41909 (Added)

West Point, Va.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center of West Point Municipal Airport 37°31'00" N., 76°45'40" W., and within 4 miles each side of the Harcum, Va., VORTAC 143° radial and 328° radial extending from the 6-mile radius area to 11 miles southeast of the VORTAC.

West Union, Iowa (George L. Scott Municipal Airport)

That airspace extending upward from 700 feet above the surface within an 8-mile radius of the George L. Scott Municipal Airport (lat. 42°59'00"N., long. 91°48'00"W.). Within 3 miles each side of the 174° bearing from the George L. Scott Municipal Airport, extending from the 8-mile radius to 10.5 miles south of the airport.

West Union, Ohio

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Alexander Salamon Airport (latitude 38°51'05" N., longitude 83°34'00" W.); and within 3 miles either side of the 049° bearing from the airport extending from the 6-mile radius to 8 miles northeast of the airport.

West Virginia

That airspace extending upward from 1,200 feet above the surface within the boundary of the State of West Virginia.

West Woodward, Okla.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the West Woodward, Okla., Airport (lat. 36°26'12"N., long. 99°31'30"W.) and within 5 miles each side of the Gage, Okla., VORTAC 072° radial, extending from the 7-mile radius area, southwest to the Gage, Okla., VORTAC, and within 3.5 miles each side of the 349° bearing from the West Woodward NDB, extending from the 7-mile radius area to 11.5 miles northwest of the West Woodward NDB, excluding the Gage, Okla., Control Zone and Transition Area.

PENDING AMENDMENT**Woodward, Okla.**

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the West Woodward Airport (lat. 36°26'10"N., long. 99°31'35"W.); within 3 miles each side of the NDB facility (lat. 36°26'03"N., long. 99°31'25"W.) 008° bearing, extending from the 7-mile radius to 8.5 miles north of the NDB, and within 5 miles either side of the Gage VORTAC 072° radial, extending from the 7-mile radius southwest of Gage VORTAC; excluding the Gage, Okla., control zone and transition area.

AMENDMENTS 12/25/80 45 F. R. 71772 (Rewritten)

West Yellowstone, Mont.

That airspace extending upward from 700 feet above the surface within 5 miles west and 9.5 miles east of the 026° and 206° bearings from the Targhee, Montana LOM (latitude 44°34'33" N., longitude 111°11'48" W.), extending from 18 miles northeast to 18.5 miles southwest of the LOM; that airspace extending upward from 1,200 feet above the surface within 5 miles each side of the 209° bearing from the LOM extending from the LOM to 41.5 miles southwest of the LOM, and 5 miles each side of the 304° bearing from the LOM extending from the LOM to the east edge of V-343; that airspace extending upward from 10,700 feet MSL within a 29-mile radius of the Targhee LOM extending clockwise from the 081° bearing from the LOM to 5 miles east of the 236° bearing from the LOM and within 5 miles each side of the 236° bearing from the LOM extending from the LOM to 50 miles southwest of the LOM; that airspace extending upward from 12,000 feet MSL within a 35-mile radius of the Targhee LOM extending clockwise from the 026° bearing from the LOM to the 081° bearing from the LOM; that airspace extending upward from 13,000 feet MSL, within a 35-mile radius of the Targhee LOM extending clockwise from the 315° bearing to the 026° bearing from the LOM, excluding that portion that 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 Airport/Facility Directory.

Wetumpka, Ala.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Wetumpka Airport, excluding the portion that coincides with the Montgomery, Ala., transition area.

Weyers Cave, Va.

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of the center (lat. 38°15'49" N., long. 78°53'46" W.) of Shenandoah Valley Airport, Weyers Cave, Va., within 4.5 miles southeast and 9.5 miles northwest of the Shenandoah Valley Airport ILS localizer southwest course, extending from the localizer to 18.5 miles southwest of the OM; within a 7.5-mile radius of the center (lat. 38°21'58" N., long. 78°57'35" W.) of Bridgewater Airpark, Bridgewater, Va., and within 4.5 miles northwest and 6.5 miles southeast of the 210° bearing and the 030° bearing from the Bridgewater RBN (lat. 38°21'56" N., long. 78°57'41" W.), extending from 5.5 miles northeast of the RBN to 11.5 miles southwest of the RBN.

Wharton, Tex.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Wharton Municipal Airport (latitude 29°15'15" N., longitude 96°09'15" W.); within 2.5 miles each side of the Eagle Lake, Tex., VORTAC 162° radial extending from the 5-mile radius to 23.5 miles southeast of the Eagle Lake VORTAC and within 3.5 miles each side of the 153° bearing of the Wharton RBN (latitude 29°15'17" N., longitude 96°09'11" W.) extending from the 5-mile radius to 11.5 miles southeast of the RBN and within 3.5 miles each side of the 324° bearing from the Wharton RBN extending from the 5-mile radius to 11.5 miles northwest of the RBN, excluding the portion within the El Campo, Tex., transition area.

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.

Whitefield, N. H.

That airspace extending upward from 700 feet above the surface within an arc of a 25.5-mile radius circle centered on the Whitefield, NH., Regional Airport (lat. 44°21'53" N., long. 71°33'07" W.) extending clockwise between the 012° and 160° bearings from the Whitefield Airport; within an arc of a 29.5-mile radius circle centered on the Whitefield Airport extending clockwise between the 160° and 218° bearings from the Whitefield Airport; within an arc of a 12.5-mile radius circle centered on the Whitefield Airport extending clockwise between the 218° and 294° bearings from the Whitefield Airport; within an arc of a 24-mile radius circle centered on the Whitefield Airport extending clockwise between the 294° and 337° bearings from the Whitefield Airport; within an arc of a 17-mile radius circle centered on the Whitefield Airport extending clockwise between the 337° and 012° bearings from the Whitefield Airport; within 3.5 miles each side of the 267° bearing from the Dalton, NH., NDB extending from the 12.5-mile radius area to 11.5 miles west of the NDB, excluding that airspace contained within the Berlin, NH., and North Conway, NH., transition areas.

AMENDMENTS 3/21/80 45 F. R. 13054 (Changed)

White Plains, N. Y.

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of the center, 41° 04'00" N., 73°42'33" W., of Westchester County Airport, White Plains, N. Y., extending clockwise from a 047° bearing to a 307° bearing from the airport, within a 10-mile radius of the center of the airport, extending clockwise from a 307° bearing to a 047° bearing from the airport; within 6.5 miles northwest and 4.5 miles southeast of the Carmel, N. Y., VORTAC 245° and 065° radials, extending from 5.5 miles southwest to 11.5 miles northeast of the VORTAC; within 6.5 miles southwest and 4.5 miles northeast of the Westchester County Airport ILS localizer northwest course, extending from 5.5 miles southeast of the OM to 11.5 miles northwest of the OM; within 5 miles each side of the Westchester County Airport ILS localizer northwest course, extending from the 8.5-mile radius area and 10-mile radius area to 12 miles northwest of the OM; within 5 miles each side of the extended centerline of Runway 16, extending from the southeast end of Runway 16 to 13 miles southeast of the southeast end of Runway 16; within 5 miles each side of the Carmel, N. Y., VORTAC 206° radial, extending from the 8.5-mile radius area and 10-mile radius area to the Carmel, N. Y., VORTAC; and within 5 miles each side of the Carmel, N. Y., VORTAC 232° radial, extending from 4 miles southwest to 10 miles southwest of the Carmel, N. Y., VORTAC; 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°20'00" N., 73°44'00" W., to 41°18'00" N., 73°42'00" W., to 41°16'00" N., 73°45'00" W., to 41°20'00" N., 73°49'00" W., to 41°15'00" N., 73°59'30" W., to 41°00'00" N., 73°38'00" W., to 41°00'00" N., 73°54'00" W., to 41°08'10" N., 74°13'00" W., to 41°11'00" N., 74°09'00" W., to 41°12'00" N., 74°00'00" W., to 41°19'00" N., 74°00'00" W., to point of beginning.

Whiteville, N.C.

That airspace extending upwards from 700 feet above the surface within a 6.5-mile radius of Columbus County Municipal Airport (lat. 34°16'23"N., long. 78°42'52"W.); within 3 miles each side of the 231° bearing from the Camp RBN (lat. 34°16'19"N., long. 78°42'55"W.), extending from the 6.5-mile radius area to 8.5 miles southwest of the RBN.

Wichita, Kans.

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of the Wichita, Kans., Mid-Continent Airport (lat. 37°39'09"N., long. 97°25'47"W.) and from 9.5 miles west of the LOC (BC) to Runway 1L extending from 8.5 miles to 15 miles south of the airport to 4.5 miles east of the LOC (FC) to Runway 1R to 6.5 miles east of the 176° radial of the Wichita, Kans., VORTAC facility, extending from the 8.5-mile radius to 15 miles south of the airport; within an 8.5-mile radius of the McConnell AFB (lat. 37°37'26"N., long. 97°15'51"W.); and 2 miles each side of the McConnell AFB ILS localizer south course, extending from the 8.5-mile radius to 13 miles south of the AFB within a 5-mile radius of the Comotara Airpark (lat. 37°44'45"N., long. 97°13'20"W.); and within 2 miles each side of the 344° bearing from the Comotara Airpark extending from the 5-mile radius to 6 miles north; within a 5-mile radius of the Augusta, Kans., Airport (lat. 37°40'21"N., long. 97°04'38"W.), and 3 miles each side of the 116° radial of the Wichita, Kans., VORTAC extending from the 8.5-mile radius of the AFB to 14 miles east of the Cesana Aircraft Field Airport (lat. 37°38'55"N., long. 97°15'01"W.).

Wichita Falls, Tex.

That airspace extending upward from 700 feet above the surface within a 20-mile radius of lat. 33°59'56"N., long. 98°30'25"W., and 3 miles each side of the 177° bearing from the Scotland RBN (lat. 33°47'24"N., long. 98°29'10"W.), extending from the 20-mile radius area to 8.5 miles south of the RBN.

Wildwood, N. J.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center, 39°00'15" N., 74°54'30" W. of Cape May County Airport, Wildwood, N. J.; within 2 miles each side of the Sea Isle, N. J., VORTAC 225° radial, extending from the 6-mile-radius area to the VORTAC and within 2.5 miles each side of a 360° bearing from a point 39°00'15" N., 74°54'30" W., extending from the 6-mile-radius area to 6.5 miles north of said point.

Wilkes-Barre, Pa.

That airspace extending upward from 700 feet above the surface within a 12.5-mile radius of the center, lat. 41°20'18" N., long. 75°43'29" W. of Wilkes-Barre-Scranton Airport, extending clockwise from a 260° bearing to a 355° bearing from the airport; within a 15.5-mile radius of the center of the airport, extending clockwise from a 355° bearing to a 025° bearing from the airport; within a 12.5-mile radius of the center of the airport, extending clockwise from a 025° bearing to a 050° bearing from the airport; within a 17.5-mile radius of the center of the airport, extending clockwise from a 050° bearing to a 210° bearing from the airport; within a 10-mile radius of the center of the airport extending clockwise from a 210° bearing to a 260° bearing from the airport; within 3.5 miles each side of the Wilkes-Barre-Scranton Airport ILS localizer southwest course, extending from the OM to 11.5 miles southwest of the OM; and within 3 miles each side of the Wilkes-Barre-Scranton Airport ILS localizer northeast course, extending from the localizer to 13.5 miles northeast of the localizer, excluding the portions that coincide with the Honesdale, Pa., and Mount Pocono, Pa., transition areas.

Wilkesboro, N. C.

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Wilkes County Airport (lat. 36°08'33" N., long. 81°11'38" W.); within 5 miles north and 3 miles south of the 070° bearing from Wilkesboro RBN (lat. 36°08'36" N., long. 81°11'44" W.), extending from the 8.5-mile radius area to 10 miles east of the RBN.

Williamsburg, Va.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the center, 37°14'20"N., 76°42'59"W., of Williamsburg-Jamestown Airport.

Williamson, N. Y.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the center, lat. 43°14'10" N., long. 77°07'20" W. of Williamson-Sodus Airport, Williamson, N. Y., extending clockwise from a 055° to a 320° bearing from the airport; within a 5-mile radius of the center of the airport extending clockwise from a 320° to a 055° bearing from the airport.

Williamsport, Pa.

That airspace extending upward from 700 feet above the surface within a 20.5-mile radius of the center, 41° 14'32" N., 76°55'12" W. of Williamsport-Lycoming County Airport, extending clockwise from a 025° bearing to a 067° bearing from the airport; within a 14.5-mile radius of the center of the airport, extending clockwise from a 067° bearing to a 145° bearing from the airport; within a 10-mile radius of the center of the airport, extending clockwise from a 145° bearing to a 203° bearing from the airport; within a 20.5-mile radius of the center of the airport, extending clockwise from a 203° bearing to a 316° bearing from the airport; within a 22.5-mile radius of the center of the airport, extending clockwise from a 316° bearing to a 025° bearing from the airport; within 4.5 miles north and 9.5 miles south of the Williamsport-Lycoming County Airport ILS localizer east course, extending from the Picture Rocks, Pa., RBN to 18.5 miles east of the RBN; within 5 miles each side of the Williamsport-Lycoming County Airport ILS localizer east course, extending from the Picture Rocks, Pa., RBN to 13 miles east of the RBN.

Williamston, N. C.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Martin County Airport (lat. 35°51'45" N., long. 77°10'35" W.); within 3 miles each side of the Q18° bearing from the Williamston RBN (lat. 33°51'39" N., long. 77°10'31" W.), extending from the 6.5 mile radius area to 8.5 miles north of the RBN.

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 10-mile radius of the Sloulin International Airport (latitude 48°10'35" N., longitude 103°38'10" W.); within 3½ miles each side of the Williston VOR 316° radial, extending from the 10-mile radius area to 11½ miles northwest of the VOR; and within 3½ miles each side of the 126° bearing from the Sloulin International Airport, extending from the 10-mile radius area to 14½ miles southeast of the airport; and that airspace extending upward from 1,200 feet above the surface within a 13-mile radius of the Williston VOR, lat. 48°15'12"N., long. 103°45'01"W., extending from the Williston VOR 203° radial clockwise to the Williston VOR 088° radial, and within 9.5 miles southwest and 4.5 miles northeast of the Williston VOR 316° radial, extending from the 13-mile radius area to 18.5 miles northwest of the VOR, and within 4.5 miles of the Williston VOR extending clockwise from V-430 to V-439.

Willmar, Minn.

That airspace extending upward from 700 feet above the surface within a 6.5-statute-mile radius of the Willmar Municipal Airport, Willmar, Minn., (lat. 45°06'45"N., long. 95°05'15"W.) and within 3 miles either side of the 091°T bearing and the 279°T bearing from the Willmar, Minn., (ILL) VOR (lat. 45°06'50"N., long. 95°05'12"W.) extending from the 6.5-statute-mile radius zone to 8.5 statute miles.

AMENDMENTS 7/10/80 45 F. R. 36055 (Rewritten)

Willows, Calif.

That airspace extending upward from 700 feet above the surface within 3.5 miles each side of the Maxwell, Calif., VORTAC 360° radial, extending from 3.5 miles to 19.5 miles north of the VORTAC.

Wilmington, Del.

That airspace extending upward from 700 feet above the surface within an 11.5-mile radius of the center 39°40'42"N., 75°36'27"W. of Greater Wilmington Airport, Wilmington, Del., extending clockwise from a 270° bearing to a 030° bearing from the airport; within a 10-mile radius of the center of Greater Wilmington Airport, extending clockwise from a 030° bearing to a 270° bearing from the airport; within 5 miles each side of the New Castle, Del., VORTAC 281° radial, extending from the VORTAC to 16.5 miles west of the VORTAC; within 5 miles each side of the New Castle, Del., VORTAC 111° radial, extending from the VORTAC to 11 miles east of the VORTAC; within a 5-mile radius of the center 39°31'17"N., 75°43'17"W. of Summit Airpark Airport, Middletown, Del.; within 2.5 miles each side of a line bearing 345° from a point 39°23'36"N., 75°40'36"W., extending from said point to the 5-mile radius area centered on Summit Airpark Airport and within 3 miles each side of a 234° bearing from the Greater Wilmington Airport ILS Rwy 1 LOM, extending from the Summit Airpark Airport 5-mile radius area to 13 miles southwest of the LOM.

Wilmington, N. C.

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of New Hanover Airport (latitude 34°16'15" N., longitude 77°54'05" W.).

Wilmington, Ohio

That airspace extending upward from 700 feet above the surface within a 10-mile radius of the Wilmington Industrial Airport (latitude 30°25'45" N., longitude 83°48'00" W.).

Wilson, N. C.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Wilson Municipal Airport (lat. 35°46'00"N., long. 77°58'00"W.); within 3 miles each side of the 223° bearing from the Wilson RBN, extending from the 6.5-mile radius area to 8.5 miles southwest of the RBN; excluding that portion that coincides with the Rocky Mount, N. C., transition area.

Winamac, Ind.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Arens Airport (lat. 41°05'35"N., long. 86°36'45"W.); within 2 miles each side of the Knox VORTAC 173° radial extending from the 5-mile radius area to 10 miles south of the VORTAC, and within 3 miles each side of a 265° bearing from the airport extending from the 5-mile radius area to 8 miles west of the airport.

AMENDMENTS 7/10/80 45 F. R. 36057 (Rewritten)

Winchester, Ind.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Randolph County Airport (lat. 40°10'15"N., long. 84°55'13"W.); within 2.5 miles either side of the 111° bearing extending from the 5-mile radius to 6 miles southeast of the airport, and within 3 miles either side of the 068° bearing extending from the 5-mile radius to 8 miles northeast of the airport.

AMENDMENTS 7/10/80 45 F. R. 36055 (Rewritten)

Winchester, Ky.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Codell Airport (lat. 38°01'21" N., long. 84°13'00" W.); within 2 miles each side of Lexington VORTAC 074° radial, extending from the 5-mile radius area to 8 miles east of the VORTAC.

Winchester, Va.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the center 39° 08'30" N., 78°08'30" W. of Winchester Municipal Airport; within a 9.5-mile radius of the center of the airport extending clockwise from a 187° bearing to a 008° bearing from the airport; within 3.5 miles each side of the Front Royal, Va., VORTAC 223° radial, extending from the VORTAC to 11.5 miles southwest of the VORTAC; within 2.5 miles each side of a 133° bearing from a point 39°08'17" N., 78°08'16" W., extending from said point to 11 miles southeast of said point.

Winder, Ga.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of Winder Airport (lat. 33°58'52" N., long. 83°40'02" W.); within 2 miles each side of Athens VORTAC 277° radial, extending from the 6-mile radius area to 13.5 miles west of the VORTAC.

Window, Minn.

That airspace extending upward from 700 feet above the surface within a 6½-mile radius of the Window Municipal Airport (latitude 43°54'50" N., longitude 95°06'35" W.); and within 9½ miles west and 4½ miles east of the 354° and 174° bearings from the Window Municipal Airport extending from 4 miles south of the airport to 18½ miles north of the airport.

Window Rock, Ariz.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Window Rock Airport (latitude 35°39'29"N. longitude 109°03'28"W) and within 3 miles each side of the Gallup VORTAC 318° radial, extending from the 5-mile radius area to the Gallup VORTAC.

Winnemucca, Nev.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Winnemucca Municipal Airport (lat. 40°53'50"N., long. 117°48'07"W.) and within 9 miles west and 5 miles east of the Winnemucca NDB (lat. 40°53'50"N., long. 117°48'20"W.) 342° bearing, extending from the 5-mile radius area to 11 miles north of the NDB; that airspace extending upward from 1,200 feet above the surface within 5 miles each side of the 342° and 162° bearings extending from the NDB to the southeast edge of V-113 and the north edge of V-6N.

Winner, S. Dak.

That airspace extending upward from 700 feet above the surface within a 7½-mile radius of the Wiley Field (latitude 43°23'25" N., longitude 99°50'40" W.); within three miles each side of the Winner VOR 212° radial extending from the 7½-mile radius area to the VOR; and that airspace extending upward from 1,200 feet above the surface within 9½ miles northwest and 4½ miles southeast of the Winner VOR 032° and 212° radials extending from 5 miles southwest of the VOR to 18½ miles northeast of the VOR; and within 5 miles each side of the Winner VOR 212° radial extending from the VOR to 20 miles southwest of the VOR.

Winnfield, La.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Winnfield NDB (latitude 31°57'46" N., longitude 92°39'25" W.); within 3 miles each side of a 276° bearing from the Winnfield NDB extending from the 5-mile radius area to 8 miles west of the NDB.

Wynnsboro, S. C.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Fairfield County Airport (latitude 34°19'00" N., longitude 81°06'30" W.); within 3 miles each side of the 208° bearing from Wynnsboro RBN (latitude 34°18'56" N., longitude 81°06'41" W.), extending from the 5-mile radius area to 8.5 miles southwest of the RBN.

Wynnsboro, Tex.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Wynnsboro Municipal Airport (latitude 32°56'22" N., longitude 95°16'43" W.) and within 1.5 miles each side of the Quitman, Tex., VORTAC 052° radial extending from the 5-mile radius area to the VORTAC.

Winona, Minn.

That airspace extending upward from 700 feet above the surface within a 12-mile radius of Winona Municipal-Max Conrad Field (latitude 44°04'37" N., longitude 91°42'22" W.); excluding that portion which overlies the La Crosse, Wis., transition area.

Winslow, Ariz.

That airspace extending upward from 700 feet above the surface within a 10.5-mile radius of Winslow Municipal Airport (latitude 35°01'15" N., longitude 110°43'15" W.), and that airspace within an arc of a 10-mile radius circle centered on Winslow VORTAC extending clockwise from a line 4 miles south of and parallel to the Winslow 277° radial to a line 4 miles north of and parallel to the Winslow 292° radial; that airspace extending upward from 1,200 feet above the surface within 9.5 miles north and 16.5 miles south of the Winslow 112° and 292° radials, extending from 15.5 miles east to 19 miles west of the VORTAC.

Winters, Tex.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Winters Municipal Airport (lat. 31°56'45"N., long. 99°59'08"W.) and within 3.5 miles each side of the 187° bearing from the NDB (lat. 31°57'12"N., long. 99°59'00"W.) extending from the 7-mile radius area to 8.5 miles south of the NDB.

AMENDMENTS 1/24/80 44 F. R. 67372 (Added)

Winston-Salem, N. C.

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Smith Reynolds Airport (latitude 36°08'01.3" N., longitude 80°13'22.1" W.); within 3 miles each side of Winston-Salem ILS localizer southeast course, extending from the 8.5-mile radius area to 8.5 miles southeast of the LOM; excluding the portion that coincides with the Greensboro transition area.

Wiscasset, Maine

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 43°57'40" N., 69°42'50" W. of the Wiscasset, Maine, Airport; within 6 miles on the north side and 4 miles on the south side of the 252° and 072° bearings from the Wiscasset, Maine, NDB, 43°58'57" N., 69°38'27" W., extending to 5.5 miles southwest, and 11.5 miles northeast of the NDB; excluding that portion which coincides with the Brunswick, Maine, 700-foot transition area.

Wisconsin

That airspace extending upward from 1,200 feet above the surface within the boundary of the State of Wisconsin.

Wisconsin Rapids, WI.

That airspace extending upward from 700 feet above the surface within a 6½-mile radius of the Alexander Field, Southwood County Airport (latitude 44°21'31" N., longitude 89°50'15" W.); and within 3 miles each side of the 193° bearing from Alexander Field, Southwood County Airport, extending from the 6½-mile radius area to 8 miles south of the airport and within 3 miles each side of the 125° bearing from Alexander Field, Southwood County Airport, extending from the 6½-mile radius to 8 miles southeast of the airport and within 4 miles each side of the Stevens Point VORTAC 230° radial extending from the 6½-mile radius to 13 miles northeast of the airport excluding the portion that overlies the Stevens Point, Wis., transition area.

Wise, Va.

That airspace extending upward from 700 feet above the surface within an 11-mile radius of the center, 36°59'15"N., 82°31'50"W., of Lonesome Pine Airport, Wise, Va., and within 3 miles each side of the 056° bearing from the Wise NDB (37°01'18"N., 82°28'04"W.), extending from the 11-mile radius area to 8.5 miles northeast of the NDB.

Wolf Point, Mont.

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of the Wolf Point, Mont., NDB (lat. 48°06'16"N., long. 105°36'05"W.); and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at lat. 47°50'00"N., long. 105°00'00"W., to lat. 47°50'00"N., long. 106°00'00"W., to lat. 48°20'00"N., long. 106°00'00"W., to lat. 48°20'00"N., long. 105°00'00"W., to the point of beginning.

Woodland, Calif.

That airspace extending upward from 700 feet above the surface within a 3-mile radius of Woodland-Watts Airport (lat. 38°40'30"N., long. 121°52'15"W.) and within 3 miles each side of the Sacramento VORTAC 313° radial, extending from the 3-mile radius area to the Sacramento VORTAC.

Woodruff, Wis.

That airspace extending upward from 700 feet above the surface within a 9-mile radius of Lakeland Airport (latitude 45°55'38" N., longitude 89°43'53" W.).

Woodsfield, Ohio

That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of the Monroe County Airport (latitude 39°46'45" N., longitude 81°06'15" W.).

Wooster, Ohio

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center, lat. 40°52'29" N., long. 81°53'14" W., of Wayne County Airport, Wooster, Ohio, and within 3.5 miles each side of the 090° bearing from the Smithville RBN, lat. 40°52'30" N., long. 81°50'00" W., extending from the 7-mile radius area to 11.5 miles east of the RBN.

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.).

Worland, Wyo.

The airspace extending upward from 700 feet above the surface within 4.5 miles east and 9.5 miles west of the Worland VOR 352° and 172° radials extending from 18.5 miles north to 6 miles south of the VOR; that airspace extending upward from 1,200 feet above the surface, within a 23-mile radius of the VOR.

Worthington, Minn.

That airspace extending upward from 700 feet above the surface within an 8.2-mile radius of the Worthington Municipal Airport (lat. 43°39'17"N., long. 95°35'01"W.).

AMENDMENTS 3/20/80 44 F. R. 76268 (Rewritten)

Wrangell, Alaska

That airspace extending upward from 700 feet above the surface within 2 miles south and 4 miles north of the 087° radial of the Level Island VOR extending from 6 miles east to 30 miles east of the VOR; and within 5 miles southwest and 5 miles northeast of the Wrangell localizer southeast and northwest courses extending from 3 miles southeast to 30 miles northwest of the Wrangell localizer (latitude 56°29'03" N., longitude 132°21'35" W.).

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 9.5-mile radius of the center, 40°02'00"N., 74°21'00"W., of NAEC Lakehurst, Lakehurst, N. J.; within a 13-mile radius of the Navy Lakehurst TACAN, extending clockwise from the Navy Lakehurst TACAN 310° radial to the 148° radial; within 5 miles each side of the Coyle VORTAC 031° radial, extending from the Coyle VORTAC to 13 miles northeast; within 5 miles each side of the Robbinsville VORTAC 148° radial, extending from the Robbinsville VORTAC to 18.5 miles southeast; within 3 miles southwest and 5 miles northeast of the Navy Lakehurst TACAN 148° radial, extending from the TACAN to 14 miles southeast; within 3.5 miles each side of the 050° bearing from the Navy Lakehurst UHF RBN, extending from the RBN to 11.5 miles northeast; within a 5-mile radius of the Trenton-Robbinsville Airport (lat. 40°12'50" N., long. 74°36'05" W.); within 6.5 miles north and 4.5 miles south of the 278° and 098° radials of the Robbinsville VORTAC, extending from 5.5 miles west to 11.5 miles east of the VORTAC; 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 4 miles each side of the Belmar (BLM), N. J., localizer (lat. 40°10'57"N., long. 74°07'14"W.) 315° bearing extending from the Monmouth County Airport 5-mile radius area to 7 miles northwest of the approach end of Runway 14; within a 7-mile radius of lat. 39°55'41"N., long. 74°17'30"W., of Robert J. Miller Air Park, Toms River, N. J.; within 1.5 miles each side of the Coyle, N. J. VORTAC 044° radial extending from the 7-mile radius area to the Coyle VORTAC; within a 6-mile radius of the center of latitude 39°56'30" N., longitude 74°50'30" W. of Burlington County Airpark, Mt. Holly, N. J.

AMENDMENTS 9/4/80 45 F. R. 54027 (Changed)

Wurtsboro, N. Y.

That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of the center, $41^{\circ}35'52''$ N., $74^{\circ}27'32''$ W., of Wurtsboro-Sullivan County Airport, Wurtsboro, N. Y.; within a 9.5-mile radius of the center of the airport, extending clockwise from a 352° bearing to a 016° bearing from the airport; within a 10.5-mile radius of the center of the airport, extending clockwise from a 016° bearing to a 025° bearing from the airport; within a 12-mile radius of the center of the airport, extending clockwise from a 025° bearing to a 036° bearing from the airport; within a 14.5-mile radius of the center of the airport, extending clockwise from a 036° bearing to a 070° bearing from the airport; within an 8.5-mile radius of the center of the airport, extending clockwise from a 070° bearing to a 086° bearing from the airport; within an 8.5-mile radius of the center of the airport, extending clockwise from a 169° bearing to a 192° bearing from the airport; within a 10.5-mile radius of the center of the airport, extending clockwise from a 192° bearing to a 238° bearing from the airport; within a 12-mile radius of the center of the airport, extending clockwise from a 238° bearing to a 310° bearing from the airport; within an 11.5-mile radius of the center of the airport, extending clockwise from a 310° bearing to a 335° bearing from the airport; within a 10-mile radius of the center of the airport, extending clockwise from a 335° bearing to a 352° bearing from the airport; within 4.5 miles north and 6.5 miles south of the Stewart VOR ($41^{\circ}30'30''$ N., $74^{\circ}05'51''$ W.) 288° radial extending from 2.5 miles west to 19.5 miles west of the Stewart VOR; excluding the portions that coincide with the Newburgh, N. Y., and Monticello, N.Y., transition areas. This transition area is effective from sunrise to sunset, daily.

Zenia, Ohio

That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of the Greene County Airport (latitude $39^{\circ}41'30''$ N., longitude $83^{\circ}59'25''$ W.); and within 3.5 miles each side of the 063° bearing from the Greene County Airport extending from the 5.5-mile radius to 14.5 miles northeast of the airport excluding that airspace that overlies the Dayton, Ohio, transition area.

Yakataga, Alaska

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Yakataga Airport (lat. $60^{\circ}04'57''$ N., long. $142^{\circ}29'30''$ W.); within 3 miles each side of the 268° bearing from the Yakataga NDB, extending from the 5-mile radius area to 18 miles west of the NDB.

Yakima, Wash.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Yakima Airport (lat. $46^{\circ}33'35''$ N., long. $120^{\circ}32'25''$ W.), within 5 miles northeast and 10 miles southwest of the Yakima VORTAC 115° and 295° radials, extending from 1 mile northwest to 23 miles southeast of the VORTAC, and within 3.5 miles north and 5 miles south of the ILS localizer west course, extending from 11 to 27 miles northwest of the Donald OM; that airspace extending upward from 1,200 feet above the surface within a 25-mile radius of the Yakima VORTAC, excluding the airspace north of Yakima that overlies the Ellensburg, Wash., Transition Area; that airspace northeast of the 25-mile radius circle bounded on the north by lat. $47^{\circ}00'$, on the east by $120^{\circ}00'$, on the southeast by V-448, and on the northwest by the Ellensburg, Wash., Transition Area; that airspace within 9 miles northeast and 6 miles southwest of the Yakima VORTAC 129° radial, extending from the VORTAC to 33 miles southeast of the VORTAC; and that airspace south of the 25-mile radius circle bounded on the northeast by V-4, on the south by V-520, and on the west by V-25E.

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 Ocean Cape, Alaska, RBN, 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 700-foot transition area to 65 miles southeast of the VORTAC.

Yankton, S. Dak.

That airspace extending upward from 700 feet above the surface within a 9-mile radius of Chan Gurney Municipal Airport (latitude $42^{\circ}54'45''$ N., longitude $97^{\circ}23'15''$ W.); and within $9\frac{1}{2}$ miles northeast and $4\frac{1}{2}$ miles southwest of the Yankton VOR 321° radial extending from the VOR to $18\frac{1}{2}$ miles northwest of the VOR; and that airspace extending upward from 1,200 feet above the surface within $9\frac{1}{2}$ miles northeast and $4\frac{1}{2}$ miles southwest of the Yankton VOR 135° radial extending from the VOR to $18\frac{1}{2}$ miles southeast of the VOR; excluding that portion in the State of Nebraska.

Yazoo City, Miss.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Barrier Field (latitude 32°52'30" N., longitude 90°24'25" W.); within 3 miles each side of the Jackson, Miss., VORTAC 332° radial, extending from the 6.5-mile radius area to 17.5 miles northwest of the VORTAC.

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 5-mile radius of the center, 39°55' 09" N., 76°52'30" W., of the York Airport, York, Pa.; within a 7-mile radius of the center of the airport, extending clockwise from a 069° bearing to a 205° bearing from the airport; within an 8.5-mile radius of the center of the airport, extending clockwise from a 205° bearing to a 244° bearing from the airport; within a 7-mile radius of the center of the airport, extending clockwise from a 244° bearing to a 271° bearing from the airport and within 3.5 miles each side of the 336° and 156° bearings from the Thomasville, Pa., RBN (39°58' 39" N., 76°54'35" W.); extending from the 5-mile radius area to 11.5 miles northwest of the RBN.

Youngstown, Ohio

That airspace extending upward from 700 feet above the surface within a 9-mile radius of the center, lat. 41° 15'28" N., long. 80°40'34" W. of Youngstown Municipal Airport, Youngstown, Ohio; within a 7-mile radius of the center, lat. 41°03'33" N., long. 80°49'55" W. of Youngstown Executive Airport, Youngstown, Ohio; within a 5.5 mile radius of the center, lat. 41°07'45" N., long. 80°37'15" W. of Lansdowne Airport, Youngstown, Ohio; within 3.5 miles each side of the Youngstown VORTAC 358° radial, extending from the Youngstown Municipal Airport 9-mile radius area to 11.5 miles north of the Youngstown VORTAC; within 3.5 miles each side Youngstown Municipal Airport ILS localizer southeast course, extending from the OM to 11.5 miles southeast of the OM; within 4.5 miles each side of the Youngstown VORTAC 203° radial, extending from 9 miles southwest of the VORTAC to 15.5 miles southwest of the VORTAC; within 5 miles each side of the 023° radial of the Youngstown VORTAC extending from the Youngstown Municipal Airport 9-mile radius area to 11.5 miles north of the VORTAC.

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 within a 13-mile radius of the Yuma VORTAC extending from the 11-mile radius area bounded on the west by a line 4 miles west of and parallel to the Yuma VORTAC 351° radial and on the east by longitude 114°30'00" W., within 3 miles each side of the Yuma VORTAC 062° radial, extending from the VORTAC to 16 miles northeast of the VORTAC and within 5 miles north and 6 miles south of the Yuma VORTAC 039° radial, extending from the VORTAC to 20.5 miles east 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 160° radial, extending from the VORTAC to the United States/Mexico border; within six miles each side of the Yuma VORTAC 211° 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; that airspace extending upward from 9,000 feet MSL bounded on the west by the west edge of V-135, on the east by R-2306C, and R-2306A, extending from 20 miles north of the Yuma VORTAC to the arc of an 18-mile radius circle centered on the Blythe, Calif., VORTAC.

Zanesville, Ohio

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Zanesville Municipal Airport (latitude 39°50'40" N., longitude 81°53'20" W.); within 5 miles E and 5 miles W of the Zanesville VOR 222° radial extending from the VOR to 12 miles SW of the VOR.

Zionsville, Ind.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Indianapolis Terry Airport (latitude 40°02'08" N., longitude 86°15'18" W.); within 2 miles either side of the 359° bearing extending from the airport to 6 miles north.

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, excluding the portion within the State of New Mexico.

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 18,000 feet MSL to and including flight level 600 within the 48 contiguous States and District of Columbia excluding the Santa Barbara Island, Farallon Island, and the portion south of lat. 25°04'00" N.

Alaska Positive Control Area

That airspace of the State of Alaska, from 18,000 feet MSL to and including flight level 600 but not including the airspace less than 1,500 feet above the surface of the earth and the Alaska Peninsula west of long. 160°00'00"W.

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.
 Acton, Tex.
 Ainsworth, Nobr.
 Akron, Colo.
 Alamosa, Colo.
 Albany, Ga.
 Albany, N. Y.
 Albuquerque, N. Mex.
 Alexandria, La.
 Alexandria, Minn.
 Allendale, S. C.
 Allentown, Pa.
 Alma, Ga.
 Amarillo, Tex.
 ANZIE: INT Bangor, Maine, 146° radial, centerline of Control 1143.
 Anderson, S. C.
 Anton Chico, N. Mex.
 Appleton, Ohio
 Ardmore, Okla.
 Atlanta, Ga.
 Augusta, Ga.
 Augusta, Maine
 Austin, Tex.
 Avon, Calif.
 Badger, Wis.
 Baker, Oreg.
 Bakersfield, Calif.
 Bangor, Maine
 Bard, Ariz.
 Barretts Mountain, N. C.
 Baton Rouge, La.
 Battle Mountain, Nev.
 Beatty, Nev.
 Beaumont, Tex.
 Bellingham, Wash.
 Bemidji, Minn.
 Berlin, N. H.
 Bible Grove, Ill.
 Bigbee, Miss.
 Big Spring, Texas
 Big Sur, Calif.
 Billings, Mont.
 Binghamton, N. Y.
 Biscayne Bay, Fla.
 Bismarck, N. Dak.
 Bluefield, W. Va.
 Blue Ridge, TX
 Blue Springs, Mo.

Blythe, Calif.
Boise, Idaho.
Bonneville, Utah
Boston, Mass.
Boulder City, Nev.
Bowling Green, Ky.
Boysen Reservoir, Wyo.
Bozeman, Mont.
Bradford, Ill.
Brainerd, Minn.
Bridgeport, Tex.
Brooke, Va.
Brookley, Ala.
Brookwood, Ala.
Brownsville, Tex.
Brunswick, Ga.
Bryce Canyon, Utah
Buckeye, Ariz.
Buffalo, N. Y.
Burley, Idaho
Burlington, Iowa
Burlington, Vt.
Butler, Mo.
Cape Girardeau, Mo.
Capital, Ill.
Carleton, Mich.
Carlsbad, N. Mex.
Carmel, N. Y.
Casa Grande, Ariz.
Casper, Wyo.
Cedar Rapids, Iowa
Centralia, Ill.
Chadron, Nebr.
Champaign, Ill.
Chanute, Kans.
CHARL: Lat. 47°28'21" N., Long. 114°07'19" W. (a. INT Mullan Pass, Idaho, 089°, Kallispell, Mont., 177°
radials. b. Mullan Pass, Idaho, 089° radials, 62 NM from Mullan Pass).
Charleston, S. C.
Charleston, W. Va.
Chattanooga, Tenn.
Cherokee, Wyo.
Chesterfield, S. C.
Cheyenne, Wyo.
Chicago Heights, Ill.
Childress, Tex.
Cimarron, N. Mex.
Cincinnati, Ohio
Cleveland, Ohio
Coaldale, Nev.
Cochise, Ariz.
COFAX: INT Johnstown, Pa., 093°, St. Thomas, Pa., 358° radials.
Coffield, N. C.
Columbia, Mo.
Columbia, S. C.
Columbus, Ga.
Columbus, Nebr.
Columbus, N. Mex.
Concord, N. H.
COOBE: INT Clarion, Pa., 044°, Franklin, Pa., 099° radials.
Corona, N. Mex.
Corpus Christi, Tex.
Cotulla, Tex.
Coyle, N. J.
Crazy Woman, Wyo.
Crescent City, Calif.
Crestview, Fla.
Cross City, Fla.
Cunningham, KY
Cut Bank, Mont.
Dalhart, Tex.
Dallas-Fort Worth, Tex.
Danville, Ill.
Darwin, Minn.
Davenport, Iowa
Dayton, Ohio
Decatur, Ill.
DeLancey, N. Y.
Delta, Utah.
Deming, N. Mex.
Denver, Colo.
Des Moines, Iowa
Dickinson, N. Dak.

Dillon, Mont.
 Dogwood, Mo.
 Douglas, Ariz.
 Douglas, Wyo.
 Dublin, Ga.
 Dubois, Idaho
 Dubuque, Iowa
 Duluth, Minn.
 Dunkirk, N. Y.
 Dupree, S. Dak.
 Dyersburg, Tenn.
 Eagle Lake, Tex.
 Eaton, Miss.
 Eau Claire, Wis.
 EDGE: 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.
 Escanaba, Mich.
 Eugene, Oreg.
Fairfield, Utah
 Fairmont, Minn.
 Falmouth, Ky.
 Fargo, N. Dak.
 Farmington, Minn.
 Farmington, Mo.
 Farmington, N. Mex.
 Fayetteville, N. C.
 Fellows, Calif.
 Pillsore, Calif.
 Findlay, Ohio
 Fish Hook, Fla. RBN
 Flat Rock, Va.
 FLIBB: INT Carmel, N. Y., 093° and Calverton, N. Y., 044° radials.
 FLINT: INT Kessel, W. Va., 038°, Martinsburg, W. Va., 297° radials.
 Flint, Mich.
 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.
 PENDING AMENDMENT
 Front Royal, Va.
 Gage, Okla.
 Gainesville, Fla.
 Garden City, Kans.
 GAREN: INT Goshen, Ind., 108°, Ft. Wayne, Ind., 016° radials.
 GARRI: INT Drummond, Mont., 092° Butte, Mont., 002° radials.
 Gaviota, Calif.
 Gaylord, Mich.
 Gila Bend, Ariz.
 Gill, Colo.
 GILLS: 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.
 Grand Strand, S. C.
 GRANT: INT Columbus, Ga., 066° and Albany, Ga., 357° radials.
 Grantsburg, Wis.
 Grantsville, Md.
 Great Falls, Mont.
 Green Bay, Wis.
 Greensboro, N. C.

AMENDMENTS 12/25/80 45 F. R. 71774 (Revoked)

Greenville, Fla.
 Greenville, Miss.
 Greenwood, Miss.
 Greenwood, S. C.
 Gregg County, Tex.

AMENDMENTS 7/10/80 45 F. R. 31976 (Added)

Gulfport, Miss.
 Gurnison, Colo.
 Guthrie, Tex.
 Hallsville, Mo.
 Hamilton, Ala.
 Hanksville, Utah
 Harcum, Va.
 Harris, Ga., VORTAC
 Harrisburg, Pa.
 Harrison, Ark.
 Hartford, Conn.
 Hastings, Nebr.
 Hayden, Colo.
 Hayes Center, Nebr.
 Hays, Kansas
 Hazen, Nev.

Hector, Calif.
 HEFIM: INT Talladega, Ala., 087°, LaGrange, Ga., 342° radials.

Helena, Mont.
 Hibbing, Minn.
 Hill City, Kans.
 Hinch Mountain, Tenn.
 Hobart, Okla.
 Hobbs, N. Mex.
 Hobby, Tex.
 Hoquiam, Wash.
 Holston Mountain, Tenn.
 Hot Springs, Ark.
 Houghton, Mich.
 Houlton, Maine
 Hudspeth, Tex.
 Hugo, Colo.
 Huron, S. Dak.
 Hutchinson, Kans.
 Imperial, Calif.
 Indianapolis, Ind.
 International Falls, Minn.

Iron Mountain, Mich.
 Ironwood, Mich.
 Jacks Creek, Tenn.
 Jackson, Mich.
 Jackson, Miss.
 Jacksonville, Fla.
 Jamestown, N. Dak.
 Janesville, Wis.
 Joliet, Ill.
 Julian, Calif.
 Junction, Tex.
 Kansas City, Mo.
 Kearney, Nebr.
 Keating, Pa.
 Koeler, Mich.
 Kennebunk, Maine
 Kenton, Del.

AMENDMENTS 3/20/80 45 F. R. 6355 (Added)

Kessel, W. Va.
 Key West, Fla.
 Kimberly, Oregon
 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.
LESSY: 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.
Louisville, Ky.
Lovelock, Nev.
Lubbock, Tex.
Lucin, Utah
Lufkin, Tex.
Lynchburg, Va.
Macon, Ga.
MADDI: INT Greenwood, S. C., 240° and Athens, Ga., 195° radials.
Malad City, Idaho
Malden, Mo.
Manistee, Mich.
Mankato, Kans.
Mankato, Minn.
Mansfield, Ohio
Maples, Mo.
Marianna, Fla.
Marion, Ill.
Marquette, Mich.
Martinsburg, W. Va.
Massena, N. Y.
Mason City, Iowa
McAlester, Okla.
McCall, Idaho
McComb, Miss.
McCook, Nebr.
Medford, Oreg.
Medicine Bow, Wyo.
Menominee, Mich.
Meridian, Miss.
Miami, Fla.
Midland, Tex.
Miles City, Mont.
Milford, Utah
Millinocket, Maine
Millsap, TX
MILTO: INT Eau Claire, Wis., 134°, and Nodine, Minn., 055° radials.
Milton, Pa.
Minneapolis, Minn.
Minot, N. Dak.
Missoula, Mont.
Mitchell, S. Dak.
Modena, Pa.
Moline, Ill.
Monroe, La.
Monroeville, Ala.
Montebello, Va.
Montgomery, Ala.
Mormon Mesa, Nev.
Morgantown, W. Va.
Mount Pleasant, Mich.
Mullan Pass, Idaho
Muncie, Ind.
Muscle Shoals, Ala.
Muskegon, Mich.
Nyton, Utah
Nabb, Ind.
Nantucket, Mass.
Nashville, Tenn.
Needles, Calif.
HELLO: INT Atlanta, Ga., 001°, Chattanooga, Tenn., 127° radials.
Neola, Iowa
Neosho, Mo.

Newcombe, Ky.
Newman, Tex.
New Orleans, La.
Newport, Oreg.
Nodine, Minn.
Norfolk, Nebr.
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.
Orlando, Fla.
Ormond Beach, Fla.
Oshkosh, Wis.
Oswego, Kans.
Ottumwa, Iowa
Pahokee, Fla.
Palacios, Tex.
Palm Beach, Fla.
Palmdale, Calif.
Palm Springs, Calif.
Panoche, Calif.
Paradise, Calif.
Parker, Calif.
Parkersburg, W. Va.
Park Rapids, Minn.
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.
Phillipsburg, Pa.
Phoenix, Ariz.
Pierre, S. Dak.
Pine Bluff, Ark.
Pinon, NM.
Pioneer, OK.
Plainview, Tex.
Plattsburg, N. Y.
Pocatello, Idaho
Pocket City, Ind.
Point Reyes, Calif.
Polo, Ill.
Pomona, Calif.
Pontiac, Ill.
Porterville, Calif.
Portland, Fla. RIN
Portland, Oreg.
Prescott, Ariz.
Presque Isle, Maine
Priest, Calif.
Princeton, Maine
Providence, R. I.
Pueblo, Colo.
Pulaski, Va.
Pullman, Mich.
Quincy, Ill.
Quitman, Tex.
Raleigh-Durham, N. C.
Rapid City, S. Dak.
Ravine, Pa.
Raymond, Nebr.
Razorback, Ark.
Readsville, Mo.
Red Bluff, Calif.
Redmond, Oreg.
Redwood Falls, Minn.
Reno, Nev.
Rewey, Wis.

Rhineland, Wis.
 Roberts, Ill.
 Rochester, Minn.
 Rochester, N. Y.
 Rocket, Ala.
 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.
 Sault Ste. Marie, Mich.
 Savannah, Ga.
 Sayre, Okla.

Schoolcraft, Mich.
 SCIPO: INT Syracuse, N. Y., 210° Georgetown, N. Y., 273° radials.
 Scottsbluff, Nebr.

Scurry, Tex.
 Sea Isle, N. J.
 Seal Beach, Calif.
 Seattle, Wash.
 Selinsgrove, Pa.
 Semmes, Ala.

AMENDMENTS 12/25/80 45 F. R. 71774 (Added)

PENDING AMENDMENT

Shawnee, Va.
 Shelbyville, Ind.
 Sheridan, Wyo.
 Shreveport, La.
 Sidney, Nebr.
 Sioux City, Iowa
 Sioux Falls, S. Dak.
 Snow Hill, Md.
 Sod House, Nev.
 South Bend, Ind.
 South Boston, Va.
 Spokane, Wash.
 Springfield, Mo.
 STACY: INT Glade Spring, Va., 009°, Bluefield, W. Va., 267° radials.
 Stevens Point, Wis.
 Stockton, Calif.

Sugarloaf Mountain, N. C.
 Sulphur Springs, Tex.
 Syracuse, N. Y.
 Tallahassee, Fla.

Tar River
 Texarkana, Ark.
 The Dalles, Oreg.
 Thermal, Calif.
 Thurman, Colo.
 Tidioute, Pa.
 Tiverton, Ohio
 Tobe, Colo.
 Topeka, Kans.
 Traverse City, Mich.

AMENDMENTS 2/19/81 45 F. R. 77417 (Added)

PENDING AMENDMENT
 TRIAD, Tex.
 Troy, Ill.
 Truth or Consequences, N. Mex.
 Tuba City, Ariz.
 Tucson, Ariz.
 Tucuman, 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.
Vulcan, Ala.
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.
Wiregrass, Ala.
Wolbach, Nebr.
Woodside, Calif.
Woodstown, N. J.
Worthington, Minn.
Yakima, Wash.
Yankton, S. Dak.
York, Ky.
Youngstown, Ohio
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.
Badger, Wis.
Bakersfield, Calif.
Bangor, Maine
Bard, Ariz.
Battle Mountain, Nev.
Beckley, W. Va.
Bellair, Ohio
Billings, Mont.
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.
Chardon, Ohio
 Charleston, S. C.
 Charleston, W. Va.
 Cleveland, Ohio
 Coaldale, Nev.
 Columbia, S. C.
 Coyle, N. J.
 Crazy Woman, Wyo.
 Crestview, Fla.
 Dallas-Fort Worth, Tex.

DAVES: INT Yarmouth, Nova Scotia, 230°, Bangor, Maine, 152° radials.

Delta, Utah
 Denver, Colo.
 Des Moines, Iowa
 Dickinson, N. Dak.
 Dove Creek, Colo.
 Dubois, Idaho
 Duluth, Minn.
Dunkirk, N. Y.
 Dupree, S. Dak.
 El Paso, Tex.
 Falmouth, Ky.
 Fargo, N. Dak.
 Farmington, Mo.
 Farmington, N. Mex.
 Fort Stockton, Tex.
 Flat Rock, Va.

Flint, Mich.
 Florence, S. C.
 Fresno, Calif.

PENDING AMENDMENT

Front Royal, Va.
 Garden City, Kans.
 Gila Bend, Ariz.
 Goodland, Kansas
 Gordonsville, Va.
 Grand Junction, Colo.
 Great Falls, Mont.
 Green Bay, Wis.
 Greensboro, N. C.
 Greenwood, Miss.
 Hancock, N. Y.
 Harrisburg, Pa.
 Hector, Calif.
 Hill City, Kans.
 Hobby, Tex.
 Indianapolis, Ind.
 Iowa City, Iowa
 Jackson, Miss.
 Jacksonville, Fla.
 Jamestown, N. Y.
 Joliet, Ill.

AMENDMENTS 12/25/80 45 F. R. 71774 (Revoked)

KANNA: Lat. 26°00'00"N., Long. 96°36'04"W. (INT Hobby, Tex., 198° radial, Houston Oceanic CTA/FIR boundary).

Kansas City, Mo.
Keating, Pa.
 Kennedy, N. Y.
 Key West, Fla.
 Kimberly, Oreg.
 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
 Millsap, Tex.
 Minneapolis, Minn.
 Mission Bay, Calif.
 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.
 Ormond Beach, Fla.
 Palmdale, Calif.
 Parker, Calif.
 Pawnee City, Nebr.
 Peach Springs, Ariz.
Peck, Mich.
 Pembina, N. Dak.
 Pendleton, Oreg.
 Philipsburg, Pa.
 Phoenix, Ariz.
 Plattsburgh, N. Y.
 Pocket City, Ind.
 Presque Isle, Maine
 Pueblo, Colo.
 Pulaski, Va.
 Pullman, Mich.
 Putnam, Conn.
 Raleigh-Durham, N. C.
 Rapid City, S. Dak.
 Razorback, Ark.
 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 Antonio, Tex.
 San Juan, P. R. HIN
 San Simon, Ariz.
 Sault Ste. Marie, Mich.
 Savannah, Ga.
 Scottsbluff, Nebr.
 Seattle, Wash.
Semmes, Ala.
PENDING AMENDMENT
Shawnee, Va.
 Shreveport, La.
 Sidney, Nebr.
 Sioux Falls, S. Dak.
South Bend, Ind.
Sparta, N. J.
 Spartanburg, S. C.
 Spokane, Wash.
 Springfield, Mo.
 Stockton, Calif.
 Syracuse, N. Y.
 Tallahassee, Fla.
 Taylor, Fla.
 Texarkana, Ark.
 Tuba City, Ariz.
 Tucson, Ariz.
 Tulsa, Okla.

AMENDMENTS 12/25/80 45 F. R. 71774 (Added)

Vero Beach, Fla.
 Vulcan, Ala.
 Waco, Tex.
 Walnut Ridge, Ark.
 Westminster, Md.
 Whitehall, Mont.
 Wichita, Kans.
 Wilmington, N. C.
 Wilson Creek, Nev.
 Wink, Tex.
 Wolbach, Nebr.

§ 71.209 Other domestic reporting points.

The reporting points listed below are designated at all altitudes.

ABAO: Lat. 27°00'00" N., Long. 77°34'10" W. (INT of a direct line between Carolina Beach, N. C., RBN and Nassau, Bahamas, RBN, with the 050° bearing from Bimini, Bahamas, RBN.)

ALASK: Lat. 16°49'30" N., Long. 66°32'27" W. (INT Ponce, P. R., 181°, St. Croix, V. I., 243° radials).

ALLBA: Lat. 27°32'05" N., Long. 95°08'52" W. (INT Galveston, Tex., NDB 191°, Corpus Christi, Tex., NDB 097° bearings).

BACUS: Lat. 34°26'41" N., Long. 73°50'36" W. (INT Weeksville, N. C., NDB 133° bearing and New York Oceanic CTA/FIR boundary).

Bimini, Bahamas, RBN.

BOGGY: Lat. 28°15'00" N., Long. 91°27'47" W. (INT New Orleans, La., NDB 208° Galveston, Tex., NDB 110° bearings).

BRINS: Lat. 28°15'00" N., Long. 91°12'34" W. (INT Grand Isle, La., NDB 227°, Galveston, Tex., NDB 108° bearings).

CARPS: Lat. 30°24'07" N., Long. 77°44'00" W. (INT of a direct line between Carolina Beach, N. C., RBN and Nassau, Bahamas, RBN, with the 090° bearing from Dinsmore, Fla., RBN, and with the Jacksonville, Fla., VORTAC 090° radial.)

CATFI: Lat. 28°15'00" N., Long. 90°57'52" W. (INT Grand Isle, La., NDB 220°, Galveston, Tex., NDB 107° bearings).

COVIA: Lat. 27°56'10" N., Long. 84°44'10" W. (INT Sarasota, Fla., 286°, Tallahassee, Fla., 187° radials).

CRABI: Lat. 28°01'14" N., Long. 84°43'24" W. (INT Wakulla, Fla., NDB, 188°, Egmont Key, Fla., NDB 284° bearings).

CROAK: Lat. 36°57'18" N., Long. 73°00'00" W. (a. INT Weeksville, N. C., NDB 073° bearing and New York Oceanic CTA/FIR boundary. b. INT Norfolk, Va., 088° radial, Sea Isle, N. J., 146° radials. c. Norfolk, Va., 088° radial, 154 NM from Norfolk).

DAKES: Lat. 17°03'00" N., Long. 67°00'00" W. (Ponce, Puerto Rico 206°, St. Croix, V. I., 253° radials).

DOLPH: Lat. 28°15'00" N., Long. 90°01'09" W. (INT Grand Isle, La., NDB 177°, Galveston, Tex., NDB 103° bearings).

Dorado, Puerto Rico, NDB

EARNS: Lat. 28°15'00" N., Long. 93°44'55" W. (INT Galveston, Tex., NDB 140°, Grand Isle, La., NDB 255° bearings).

FLASH: Lat. 28°15'00" N., Long. 89°32'02" W. (INT Grand Isle, La., NDB 153°, Pickens, Fla., RBN 223° bearings).

FLORI: Lat. 16°53'47" N., Long. 65°25'56" W. (San Juan, P. R., NDB 149° and St. Croix, V. I., 220° radials).

GATES: Lat. 34°12'53" N., Long. 123°03'27" W. (INT San Luis Obispo, Calif., 242° radial and Oakland Oceanic

HEMLO: Lat. 43°18'08" N., Long. 126°40'46" W. (INT Newport, Oreg., 237° radial and Oakland Oceanic CTA/FIR boundary).

HERIN: Lat. 42°00'09" N., Long. 67°47'30" W. (INT Nantucket, Mass., 066° radial, Long. 67°47'30" W.).

HOBE: Lat. 29°13'10" N., Long. 79°09'38" W. (INT of the 192° bearing from Carolina Beach, N. C., RBN and the Orlando, Fla., VORTAC 070° radials).

IDAHO: Lat. 19°11'09" N., Long. 67°35'45" W. (INT Ramey, P. R. 326°, San Juan, P. R., 296° radials).

OHIO: Lat. 19°53'34" N., Long. 66°46'07" W. (INT Ramey, P. R. 013°, San Juan, P. R., 333° radials).

PERCH: Lat. 33°52'03" N., Long. 119°09'24" W. (INT Los Angeles, Calif., 264°, Ventura, Calif., 200° radials).

Ramey, P. R.

St. Croix, Virgin Islands

San Juan, P. R.

SEDAR: Lat. 45°30'28" N., Long. 126°42'59" W. (INT Hoquiam, Wash., 232° radial and Oakland Oceanic CTA/FIR boundary).

SMELT: Lat. 31°58'38" N., Long. 77°00'00" W. (INT Ashley, S. C. NDB 110° bearing, Long. 77°00'00" W.).

SQUID: Lat. 30°24'40" N., Long. 78°03'42" W. (INT of the 191° bearing from Croatan, N. C., RBN, the 090° bearing from Dinsmore, Fla., RBN, and the Jacksonville, Fla., VORTAC 090° radial.)

TADPO: Lat. 24°00'00" N., Long. 81°13'02" W. (INT Marathon, Fla., NDB 189° bearing, Lat. 24°00'00" N.).

TROUT: Lat. 30°22'35" N., Long. 77°00'00" W. (INT Dinsmore, Fla., NDB 090° bearing, Long. 77°00'00" W.).

UTAH: Lat. 19°34'40" N., Long. 67°13'42" W. (INT San Juan, P. R., 314°, Ramey, P. R., 354° radials).

VERMO: Lat. 20°04'09" N., Long. 66°15'42" W. (INT Ramey, P. R., 027°, San Juan, P. R., 351° radials).

VIPER: Lat. 28°14'17" N., Long. 88°53'08" W. (INT Grand Isle, Ia., NDB 132°, Pickens, Fla., NDB 215° radials).

§ 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, NDB
 Anchorage, Alaska
 Aniak, Alaska, NDB
 Annette Island, Alaska
 Barrow, Alaska
 Barter Island, NDB
 Bear Creek, Alaska, NDB
 Bethel, Alaska
 Bettles, Alaska
 Big Delta, Alaska
 Big Lake, Alaska
 Biorka Island, Alaska
 Bishop, NDB
 Cape Newenham, Alaska, NDB
 CARTS: Lat. 55°41'49" N., Long. 136°34'31" W. (INT Sandspit, British Columbia, Canada, NDB 314°, Sitka, Alaska, NDB 207° bearings).
 Chandalar, Alaska, NDB

Chena, Alaska, NDB
 CLAMS: Lat. 59°53'27" N., Long. 152°16'23" W. (INT Homer, Alaska, 294°, Kenai, Alaska, 217° radials).
 Coghlan Island, Alaska, NDB
 Cold Bay, Alaska
 Cold Bay LOM
 CORVA: Lat. 60°15'32" N., Long. 145°09'28" W. (INT Hinchinbrook, Alaska, NDB 106°, Cordova, Alaska, NDB 151° bearings).
 CRACK: Lat. 57°20'51"N., Long. 159°24'09"W. (INT King Salmon, Alaska, LOM 226°, Port Heiden, Alaska, NDB 314° bearings).
 Deadhorse, Alaska
 Delta Junction, Alaska, NDB
 Dillingham, Alaska
 Dutch Harbor, Alaska, NDB
 Elephant, NDB
 Evansville, NDB
 Fairbanks, Alaska
 Farewell, Alaska, NDB
 FLUKE: Lat. 60°05'48" N., Long. 163°57'49" W. (INT Oscarville, Alaska, NDB 237°, Cape Newenham, Alaska, NDB 327° bearings).
 Fort Davis, Alaska, NDB
 Fort Yukon, Alaska
 FRIED: Lat. 54°13'20"N., long. 133°37'51"W. (INT Nichols, Alaska, NDB 235°, Sandspit, British Columbia, Canada, NDB 314° bearings).
 Galena, Alaska
 GARRS: Lat. 58°19'09" N., Long. 161°20'25" W. (INT King Salmon, Alaska, LOM 262°, Cape Newenham, Alaska, NDB 131° bearings).
 Glenallen, Alaska, NDB
 Gulkana, Alaska
 Haines, Alaska, NDB
 HAZZY: Lat. 56°19'14" N., Long. 134°17'19" W. (INT Sitka, Alaska, NDB 127° and Petersburg, Alaska, NDB 238° bearings).
 HERRY: Lat. 57°50'30" N., Long. 160°20'27" W. (INT King Salmon, Alaska, LOM 246°, Cape Newenham, Alaska, NDB 131° bearings).
 Hinchinbrook, Alaska, NDB
 Homer, Alaska
 Hotham, NDB
 Iliamna, Alaska, NDB
 Johnstone Point, Alaska
 Julius, Alaska, NDB
 Kachemak, Alaska, NDB
 Kenai, Alaska
 King Salmon, Alaska
 King Salmon LOM
 Kodiak, Alaska
 Kotzebue, Alaska
 Level Island, Alaska
 MARIO: Lat. 57°27'53" N., Long. 150°31'44" W. (INT Kodiak, Alaska, 107° radial and Anchorage CTA/FIR boundary).
 McGrath, Alaska
 Middleton Island, Alaska
 MOCHA: Lat. 54°30'13"N., long. 133°01'40"W. (INT Nichols, Alaska, NDB 236°, Sandspit, British Columbia, Canada, NDB 331° bearings).
 Moses Point, Alaska
 Nabesna, Alaska, NDB
 Nenana, Alaska
 Nichols, Alaska, NDB
 Nome, Alaska
 North River, Alaska, NDB
 Northway, Alaska
 Norton Bay, Alaska, NDB
 Ocean Cape, Alaska, NDB
 Oliktok, Alaska, NDB
 Oscarville, Alaska, NDB
 Petersburg, Alaska, NDB
 Peters Creek, NDB
 Puntilla Lake, Alaska, NDB
 Put River, Alaska, NDB
 St. Marys, Alaska, NDB
 Shemya, Alaska, NDB
 SHRIM: Lat. 56°40'57" N., Long. 138°45'53" W. (INT Wessels, Alaska, NDB 122°, Cape Spencer, Alaska, NDB 218° bearings).
 Sisters Island, Alaska
 Sitka, Alaska, NDB
 SKILA: Lat. 60°29'31" N., Long. 150°38'18" W. (INT Anchorage, Alaska, 196°, Homer, Alaska, 027° radials).
 SNOOT: Lat. 57°53'28" N., Long. 141°45'13" W. (INT Wessels, Alaska, NDB 122°, Ocean Cape, Alaska, NDB 213° bearings).
 SOLID: Lat. 58°41'13" N., Long. 148°14'03" W. (INT Kachemak, Alaska, NDB 118° bearing and Anchorage CTA/FIR boundary).
 Sparrevohn, Alaska, NDB
 Summit, Alaska, NDB
 Talotna River, Alaska, NDB
 Tanana, Alaska

TUCKS: Lat. 60°13'43" N., Long. 152°28'08" W. (INT Kenai, Alaska, 239°, Homer, Alaska, 316° radials).
 Umiat NDB
 Unalakleet, Alaska
 Wessels, Alaska, NDB
 WIDTH: Lat. 57°20'35"N., Long. 155°59'16"W. (INT King Salmon, Alaska, LOM 163°, Port Heiden, Alaska, NDB 074° bearings).
 Wildwood, Alaska, NDB
 Woody Island, Alaska, NDB
 Yakutat, Alaska
 Yukon River, NDB
 ZANDA: Lat. 56°09'10" N., Long. 134°44'52" W. (INT Sitka, Alaska, NDB 148° and Petersburg, Alaska, NDB 238° bearings).

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, NDB
 Anchorage, Alaska
 Annette Island, Alaska
 Barrow, Alaska
 Barter Island, NDB
 Bethel, Alaska
 Bettles, Alaska
 Big Delta
 Big Lake, Alaska
 Biorca Island, Alaska
 Browerville, Alaska, NDB
 Cape Newenham, Alaska, NDB
 CARTS: Lat. 55°41'49" N., Long. 136°34'31" W. (INT Sandspit, British Columbia, Canada, NDB 314° bearing, Biorca Island, Alaska, 207° radial).
 Cold Bay, Alaska
 Deadhorse, Alaska
 Dillingham, Alaska
 Dutch Harbor, Alaska, NDB
 Fairbanks, Alaska
 FLUKE: Lat. 60°05'48" N., Long. 163°57'49" W. (INT Oscarville, Alaska, NDB 237°, Cape Newenham, Alaska, NDB 327° bearings).
 FRIED: Lat. 54°13'20"N., long. 133°37'51"W. (INT Nichols, Alaska, NDB 235°, Sandspit, British Columbia, Canada, NDB 314° bearings).
 Fort Yukon, Alaska
 Galena, Alaska
 GARRS: Lat. 58°19'09" N., Long. 161°20'25" W. (INT King Salmon, Alaska, LOM 262°, Cape Newenham, Alaska, NDB 131° bearings).
 Gulkana, Alaska.
 HERRY: Lat. 57°50'30" N., Long. 160°20'27" W. (INT King Salmon, Alaska, LOM 246°, Cape Newenham, Alaska, NDB 131° bearings).
 JIMMY: Lat. 57°19'59"N., Long. 159°22'27"W. (INT King Salmon, Alaska, 226° radial, Port Heiden, Alaska, NDB 314° bearing).
 Johnstone Point, Alaska
 KILLA: Lat. 56°44'58" N., Long. 140°35'39" W. (INT Yakutat, Alaska, 213° radial, Hinchinbrook, Alaska, NDB 118° bearing).
 King Salmon, Alaska.
 Kodiak, Alaska
 Kotzebue, Alaska
 MARLO: Lat. 57°27'53" N., Long. 150°31'44" W. (INT Kodiak, Alaska, 107° radial and Anchorage CTA/FIR boundary).
 McGrath, Alaska
 Middleton Island, Alaska
 MOCHA: Lat. 54°30'13"N., long. 133°01'40"W. (INT Annette Island, Alaska, 237°, Sandspit, British Columbia, Canada, 331° radials).
 Nenana, Alaska
 Nome, Alaska
 Northway, Alaska
 Ocean Cape, Alaska, NDB
 Prudhoe Bay, Alaska, NDB
 Put River, Alaska, NDB
 Saint Paul, Alaska, NDB
 Sisters Island, Alaska
 SNOUT: Lat. 57°53'28" N., Long. 141°45'13" W. (a. INT Wessels, Alaska, NDB 122° bearing, Yakutat, Alaska, 215° radial. b. INT Middleton Island, Alaska, 121°, Yakutat, Alaska, 215° radials. c. INT Middleton Island, Alaska, 121° radial, 171 NM from Middleton Island).
 Unalakleet, Alaska
 Yakutat, Alaska.

§ 71.215 Hawaiian reporting points.

The reporting points listed below are designated at all altitudes.

- BATES: Lat. 20°00'42" N., Long. 153°33'16" W. (Hilo, Hawaii, 078° radial, Honolulu CTA/FIR boundary).
- BROMS: Lat. 21°19'11" N., Long. 158°31'06" W. (INT Honolulu, Hawaii, 269°, Lihue, Hawaii, 130° radials).
- CODDY: Lat. 21°26'16" N., Long. 155°08'30" W. (INT Hilo, Hawaii, 356° radial and Honolulu CTA/FIR boundary).
- CUTLE: Lat. 20°04'48" N., Long. 153°37'46" W. (INT Upolu Point, Hawaii, 093° radial and Honolulu CTA/FIR boundary).
- DOGGY: Lat. 21°55'23"W., Long. 161°19'31"W. (INT South Kauai, Hawaii, 271° radial and Honolulu CTA/FIR boundary).
- EELIC: Lat. 19°27'35" N., Long. 153°18'21" W. (INT Hilo, Hawaii, 099° radial and Honolulu CTA/FIR boundary).
- FISHE: Lat. 21°46'50" N., Long. 155°32'18" W. (INT Molokai, Hawaii, 067°, Upolu Point, Hawaii, 010° radials).
- Hilo, Hawaii
- Honolulu, Hawaii
- Lanai, Hawaii
- Lihue, Hawaii
- LULUS: Lat. 19°43'21" N., Long. 158°00'10" W. (INT Honolulu, Hawaii, 179°, Lanai, Hawaii, 223° radials).
- MAKAI: Lat. 21°01'34" N., Long. 158°01'36" W. (INT Honolulu, Hawaii, 179°, Molokai, Hawaii, 262° radials).
- Maul, Hawaii
- Molokai, Hawaii
- PALMS: Lat. 21°05'15" N., Long. 157°34'28" W. (INT Honolulu, Hawaii, 119° and Molokai, Hawaii, 282° radials).
- PARIS: Lat. 20°10'18" N., Long. 155°13'29" W. (INT Hilo, Hawaii, 336°, Upolu Point, Hawaii, 093° radials).
- POTEN: Lat. 20°47'03" N., Long. 159°28'01" W. (INT Koko Head, Hawaii, 254°, Lihue, Hawaii, 186° radials).
- SHARK: Lat. 22°31'06" N., Long. 156°05'33" W. (INT Koko Head, Hawaii, 050°, Upolu Point, Hawaii, 355° radials).
- SILLS: Lat. 21°17'49" N., Long. 159°31'53" W. (INT Honolulu, Hawaii, 209°, Lihue, Hawaii, 195° radials).
- South Kauai, Hawaii
- TOADS: Lat. 22°46'14" N., Long. 156°41'53" W. (INT Molokai, Hawaii, 015° radial and Honolulu CTA/FIR boundary).
- Upolu, Hawaii
- VANDA: Lat. 22°24'00" N., Long. 161°15'00" W. (INT South Kauai, Hawaii, 288° radial, Long. 161°15'00" W.).

SUBPART J - AREA LOW ROUTES

§71.301 Designation.

The parts of airspace described below are designated as area low routes.

SUBPART K - TERMINAL CONTROL AREAS

§71.401 Designation.

The parts of the airspace described below are designated as terminal control areas. The primary airport or airports for each terminal control area are also designated. Except as otherwise specified, all mileages are nautical miles.

(a) Group I, Terminal Control Areas:

Atlanta, Ga., Terminal Control Area

Primary Airport

The William B. Hartsfield Atlanta International Airport (lat. 33°38'31"N., long. 84°25'34"W.)

Boundaries.

Area A. That airspace extending upward from the surface to and including 12,500 feet MSL, bounded on the east and west by a 7-mile radius of the Atlanta VORTAC, on the south by a line 4 miles south of and parallel to the Runway 09R/27L localizer courses, and on the north by a line 4 miles north of and parallel to the Runway 08/26 localizer courses; excluding the Charlie Brown County Airport Control Zone.

Area B. That airspace extending upward from 2,100 feet MSL to and including 12,500 feet MSL east of Atlanta Hartsfield Airport between the 7- and 9-nautical-mile radius of Atlanta VORTAC, bounded on the south by the Atlanta VORTAC 090° radial and on the north by a line 4 miles north of and parallel to the Runway 08/26 localizer courses.

Area C. That airspace extending upward from 2,500 feet MSL to and including 12,500 feet MSL, bounded on the east and west by a 12-mile radius of the Atlanta VORTAC, on the south by a line 4 miles south of and parallel to the Runway 09R/27L localizer courses, and on the north by a line 4 miles north of and parallel to the Runway 08/26 localizer courses; excluding the Charlie Brown County Airport Control Zone and that airspace contained in Areas A and B.

Area D. That airspace extending upward from 3,500 feet MSL to and including 12,500 feet MSL, bounded on the east and west by a 20-mile radius of the Atlanta VORTAC, on the south by a line 8 miles south of and parallel to the Runway 09R/27L localizer courses, and on the north by a line 8 miles north of and parallel to the Runway 08/26 localizer courses; excluding that airspace contained in Areas A, B, and C.

Area E. That airspace extending upward from 4,000 feet MSL to and including 12,500 feet MSL south of the Atlanta VORTAC 090° and 270° radials, bounded on the east and west by a 25-mile radius of the Atlanta VORTAC, on the south by a line 12 miles south of and parallel to the Runway 09R/27L localizer courses; excluding that airspace from the Atlanta VORTAC 138° radial clockwise to the Atlanta VORTAC 218° radial and within Areas A, C, and D.

Area F. That airspace extending upward from 5,000 feet MSL to and including 12,500 feet MSL, bounded on the east and west by a 25-mile radius of the Atlanta VORTAC, clockwise between a line 12 miles south of and parallel to the Runway 09R/27L localizer courses and the Atlanta VORTAC 138° radial, and clockwise between the Atlanta VORTAC 218° radial and a line 12 miles south of and parallel to the Runway 09R/27L localizer courses; excluding that airspace contained in Areas A, C, D, and E.

Area G. That airspace extending upward from 6,000 feet MSL to and including 12,500 feet MSL within a 25-mile radius of the Atlanta VORTAC north of the Atlanta VORTAC 090° and Atlanta 270° radials, and south of Atlanta VORTAC in an area bounded on the north by a line 8 miles south of and parallel to the Runway 09R/27L localizer courses, on the east by the Atlanta VORTAC 138° radial, on the south by a line 12 miles south of and parallel to the Runway 09R/27L localizer courses, and on the west by the Atlanta VORTAC 218° radial; excluding that airspace clockwise between the Atlanta VORTAC 323° and 091° radials north of a line 12 miles north of and parallel to the Runway 08/26 localizer courses, and that airspace contained in Areas A, B, C, and D.

Area H. That airspace extending upward from 8,000 feet MSL to and including 12,500 feet MSL within a 29-mile radius of the Atlanta VORTAC, and within a 35-mile radius of the Atlanta VORTAC clockwise between the Atlanta VORTAC 118° radial and Atlanta 138° radial and clockwise between the Atlanta VORTAC 218° radial and Atlanta 238° radial; excluding that airspace contained within Areas A, B, C, D, E, F, and G.

Area I. That airspace extending upward from 10,000 feet MSL to and including 12,500 feet MSL within a 35-mile radius of the Atlanta VORTAC, and within a 42-mile radius clockwise between the Atlanta VORTAC 118° radial and Atlanta 138° radial and clockwise between the Atlanta VORTAC 218° radial and Atlanta 238° radial; excluding that airspace contained within Areas A, B, C, D, E, F, G, and H.

Group I, Terminal Control Areas:

Boston, Mass., Terminal Control Area

Primary Airport

Logan International Airport (lat. 42°21'47" N., long. 71°00'19" W.); Boston VORTAC (lat. 42°21'28" N., long. 70°59'38" W.).

Boundaries

Area A. That airspace extending upward from the surface to and including 7,000 feet MSL within an 8-mile radius of the Boston VORTAC.

Area B. That airspace extending upward from 2,000 feet MSL to and including 7,000 feet MSL within a 10.5-mile radius of the Boston VORTAC, excluding Area A.

Area C. That airspace extending upward from 3,000 feet MSL to and including 7,000 feet MSL within a 20-mile radius of the Boston VORTAC, excluding Areas A and B previously described and that airspace within and underlying Area D described hereinafter.

Area D. That airspace extending upward from 4,000 feet MSL to and including 7,000 feet MSL between the 15- and 20-mile radii of the Boston VORTAC extending from the Boston VORTAC 230° radial clockwise to the Boston VORTAC 005° radial.

Chicago, Ill., Terminal Control Area

Primary Airport

Chicago O'Hare International Airport (lat. 41°58'57"N., long. 87°54'25"W.)
Chicago O'Hare VORTAC (lat. 41°59'16"N., long. 87°54'17"W.)

Boundaries.

Area A. That airspace extending upward from the surface to and including 7,000 feet MSL within 5 DME (NM) radius of Chicago O'Hare (ORD) VORTAC from the 347° radial clockwise to the 070° radial then within the 6.5 DME (NM) radius of Chicago O'Hare (ORD) VORTAC from the 070° radial clockwise to the 242° radial thence via a direct line to intercept the 6.5 DME (NM) on the 295° radial, then clockwise via the 6.5 DME (NM) radius to the 347° radial, thence via the 347° radial to the point of origin.

Area B. That airspace extending upward from 1,900 feet MSL to and including 7,000 feet MSL within 10.5 DME (NM) radius of Chicago O'Hare (ORD) VORTAC, excluding Area A previously described and that area bounded on the southeast by a line 2 nautical miles northwest and parallel to the extended centerline of Runway 22R, on the south by the Chicago O'Hare (ORD) VORTAC 5 DME (NM) radius, and southwest by the southwest boundary of Glenview, Ill., control zone, on the north by a 10.5 DME (NM) radius of the Chicago O'Hare (ORD) VORTAC, and excluding Area E described hereinafter.

Area C. That airspace extending upward from 3,000 feet MSL to and including 7,000 feet MSL within 15 DME (NM) radius of Chicago O'Hare (ORD) VORTAC, excluding Areas A and B, previously described, Area E, described hereinafter.

Area D. That airspace extended upward from 3,600 feet MSL to and including 7,000 feet MSL within 25 DME (NM) radius of Chicago O'Hare (ORD) VORTAC, excluding Areas A, B, and C, previously described, Area E described hereinafter, and excluding the area between the 20 and 25 DME (NM) radii of Chicago O'Hare (ORD) VORTAC from a line 7 nautical miles southwest of and parallel to the extended centerline of Runway 32L, clockwise to a line 7 nautical miles southeast of and parallel to the extended centerline of Runway 14R, and excluding the area between the 20 and 25 DME (NM) radii of Chicago O'Hare (ORD) VORTAC from a line 7 nautical miles northwest of and parallel to the extended centerline of Runway 4L clockwise to a line extending from a point on the 20 DME (NM) radius of Chicago O'Hare (ORD) VORTAC 7 nautical miles southwest of the extended centerline of Runway 14R and a point on the 25 DME (NM) radius of Chicago O'Hare (ORD) VORTAC 6 nautical miles southwest of the extended centerline of Runway 14R.

Area E. That airspace northeast of Chicago extending upward from 2,500 feet MSL to and including 7,000 feet MSL bounded on the northeast by the 10.5 DME (NM) radius of Chicago O'Hare (ORD) VORTAC, on the south by the extended centerline of Runway 9/27 at NAS Glenview and on the northwest of and parallel to the extended centerline of Runway 22R at Chicago O'Hare International Airport.

Group I, Terminal Control Areas:

Dallas-Fort Worth, Tex., Terminal Control Area

Primary Airport

Dallas-Fort Worth Airport (lat. 32°53'53" N., long. 97°02'24" W.).

Boundaries.

Area A. That airspace extending from the surface to and including 8,000 feet m.s.l. beginning at latitude 33°00'30" N., longitude 96°59'30" W., thence counterclockwise along a 7-nmi arc of the Dallas-Fort Worth Airport to latitude 32°58'30" N., longitude 97°08'45" W., to latitude 32°55'30" N., longitude 97°05'30" W., to latitude 32°47'30" N., longitude 97°05'30" W., thence counterclockwise along a 7-nmi arc of the Dallas-Fort Worth Airport to latitude 32°51'45" N., longitude 96°54'30" W., to latitude 32°56'00" N., longitude 96°59'30" W., to point of beginning.

Area B. That airspace extending from 2,000 feet m.s.l. to and including 8,000 feet m.s.l., beginning at latitude 33°00'30" N., longitude 96°59'30" W., to latitude 33°02'45" N., longitude 96°59'30" W., thence counterclockwise along a 9-nmi arc of the Dallas-Fort Worth Airport to latitude 33°00'00" N., longitude 97°10'15" W., to latitude 32°58'30" N., longitude 97°08'45" W., thence clockwise along a 7-nmi arc of the Dallas-Fort Worth Airport to the point of beginning; and that airspace beginning at latitude 32°51'45" N., longitude 96°54'30" W., to latitude 32°50'10" N., longitude 96°52'30" W., thence clockwise along a 9-nmi arc of the Dallas-Fort Worth Airport to latitude 32°45'15" N., longitude 97°05'30" W., to latitude 32°47'30" N., longitude 97°05'30" W., thence counterclockwise along a 7-nmi arc of the Dallas-Fort Worth Airport to the point of beginning.

Area C. That airspace extending from 3,000 feet MSL to and including 8,000 feet MSL beginning at lat. 32°51'45"N., long. 96°54'30"W.; to lat. 33°07'15"N., long. 96°54'30"W.; thence counterclockwise along a 15 NM arc of the Dallas-Fort Worth Airport to lat. 33°08'44"N., long. 97°01'47"W.; to lat. 33°11'43"N., long. 97°01'47"W.; to lat. 33°11'30"N., long. 97°11'30"W.; to lat. 32°35'20"N., long. 97°11'30"W.; thence counterclockwise along the 20 NM arc to lat. 32°33'56"N., long. 97°01'47"W.; to lat. 32°38'57"N., long. 97°01'47"W.; thence counterclockwise along the 15 NM arc to lat. 32°45'45"N., long. 96°47'30"W.; thence to the point of beginning, excluding Areas A and B.

Area D. That airspace extending from 4,000 feet MSL to and including 8,000 feet MSL beginning at lat. 32°45'45"N., long. 96°47'30"W.; thence clockwise along a 15 NM arc of the Dallas-Fort Worth Airport to lat. 32°38'57"N., long. 97°01'47"W.; to lat. 32°33'56"N., long. 97°01'47"W.; thence counterclockwise along a 20 NM arc of the Dallas-Fort Worth Airport to lat. 32°42'00"N., long. 96°43'10"W.; to the point of beginning; and that airspace beginning at lat. 33°07'15"N., long. 96°54'30"W.; to lat. 33°12'00"N., long. 96°54'30"W.; to lat. 33°11'43"N., long. 97°01'47"W.; to lat. 33°08'44"N., long. 97°01'47"W.; thence clockwise along the 15 NM arc of the Dallas-Fort Worth Airport to the point of beginning.

Area E. That airspace extending from 5,000 feet m.s.l. to and including 8,000 feet m.s.l., beginning at latitude 33°12'00" N., longitude 96°52'10" W., thence clockwise via a 20-nmi arc of the Dallas-Fort Worth Airport to latitude 33°11'20" N., longitude 97°14'15" W., thence direct to point of beginning, excluding Areas A, B, C, and D.

Los Angeles, Calif., Terminal Control Area

Primary Airport

Los Angeles International Airport (lat. 33°56'25" N., long. 118°24'10" W.)

Boundaries

That airspace up to and including 7,000 feet MSL.

Area A. That airspace extending upward from the surface to 2,500 feet MSL and from 5,000 feet MSL to and including 7,000 feet MSL bounded on the north by Bolona Creek, on the east by the San Diego Freeway, on the south by Imperial Boulevard, and on the west by the Pacific Ocean shoreline.

Area B. That airspace extending upward from the surface to and including 7,000 feet MSL east of Los Angeles Airport bounded on the east by the Los Angeles, Calif., VORTAC 10-mile radius arc, on the south by the Los Angeles VORTAC 091° radial, on the west by the San Diego Freeway and on the north by the Los Angeles VORTAC 061° radial; and that airspace west of Los Angeles Airport bounded on the east by the Pacific Ocean shoreline, on the southeast by the Los Angeles VORTAC 207° radial, on the west by the Los Angeles VORTAC 11-mile radius arc, and on the north by the Santa Monica VOR 270° radial and the Ventura, Calif., VORTAC 107° radial.

Area C. That airspace extending upward from 2,000 feet MSL to and including 7,000 feet MSL east of Los Angeles between the 10- and 15-mile radii of the Los Angeles VORTAC bounded on the north by the Los Angeles VORTAC 061° radial and on the south by the Santa Monica VOR 112° radial; and that airspace west of Los Angeles bounded on the east by the Los Angeles VORTAC 11-mile radius arc and the Los Angeles VORTAC 207° radial, and the south by the Seal Beach, Calif., VORTAC 266° radial, on the west by the Los Angeles VORTAC 20-mile radius arc, and on the north by the Santa Monica VOR 270° radial.

Los Angeles TCA continued on next page.

Group I. Terminal Control Areas:

Area D. That airspace extending upward from 2,500 feet MSL to and including 7,000 feet MSL east and northeast of Los Angeles Airport bounded by a line beginning at the intersection of the Los Angeles VORTAC 061° radial and the San Diego Freeway, thence northwest along the San Diego Freeway to and northeast along the Los Angeles VORTAC 024° and the Santa Monica VOR 057° radials to and east along the Ontario, Calif., VORTAC 288° and the Pomona VORTAC 266° radials to and south along the Los Angeles VORTAC 20-mile radius arc to and west along the Ontario VORTAC 268° radial to and north along the Los Angeles VORTAC 15-mile radius arc to and southwest along the Los Angeles VORTAC 061° radial to the point of beginning.

Area E. That airspace extending upward from 4,000 feet MSL to and including 7,000 feet MSL east of Los Angeles bounded on the east by the Los Angeles VORTAC 25-mile radius arc, on the south by the Ontario VORTAC 268° radial, on the west by the Los Angeles VORTAC 20-mile radius arc, and on the north by the Pomona VORTAC 266° radial; that airspace bounded on the east by the Los Angeles VORTAC 180° radial, on the south by the Seal Beach VORTAC 266° radial, and on the northwest by the Los Angeles VORTAC 207° radial; and that airspace northwest of Los Angeles bounded on the northeast by the Los Angeles VORTAC 320° radial, on the south by the Santa Monica VOR 270° radial and the Ventura VORTAC 107° radial, on the west by the Los Angeles VORTAC 20-mile radius arc, and on the north by the Ventura VORTAC 090° radial.

Area F. That airspace extending upward from 5,000 feet MSL to and including 7,000 feet MSL north of Los Angeles bounded by a line beginning at the intersection of the Ventura VORTAC 090° radial and the Santa Monica VOR 057° radial, thence southwest along the Santa Monica VOR 057° radial to the Los Angeles VORTAC 024° radial, thence southwest along the Los Angeles VORTAC 024° radial to Bolona Creek, thence southwest along Bolona Creek to the Pacific Ocean shoreline, thence northwest along the Los Angeles VORTAC 320° radial to the Ventura 090° radial, thence east along the Ventura 090° radial to the point of beginning; and that airspace southeast of Los Angeles bounded on the southeast by the Los Angeles VORTAC 12-mile radius arc, on the south by the Seal Beach VORTAC 266° radial, on the west by the Los Angeles VORTAC 180° radial and on the north by Areas A, B, and C.

Area G. That airspace extending upward from 6,000 feet MSL to and including 7,000 feet MSL southeast of Los Angeles bounded on the southeast by the Los Angeles VORTAC 25-mile radius arc, on the southwest by the Seal Beach VORTAC 330°/150° radials, and on the north by the Ontario 268° radial.

Miami, Fla., Terminal Control Area

Primary Airport

Miami International Airport (Lat. 25°47'34" N., Long. 80°17'10" W.).

Boundaries

Area A. That airspace extending upward from the surface to and including 7,000 feet MSL within a 6-mile radius of the Miami International Airport, excluding that airspace that is both northeast of the Miami VORTAC (lat. 25°57'47" N., long. 80°27'39" W.) 130° radial and north of lat. 25°52'02" N., (northwest 103rd Street/49th Street in the City of Hialeah), and within and underlying Area F described hereinafter.

Area B. That airspace extending upward from 1,500 feet MSL to and including 7,000 feet MSL within a 10-mile radius of Miami International Airport, excluding that airspace that is both northeast of the Miami VORTAC 130° radial and north of lat. 25°52'02" N., that airspace south of the Biscayne Bay VORTAC (lat. 25°40'17" N., long. 80°10'40" W.) 090° and 270° radials, Area A previously described, and within and underlying Areas C and F described hereinafter.

Area C. That airspace extending upward from 2,000 feet MSL to and including 7,000 feet MSL within an area bounded on the northeast by a 5-statute mile radius arc of the New Tamiami Airport (lat. 25°38'51" N., long. 80°25'59" W.), on the south by the Biscayne Bay VORTAC 270° radial, and on the southwest by a 10-mile radius arc of the Miami International Airport.

Area D. That airspace extending upward from 3,000 feet MSL to and including 7,000 feet MSL within a 20-mile radius of Miami International Airport, excluding that airspace beyond a 15-mile radius of Miami International Airport extending clockwise from the Miami VORTAC 270° radial to the Miami VORTAC 090° radial, and extending clockwise from the Miami VORTAC 150° radial to the Biscayne Bay VORTAC 270° radial, Areas A, B, and C previously described, and within and underlying Areas F and G described hereinafter.

Area E. That airspace extending upward from 4,000 feet MSL to and including 7,000 feet MSL between the 15-mile and 20-mile radii of the Miami International Airport extending clockwise from the Miami VORTAC 270° radial to the Biscayne Bay VORTAC 331° radial.

Area F. That airspace extending upward from but not including 1,000 feet MSL to and including 7,000 feet MSL bounded on the east by a 6-mile radius arc of the Miami International Airport, and on the west by the west shoreline of Biscayne Bay.

Area G. That airspace extending upward from 5,000 feet MSL to and including 7,000 feet MSL south of the Biscayne Bay VORTAC 270° radial, north and east of the 15-mile radius arc of the Miami International Airport and west of U. S. Route 1.

Group I, Terminal Control Areas:

New York, N. Y., Terminal Control Area

Primary Airports

John F. Kennedy International Airport (lat. 40°38'25" N., long. 73°46'41" W.).
 La Guardia Airport (lat. 40°46'36" N., long. 73°52'24" W.).
 Newark International Airport (lat. 40°41'40" N., long. 74°10'02" W.).

Boundaries

That airspace up to and including 7,000 feet MSL.

Area A. That airspace extending upward from the surface to and including 7,000 feet MSL within an 8-mile radius circle of Kennedy (JFK) VORTAC; within a 4-mile radius circle centered at Lat. 40°41'30" N., Long. 74°10'00" W.; and within a 6-mile radius circle of La Guardia (LGA) VOR; excluding the airspace within and below Areas B, D and J hereinafter described and excluding that airspace east of La Guardia Airport bounded by a line beginning at the point of intersection of the LGA VOR 071° radial and the 6-mile arc of the LGA VOR, thence clockwise along the LGA VOR 6-mile arc to the LGA 093° radial, thence westerly to the intersection of the Clearview Expressway with a line extending from the LaGuardia 093° radial 6-mile DME fix to the southern edge of Bowne Park; thence to the southern edge of Leavitts Park; thence direct to the JFK VORTAC 340° radial 9-mile DME fix; direct to the JFK VORTAC 341° radial 10-mile DME fix; thence direct to the point of beginning.

Area B. That airspace extending upward from above 500 feet MSL to and including 7,000 feet MSL within an 8-mile radius circle of JFK VORTAC south of a line beginning at the intersection of the JFK VORTAC 237° radial and the Atlantic Ocean shoreline, thence easterly along the shoreline to its intersection with the JFK VORTAC 125° radial 5-mile DME fix, thence northerly along the 5-mile DME arc to and easterly along the JFK VORTAC 094° radial to the 8-mile radius circle of JFK VORTAC; that airspace within a 6-mile radius circle of LGA VOR bounded by a line beginning at the intersection of the 6-mile radius circle and the LGA VOR 039° radial, thence southwesterly along the LGA VOR 039° radial to and southerly along the Bronx shoreline to the north stanchion of the Throggs Neck Bridge, thence direct to the intersection of the LGA VOR 071° radial and the 6-mile radius circle of LGA VOR, thence counterclockwise along the 6-mile radius circle to the point of beginning; and that airspace between the 4-mile and the 6.5-mile radii of a circle centered at Lat. 40°41'30" N., Long. 74°10'00" W.; excluding that airspace within and below Areas C, D and J hereinafter described.

Area C. That airspace extending upward from above 800 feet MSL to and including 7,000 feet MSL within a 6.5-mile radius circle centered at Lat. 40°41'30" N., Long. 74°10'00" W., and bounded by a line beginning at the point where the 6.5-mile radius circle intersects U. S. Highway No. 1, thence northeast along U. S. Highway No. 1 to its point of intersection with a 4-mile radius circle centered at Lat. 40°41'30" N., Long. 74°10'00" W., at the Esso Research Center, thence direct to the public service powerplant, thence direct to the Staten Island Expressway at its point of intersection with the 4-mile radius circle, thence east via the Staten Island Expressway to Richmond Avenue, thence south along Richmond Avenue to the 6.5-mile radius circle, thence clockwise along the 6.5-mile radius circle to the point of beginning.

Area D. That airspace extending upward from above 1,100 feet MSL to and including 7,000 feet MSL within the 6-mile radius circle of LGA VOR west of the east bank of the Hudson River; that airspace between the east and west banks of the East River southwest of the north end of Roosevelt Island; and that airspace within the 6.5-mile radius circle centered at Lat. 40°41'30" N., Long. 74°10'00" W., east of the Colts Neck VORTAC 012° radial.

Area E. That airspace extending upward from 1,500 feet MSL to and including 7,000 feet MSL within the area bounded by a line beginning at the intersection of the 20-mile radius circle of JFK VORTAC and the JFK VORTAC 208° radial, thence counterclockwise along the 20-mile arc to its intersection with the Long Island shoreline, thence southwest along the Long Island shoreline to and counterclockwise along the 13-mile radius circle of JFK VORTAC to and counterclockwise along the 11-mile radius circle of LGA VOR to the LGA VOR 351° radial, thence direct to the LGA VOR 283° radial at the LGA VOR 17-mile DME fix, thence counterclockwise along a 10-mile radius circle centered at Lat. 40°41'30" N., Long. 74°10'00" W., to its intersection with the Colts Neck VORTAC 005° radial, thence direct to the intersection of the Colts Neck VORTAC 034° radial and the New Jersey shoreline at Sandy Hook, thence south along the New Jersey shoreline to the point of beginning; and that airspace within 2 miles each side of the Newark ILS Runway 4L localizer course, extending from the CHESA outer marker to 6 miles southwest of the outer marker, excluding that airspace within and below Areas A, B, C, and D previously described; and excluding the airspace within and below Areas F and J hereinafter described.

Area F. That airspace extending upward from 1,800 feet MSL to and including 7,000 feet MSL within an area bounded by a line beginning at the intersection of the LGA VOR 337° radial and the Erie Lackawanna Railroad tracks, thence south along the railroad tracks to the east branch of the Hackensack River, thence south and west along the river to the LGA VOR 298° radial, thence direct to the intersection of the six-mile radius circle of LGA VOR and the LGA VOR 264° radial, thence south along the west bank of the Hudson River to its intersection with, then counterclockwise along the 6.5-mile radius circle centered at Lat. 40°41'30" N., Long. 74°10'00" W., to and southwest along the New Jersey Highway Route No. 22 to and clockwise along a 10-mile radius circle centered at Lat. 40°41'30" N., Long. 74°10'00" W., to LGA VOR 283° radial, thence direct to the point of beginning.

Area G. That airspace extending upward from 3,000 feet MSL to and including 7,000 feet MSL within a 20-mile radius circle centered at Lat. 40°41'30" N., Long. 74°10'00" W., within a 20-mile radius circle of JFK VORTAC; and within a 20-mile radius circle of LGA VOR, excluding the airspace within and below Areas A, B, C, D, E, and F previously described and excluding the airspace within and below Areas H and J hereinafter described.
 New York TCA continued on next page.

Group I, Terminal Control Areas:

Area H. That airspace extending upward from 4,000 feet MSL to and including 7,000 feet MSL between the 13- and 20-mile radii circles of JFK VORTAC bounded on the north by the JFK VORTAC 050° radial and on the south by the Long Island shoreline, excluding that airspace north of Hempstead Turnpike and west of the Seaford-Oyster Bay Expressway.

Area J. That airspace extending upward from above 1,200 feet MSL to and including 7,000 feet MSL within a 6.5-mile radius circle centered at Lat. 40°41'30" N., Long. 74°10'00" W., and bounded by a line beginning at the intersection of the 6.5-mile radius circle and the tracks of the Central Railroad of New Jersey, thence eastward along the railroad tracks to their point of intersection with the 4-mile radius circle centered at Lat. 40°41'30" N., Long. 74°10'00" W., thence counterclockwise along the 4-mile radius circle to U. S. Highway No. 1 thence southwest along U. S. Highway No. 1 to the 6.5-mile radius circle, thence clockwise along the 6.5-mile radius circle to the point of beginning; and that airspace beginning at the north stanchion of the Throgs Neck Bridge, thence westerly to the Kennedy VORTAC 341° radial 10-mile DME fix, thence southerly to the Kennedy VORTAC 340° radial 9-mile DME fix, thence direct to the southern edge of Leavitts Park, thence easterly to the intersection of the Clearview Expressway with a line extending from the south edge of Bowne Park to the LaGuardia 093° radial 6-mile DME fix; thence northerly along the Clearview Expressway to the north stanchion of the Throgs Neck Bridge.

San Francisco, Calif., Terminal Control Area

Primary Airport

San Francisco International Airport (latitude 37°37'07" N., longitude 122°22'35" W.), San Francisco LVOR/DME (latitude 37°37'10" N., longitude 122°22'22" W.).

Boundaries

Area A. That airspace extending upward from the surface to and including 8,000 feet MSL within a 7-mile radius of the San Francisco (SFO) VOR extending clockwise from the SFO VOR 247° radial to the SFO VOR 127° radial and within a 5-mile radius of the SFO VOR extending clockwise from the SFO VOR 127° radial to the SFO VOR 247° radial, excluding that airspace within a 3-mile radius of the Oakland VORTAC and excluding that airspace west of the Pacific coast shoreline.

Area B. That airspace extending upward from 1,500 feet MSL to and including 8,000 feet MSL bounded on the northwest by a 5-mile radius arc of the SFO VOR, on the southeast by a 10-mile radius arc of the SFO VOR, on the northeast by the SFO VOR 107° radial, and on the southwest by the SFO VOR 137° radial, excluding that airspace within Area A.

Area C. That airspace extending upward from 2,500 feet MSL to and including 8,000 feet MSL bounded on the northwest by a 10-mile radius arc of the SFO VOR, on the southeast by a 15-mile radius arc of the SFO VOR, on the northeast by the SFO VOR 107° radial, and on the southwest by the SFO VOR 137° radial.

Area D. That airspace extending upward from 4,000 feet MSL to and including 8,000 feet MSL bounded by a line beginning at the 5-mile DME point on the SFO VOR 137° radial thence southeast along the 137° radial to and counterclockwise along a 15-mile DME arc of the SFO VOR to and east along the SFO VOR 107° radial to and clockwise along the 20-mile radius DME arc of the SFO VOR to and northwest along the SFO VOR 167° radial to and counterclockwise along the 5-mile radius DME arc of the SFO VOR to the point of beginning.

Area E. That airspace extending upward from 6,000 feet MSL to and including 8,000 feet MSL bounded by a line beginning at the 5-mile DME point on the SFO VOR 167° radial thence southeast along the 167° radial to and counterclockwise along the 20-mile DME arc of the SFO VOR to and east along the SFO VOR 107° radial to and clockwise along the 25-mile DME arc of the SFO VOR to and northwest along the Point Reyes VORTAC 161° radial to and northeast along the SFO VOR 217° radial to and counterclockwise along the 5-mile DME arc of the SFO VOR to the point of beginning.

Area F. That airspace extending upward from 2,100 feet MSL to and including 8,000 feet MSL bounded by a line beginning at the 10-mile DME point on the SFO VOR 247° radial thence clockwise along the 10-mile DME arc to and west along the SFO VOR 107° radial to and counterclockwise along the 7-mile DME arc of the SFO VOR to and clockwise along the 3-mile DME arc of the Oakland VORTAC to and counterclockwise along the 7-mile DME arc of the SFO VOR to and southwest along the SFO VOR 247° radial to the point of beginning.

Area G. That airspace extending upward from 3,000 feet MSL to and including 8,000 feet MSL between the 10- and 15-mile radii of the SFO VOR from the SFO VOR 247° radial clockwise to the SFO VOR 107° radial, excluding the airspace southwest of the Point Reyes VORTAC 161° radial.

Area H. That airspace extending upward from 4,500 feet MSL to and including 8,000 feet MSL bounded by a line beginning at the intersection of the Sausalito VORTAC 052° radial and the Oakland VORTAC 305° radial thence northeast along the Sausalito VORTAC 052° radial to and clockwise along the 20-mile DME arc of the SFO VOR to and southwest along the SFO VOR 072° radial to and counterclockwise along the 15-mile DME arc of the SFO VOR to and northwest along the Oakland VORTAC 305° radial to the point of beginning.

San Francisco TCA continued on next page.

Group I, Terminal Control Areas:

Area I. That airspace extending upward from 6,000 feet MSL to and including 8,000 feet MSL between the 20- and 25-mile radii of the SFO VOR from the Sausalito VORTAC 052° radial clockwise to the SFO VOR 072° radial, excluding the airspace north of latitude 38°00'00" N.

Area J. That airspace extending upward from 5,000 feet MSL to and including 8,000 feet MSL bounded on the north-east by a 5-mile radius arc of the SFO VOR, on the southeast by the SFO VOR 217° radial, on the southwest by the Point Reyes VORTAC 161° radial, and on the northwest by the SFO VOR 247° radial.

Area K. That airspace extending upward from 1,500 feet MSL to and including 8,000 feet MSL bounded on the west by a 7-mile radius arc of the SFO VOR and on the east by the Pacific coast shoreline.

Washington, D. C. Terminal Control Area

Primary Airports

1. Washington National Airport (lat. 38°51'05" N., long. 77°02'20" W.).
2. Andrews AFB (lat. 38°48'40" N., long. 76°52'05" W.).

Boundaries

Area A. That airspace extending upward from the surface to and including 7,000 feet MSL within a 7-mile radius of the Washington, D. C., VOR and within a 7-mile radius of the Andrews, Md., VORTAC excluding the airspace bounded on the north by lat. 38°45'50" N., on the east by long. 76°54'25" W., on the south by a 7-mile radius circle of the Andrews VORTAC, and on the west by long. 76°59'30" W.; and excluding Prohibited Area P-56.

Area B. That airspace extending upward from 1,500 feet MSL to and including 7,000 feet MSL within a 10-mile radius of the Washington VOR and a 10-mile radius of the Andrews VORTAC, excluding Area A.

Area C. That airspace extending upward from 2,500 feet MSL to and including 7,000 feet MSL between the 10-mile and 15-mile radius circles of the Washington VOR and the Andrews VORTAC, excluding that airspace west of a line from a point on the Nottingham 308° T radial 31.75 nautical miles northwest of the VORTAC to a point on the Nottingham 268° T radial 25.25 nautical miles west of the VORTAC.

SUBPART K - TERMINAL CONTROL AREAS

71.401 Designation.

The parts of the airspace described below are designated as terminal control areas. The primary airport or airports for each terminal control area are also designated. Except as otherwise specified, all mileages are nautical miles.

(b) Group II, Terminal Control Areas:

Cleveland, Ohio, Terminal Control Area

Primary Airport

- Cleveland-Hopkins International Airport (lat. 41°24'37" N., Long. 81°50'56" W.).
Cleveland-Hopkins distance measuring equipment (DME) antenna (lat. 41°24'15" N., Long. 81°51'44" W.).

Boundaries

Area A. That airspace extending upward from the surface to and including 8,000 feet MSL within a 5-mile radius of the Cleveland-Hopkins International Airport DME antenna, excluding that airspace within a 1-mile radius of the Strongsville Airpark (lat. 41°19'25" N., Long. 81°52'00" W.) and Gilbert Airport (lat. 41°22'00" N., long. 81°58'00" W.).

Area B. That airspace extending upward from 1900 feet MSL to and including 8,000 feet MSL within an 8.5-mile radius of the Cleveland-Hopkins International Airport DME antenna excluding Area A previously described, and that airspace within a 2-mile radius of Burke Lakefront Airport (lat. 41°30'45" N., Long. 81°41'15" W.).

Area C. That airspace extending upward from 3,000 feet MSL to and including 8,000 feet MSL within a 15-mile radius of the Cleveland-Hopkins International Airport DME antenna excluding Areas A and B previously described.

Area D. That airspace extending upward from 4,000 feet MSL to and including 8,000 feet MSL within a 20-mile radius of the Cleveland-Hopkins International Airport DME antenna, excluding Areas A, B, and C previously described.

Group II. Terminal Control Areas:

Denver, Colo., Terminal Control Area

Primary Airport

Denver Stapleton International Airport (lat. 39°45'55"N., long. 104°52'46"W.)

Denver VORTAC (lat. 39°48'02.12"N., long. 104°53'12.26"W.)

Denver-Stapleton International distance measuring equipment (DME) antenna (lat. 39°45'21"N., long. 104°53'54"W.)

Boundaries

Area A. That airspace extending upward from the surface to and including 11,000 feet MSL beginning at a point 10 miles north of the Stapleton International DME antenna and 1.5 miles west of the Denver VORTAC 004° radial; thence clockwise along the 10-mile radius arc of the Stapleton International DME antenna to and south parallel 2.5 miles east of the Denver VORTAC 004° radial, to and clockwise along the 7-mile radius area of the Stapleton International DME antenna to and south parallel 4 miles east of the Denver VORTAC 004° radial to and east parallel 3.5 miles north of the Denver VORTAC 093° radial to and clockwise along the 7-mile radius circle of the Stapleton International DME antenna to and west along Colfax Avenue to and south parallel 3.5 miles east of the Denver VORTAC 184° radial to and clockwise along the 7-mile radius arc of the Stapleton International DME antenna to and north parallel 3.5 miles west of the Denver VORTAC 184° radial to and west parallel 5 miles south of the Denver VORTAC 273° radial to and clockwise along the 7-mile radius of the Stapleton International DME antenna to and east parallel 1.5 miles north of the Denver VORTAC 273° radial to and north parallel 1.5 miles west of the Denver VORTAC 004° radial to and clockwise along the 7-mile radius of the Stapleton International DME antenna to and north parallel 1.5 miles west of the Denver VORTAC 004° radial to the point of beginning excluding Prohibited Area P-26.

Area B. That airspace extending upward from 7,000 feet MSL to and including 11,000 feet MSL bounded on the north by the 16-mile point of the Stapleton International DME antenna and 3.5 miles west of the Denver VORTAC 004° radial, then clockwise along the 16-mile radius arc of the Stapleton International DME antenna to and south parallel 4 miles east of the Denver VORTAC 004° radial to and clockwise along the 10-mile radius arc of the Stapleton International DME antenna to and east parallel 1.5 miles north of the Denver VORTAC 093° radial to and clockwise along the 16-mile radius arc of the Stapleton International DME antenna to and west along Colfax Avenue to the 7-mile radius circle of the Stapleton International DME antenna. Thence beginning again at line 8.5 miles south of and parallel to the extended centerline of Runway 26L/8R Stapleton International Airport and 3.5 miles west of the Denver VORTAC 184° radial, thence west parallel 8.5 miles south of the extended centerline of Runway 26L/8R Stapleton International Airport to and clockwise along the 10-mile radius circle of the Stapleton International DME antenna to and north parallel 3.5 miles west of the Denver VORTAC 004° radial to the point of beginning excluding Areas A and C.

Area C. That airspace extending upward from 7,500 feet MSL to and including 11,000 feet MSL bounded on the north by Colfax Avenue, on the east by the 16-mile radius arc of the Stapleton International DME antenna, on the west by Area A and a line parallel 3.5 miles west of the Denver VORTAC 184° radial to and east along a line 8.5 miles south and parallel of the extended centerline of Runway 26L/8R Stapleton International Airport to and southeast bound along the 162° radial of the Denver VORTAC to the 16-mile radius arc of the Stapleton International DME antenna.

Area D. That airspace extending upward from 8,000 feet MSL to and including 11,000 feet MSL within a 16-mile radius of the Stapleton International DME antenna bounded on the west by long. 105°11'00"W. and that airspace east of Denver between the 16-mile and 20-mile radius circles centered on the Stapleton International DME antenna bounded on the north by Interstate 70 and on the west by the 162° radial of the Denver VORTAC excluding Areas A, B, and C.

Area E. That airspace extending upward from 9,000 feet MSL to and including 11,000 feet MSL between the 16-mile and 20-mile radius circles centered on the Stapleton International DME antenna bounded on the north by a line 1.5 miles north of the Denver VORTAC 093° radial and on the south by Interstate 70 and that airspace north of Denver bounded on the west by a line 3.5 miles west of the Denver VORTAC 004° radial and on the east by a line 4 miles east of the Denver VORTAC 004° radial.

Area F. That airspace extending upward from 10,000 feet MSL to and including 11,000 feet MSL between the 16-mile and 20-mile radius circles centered on the Stapleton International DME antenna excluding Areas D and E and that area west of long. 105°11'00"W.

Detroit, Mich., Terminal Control Area

Primary Airport

Detroit Metropolitan Wayne County Airport (lat. 42°13'07" N., long. 83°20'55" W.).

Boundaries

Area A. That airspace extending upward from the surface to and including 8,000 feet MSL within the Detroit, Mich. (Metropolitan Wayne County Airport), control zone.

Area B. That airspace extending upward from 2,300 feet MSL to and including 8,000 feet MSL within a 10-mile radius of Detroit Metropolitan Wayne County Airport excluding Area "A" previously described, that airspace east of the west edge of the Detroit River, and the Detroit, Mich. (Willow Run Airport) control zone.

Area C. That airspace extending upward from 3,000 feet MSL to and including 8,000 feet MSL, within a 16-mile radius of Detroit Metropolitan Wayne County Airport, excluding Areas A and B previously described, that airspace within a 3-mile radius arc of the Salem VORTAC, west of the Salem VORTAC 197° radial, and east of the United States/Canadian Border.

Detroit TCA continued on next page.

Group II, Terminal Control Areas:

Area D. That airspace extending upward from 5,000 feet MSL to and including 8,000 feet MSL south of Detroit Metropolitan Wayne County Airport, bounded on the north by a 16-mile radius arc of the Detroit Metropolitan Wayne County Airport, on the east by the United States/Canadian Border, on the south by a 25-mile radius arc of the Detroit Metropolitan Wayne County Airport, on the west by the Salem VORTAC 197° radial and the Waterville VORTAC 353° radial; and an area north of Detroit Metropolitan Wayne County Airport bounded on the south by a 16-mile radius arc of Detroit Metropolitan Wayne County Airport, on the northwest by the Salem 052° radial, on the northeast by the Windsor VOR 320° radial and on the southeast by the United States/Canadian Border.

Honolulu, Hawaii, Terminal Control Area

Primary Airport

Honolulu International Airport (lat. 21°19'20"N., long. 157°55'27"W.)

Boundaries.

Area A. That airspace extending upward from the surface to and including 9,000 feet MSL within an area bounded by a line beginning at the Honolulu ILS Runway 4R DME (lat. 21°20'01"N., long. 157°54'23"W.), to lat. 21°18'39"N., long. 157°51'15"W.; thence direct to a point on bearing 145°, and 4.5 miles from the ILS Runway 4R DME; thence along the 145° bearing to, and then clockwise along, the 7.5-mile radius arc of the ILS Runway 4R DME to, and along, the Honolulu VORTAC (lat. 21°19'41"N., long. 158°01'56"W.) 179°/359° radial to, and then east along, a line 0.5 miles north of, and parallel to, the ILS Runway 8L localizer course to a point 1.5 miles west of the ILS Runway 4R DME, thence direct to the point of beginning.

Area B. That airspace extending upward from 1,500 feet MSL to and including 9,000 feet MSL between 7.5 miles and 15 miles of the ILS Runway 4R DME and bounded on the east by the Honolulu VORTAC 134° radial and on the west by a line 1.5 miles northwest of, and parallel to, the ILS Runway 4R localizer course, excluding that airspace within Area A.

Area C. That airspace extending upward from 2,000 feet MSL to and including 9,000 feet MSL between 15 miles and 22 miles of the ILS Runway 4R DME and bounded on the northeast by the Koko Head VORTAC (lat. 21°16'06"N., long. 157°42'21"W.) 111° radial and on the west by a line 1.5 miles northwest of, and parallel to, the ILS Runway 4R localizer course.

Area D. That airspace extending upward from 3,000 feet MSL to and including 9,000 feet MSL within 22 miles of the ILS Runway 4R DME, south of a line 0.5 miles north of, and parallel to, the Honolulu VORTAC 293° radial, north of a line 1.5 miles northwest of, and parallel to, the ILS Runway 4R localizer course, and west of the Honolulu VORTAC 179°/359° radial, excluding that airspace within Areas G, H, and I.

Area E. That airspace extending upward from 4,000 feet MSL to and including 9,000 feet MSL within 32 miles of the ILS Runway 4R DME extending from the Honolulu VORTAC 119° radial clockwise to lat. 20°49'00"N., long. 157°46'35"W.; to lat. 20°52'00"N., long. 157°50'00"W.; to lat. 20°48'20"N., long. 157°50'00"W.; thence clockwise along the 32-mile radius arc of the ILS Runway 4R DME to lat. 20°51'30"N., long. 158°10'00"W.; to lat. 21°00'00"N., long. 158°10'00"W.; to lat. 21°00'00"N., long. 158°18'00"W.; to lat. 20°59'02"N., long. 158°19'58"W.; thence clockwise along the 32-mile radius arc of the ILS Runway 4R DME to a line 0.5 miles north of, and parallel to, the Honolulu VORTAC 293° radial, excluding that airspace within Areas A, B, C, D, G, H, I, and J.

Area F. That airspace extending upward from 5,000 feet MSL to and including 9,000 feet MSL bounded by a line 0.5 miles northwest of, and parallel to, the Koko Head VORTAC 050° radial beginning at the Koko Head 291° radial and extending to lat. 21°25'15"N., thence southeast along a 152° heading to, and then along, the 32-mile radius arc of the ILS Runway 4R DME to, and then along, the Honolulu VORTAC 119° radial to a point 22 miles from the ILS Runway 4R DME, thence direct to the point of beginning, excluding that airspace within Areas C and J.

Area G. That airspace extending upward from 1,600 feet MSL to and including 9,000 feet MSL within an area bounded on the north and south by lines 0.5 miles parallel to, and on each side of, the ILS Runway 8L localizer course, on the east by the Honolulu VORTAC 179°/359° radial and, on the west by the 1.1-mile radius arc of the Honolulu VORTAC.

Area H. That airspace extending upward from 1,900 feet MSL to and including 9,000 feet MSL within an area bounded on the north and south by lines 0.5 miles parallel to, and on each side of, the ILS Runway 8L localizer course, on the east by the 1.1-mile radius arc of the Honolulu VORTAC, and on the west by the 1.9-mile radius arc of the Honolulu VORTAC.

Area I. That airspace extending upward from 2,200 feet MSL to and including 9,000 feet MSL within an area bounded on the north and south by lines 0.5 miles parallel to, and on each side of, the ILS Runway 8L localizer course, on the east by the 1.9-mile radius arc of the Honolulu VORTAC, and on the west by the 9-mile radius arc of the Honolulu VORTAC.
Honolulu TCA continued on next page.

FEDERAL REGISTER

Group II, Terminal Control Areas:

Area J. That airspace extending upward from 1,000 feet MSL to and including 9,000 feet MSL within 15 miles of the ILS Runway 4R DME, bounded on the north by a line extending west along the Koko Head VORTAC 111°/281° radial until intersecting, and then proceeding along, the H-1 Freeway to lat. 21°18'39"N., long. 157°51'15"W.; bounded on the west by Area A, and on the south by the Honolulu VORTAC 134° radial.

Area K. That airspace extending upward from the surface to and including 2,000 feet MSL within an area south of the H-1 Freeway, between lat. 21°22'32"N., long. 157°55'40"W.; lat. 21°21'29"N., long. 157°54'00"W.; and lat. 21°18'39"N., long. 157°51'15"W.; east of long. 157°55'40"W., and north of Area A.

AMENDMENTS 11/27/80 45 F. R. 54015 (Added)

Houston, Tex., Terminal Control Area

Primary Airport

Houston Intercontinental Airport (lat. 29°59'08" N., long. 95°20'46" W.).

Boundaries

Humble VORTAC (IAH) (lat. 29°57'24" N., long. 95°20'44" W.).

Area A. That airspace extending upward from the surface to and including 7,000 feet MSL, within 8 miles of the IAH VORTAC, excluding that airspace within and underlying Area D, hereinafter described.

Area B. That airspace extending upward from 1,800 feet MSL to and including 7,000 feet MSL, within a 15-mile radius of the IAH VORTAC, excluding Area A, previously described, that airspace within and underlying Areas C and D described hereinafter and that airspace south of an east-west line extending from the IAH VORTAC 125° radial 20-mile DME point to the IAH VORTAC 233° radial 20-mile DME point.

Area C. That airspace northwest of IAH extending from 3,000 feet MSL to and including 7,000 feet MSL, bounded on the northeast by the IAH VORTAC 313° radial, on the east by the 8-mile DME arc of the IAH VORTAC, on the south by a line 2 miles north of and parallel to the IAH Runway 8L centerline extended, and on the west by the 15-mile DME arc of the IAH VORTAC.

Area D. That airspace extending upward from 4,000 feet MSL to and including 7,000 feet MSL between the 15- and 20-mile radii of the IAH VORTAC and that airspace southwest of the IAH VORTAC bounded on the east by the 7-mile DME arc of the IAH VORTAC, on the southeast by the 215° radial of the IAH VORTAC, on the west by the 15-mile DME arc of the IAH VORTAC, and on the north by the 258° radial of the IAH VORTAC. Excluding that airspace within a 2-mile radius of Lakeside Airport (lat. 29°49'02" N., long. 95°40'29" W.) and that airspace south of an east-west line extending from the IAH VORTAC 125° radial 20-mile DME point to the IAH VORTAC 233° radial 20-mile DME point.

FEDERAL REGISTER

Group II, Terminal Control Areas:

Kansas City, Mo., Terminal Control Area

Primary Airport

Kansas City International Airport (lat. 39°18'18" N., long. 94°42'40" W.).

Boundaries

Area A. That airspace extending upward from the surface to and including 8,000 feet MSL within a 6-mile radius of the Kansas City International Airport, excluding that airspace within a 1-mile radius of the Noah's Ark Airport (lat. 39°13'50" N., long. 94°48'15" W.).

Area B. That airspace extending upward from 2,400 feet MSL to and including 8,000 feet MSL within a 10-mile radius of the Kansas City International Airport excluding Area A, that airspace within a 2-mile radius of the Fairfax Airport (lat. 39°08'49" N., long. 94°36'09" W.) and that airspace within a 1½-mile radius of the Sherman Army Airfield (lat. 39°22'15" N., long. 94°54'45" W.).

Area C. That airspace extending upward from 3,000 feet MSL to and including 8,000 feet MSL within a 15-mile radius of the Kansas City International Airport excluding Area A and Area B.

Area D. That airspace extending upward from 4,000 feet MSL to and including 8,000 feet MSL within a 20-mile radius of the Kansas City International Airport excluding Area A, Area B and Area C.

PENDING AMENDMENT

Kansas City, Mo., Terminal Control Area

Primary Airport

Kansas City International Airport (lat. 39°18'18"N., long. 94°42'40"W.).

Kansas City VORTAC (lat. 39°16'46"N., long. 94°35'28"W.).

Boundaries - Based on arcs/radius of Kansas City International Airport and radials of Kansas City VORTAC.

Area A. That airspace extending upward from the surface to and including 8,000 feet MSL within a 6-mile radius arc of the Kansas City International Airport, excluding that airspace within a 1-mile radius of Noah's Ark Airport (lat. 39°13'50"N., long. 94°48'15"W.), and that area between the 5-mile radius arc and 6-mile radius arc of Kansas City International Airport, bounded on the south by a line parallel to, and 2 miles north of, the Kansas City International Airport Runway 9 ILS localizer course and on the north by a line parallel to, and 2 miles west of, the Runway 19 ILS localizer.

Area B. That airspace extending upward from 2,400 feet MSL to and including 8,000 feet MSL within a 10-mile radius arc of the Kansas City International Airport, excluding that airspace within Area A, that airspace within a 1-1/2-mile radius arc of Sherman Army Airfield (lat. 39°22'10"N., long. 94°54'45"W.) and that airspace in Area D.

Area C. That airspace extending upward from 3,000 feet MSL to and including 8,000 feet MSL within the following subareas - (1) The area between the 10-mile radius arc and 15-mile radius arc of Kansas City International Airport, bounded on the southeast by a line between lat. 39°08'15"N., long. 94°40'58"W.; and lat. 39°03'05"N., long. 94°41'02"W.; and bounded on the north by the Missouri River; (2) The area between the 10-mile radius arc and the 15-mile radius arc of the Kansas City International Airport, bounded on the west by a line between lat. 39°27'35"N., long. 94°47'18"W.; and lat. 39°32'57"N., long. 94°47'10"W.; and on the east by the O10°T radial of Kansas City VORTAC; and (3) The area between the 10-mile radius arc and the 15-mile radius arc of the Kansas City International Airport, bounded on the north by a line between lat. 39°22'00"N., long. 94°30'35"W.; and lat. 39°22'05"N., long. 94°23'57"W.; and on the south by a line between lat. 39°12'12"N., long. 94°32'01"W.; and lat. 39°13'02"N., long. 94°24'12"W.

Area D. That airspace extending upward from 4,000 feet MSL to and including 8,000 feet MSL within the following subareas - (1) The area bounded by the 15-mile radius arc of the Kansas City International Airport and lines between the points defined by the following coordinates: lat. 39°03'05"N., long. 94°41'02"W.; to lat. 39°08'15"N., long. 94°40'58"W.; to lat. 39°11'30"N., long. 94°37'00"W.; to lat. 39°12'12"N., long. 94°32'30"W.; to lat. 39°13'02"N., long. 94°24'12"W.; (2) The area between the 10-mile radius arc and the 15-mile radius arc of the Kansas City International Airport and including airspace within 1-1/2 miles of Sherman Army Airfield which was excluded from Area B, bounded on the southwest by the Missouri River; and on the northeast by a line between lat. 39°27'35"N., long. 94°47'18"W.; and lat. 39°32'57"N., long. 94°47'10"W.; (3) The area between the 10-mile radius arc and the 15-mile radius arc of the Kansas City International Airport, bounded on the west by the O10°T radial of Kansas City VORTAC and bounded on the south by a line between lat. 39°22'00"N., long. 94°30'35"W.; and lat. 39°22'05"N., long. 94°23'57"W.; (4) The area between the 15-mile radius arc and the 20-mile radius arc of the Kansas City International Airport, bounded on the east by a line between lat. 39°03'05"N., long. 94°41'02"W.; and lat. 38°58'02"N., long. 94°43'32"W.; and bounded on the northwest by the 231°T radial of Kansas City VORTAC; (5) The area between the 15-mile radius arc and the 20-mile radius arc of the Kansas City International Airport, bounded on the south by the Kansas City VORTAC 259°T radial and on the north by the Missouri River; and (6) The area between the 15-mile radius arc and the 20-mile radius arc of the Kansas City International Airport, bounded on the west by a line between lat. 39°32'57"N., long. 94°47'10"W.; and lat. 39°38'10"N., long. 94°47'00"W.; and on the east by the Kansas City VORTAC O10°T radial.

Area E. That airspace extending upward from 5,000 feet MSL to and including 8,000 feet MSL within the following subareas - (1) The area between the 15-mile radius arc and the 20-mile radius arc of the Kansas City International Airport, bounded on the northwest by the O10°T radial of Kansas City VORTAC and on the southwest by a line between lat. 39°03'05"N., long. 94°41'02"W.; and lat. 38°58'02"N., long. 94°43'32"W.; (2) The area between the 15-mile radius arc and the 20-mile radius arc of the Kansas City International Airport, bounded on the southeast by the 231°T radial of Kansas City VORTAC and on the north by the 259°T radial of Kansas City VORTAC; and (3) The area between the 15-mile radius arc and the 20-mile radius arc of the Kansas City International Airport, bounded on the southwest by the Missouri River; and bounded on the northeast by a line between lat. 39°32'57"N., long. 94°47'10"W.; and lat. 39°38'10"N., long. 94°47'00"W.

AMENDMENTS 12/25/80 45 F. R. 76654 (Rewritten)

FEDERAL REGISTER

Group II, Terminal Control Areas:

Las Vegas, Nev., Terminal Control Area

Primary Airport:

McCarran International Airport (lat. 36°04'48" N., long. 115°09'08" W.).

Las Vegas VORTAC (lat. 36°04'47" N., long. 115°09'32" W.).

Boundaries: (Based on Las Vegas VORTAC (IAS) arcs, DME distances, and radials).

Area A. That airspace extending upward from the surface to and including 9,000 feet MSL within an area bounded by a line beginning at the 15-mile DME point on the IAS 005° radial, thence clockwise via the 15-mile arc to the 022° radial, thence direct to the 20-mile DME point on the 033° radial, thence northeast along the 033° radial to and southeast along the 22-mile arc to and southwest along the 046° radial to and south along the 7-mile arc to and northwest along the 150° radial to and counterclockwise along the 2-mile radius circle of Henderson Sky Harbor Airport (lat. 35°58'35" N., long. 115°07'55" W.) to and south along the 180° radial to and north along the 6-mile arc to and counterclockwise along the 2.5-mile radius circle of North Las Vegas Air Terminal (lat. 36°12'17" N., long. 115°11'42" W.) to and north along the 005° radial to the point of beginning.

Area B. That airspace extending upward from 3600 feet MSL to and including 9,000 feet MSL between the IAS 7 and 10-mile radii bounded on the North by the 046° radial and on the South by the 150° radial.

Area C. That airspace extending upward from 4,500 feet MSL to and including 9,000 feet MSL within an area bounded by a line beginning at the 15-mile DME point on the IAS 075° radial thence clockwise along the 15-mile arc to and northwest along the 115° radial to and counterclockwise along the 10-mile arc to and east along the 075° radial to the point of beginning.

Area D. That airspace extending upward from 5,500 feet MSL to and including 9,000 feet MSL within an area bounded by a line beginning at the 15-mile point on the IAS 046° radial thence clockwise along the 15-mile arc to and west along the 075° radial to and counterclockwise along the 10-mile arc to and northeast along the 046° radial to the point of beginning.

Area E. That airspace extending upward from 6,500 feet MSL to and including 9,000 feet MSL bounded by a line beginning at the 20-mile DME point on the IAS 055° radial thence clockwise along the 20-mile arc to and west along the 115° radial to and counterclockwise along the 15-mile arc to and northeast along the 055° radial to the point of beginning.

Area F. That airspace extending upward from 6,000 feet MSL to and including 9,000 feet MSL bounded by a line beginning at the 10-mile DME point on the IAS 150° radial thence northwest along the 150° radial to and counterclockwise along the 2-mile radius circle of the Henderson Sky Harbor Airport to and south along the 180° radial to and counterclockwise along the 15-mile arc to and northwest along the 115° radial to and clockwise along the 10-mile arc to the point of beginning.

Area G. That airspace extending upward from 8,000 feet MSL to and including 9,000 feet MSL within an area bounded by a line beginning at the 15-mile DME point on the IAS 155° radial thence southeast along the 155° radial to and clockwise along the 20-mile arc to and north along the 200° radial to and counterclockwise along the 15-mile arc to the point of beginning.

Area H. That airspace extending upward from 5,000 feet MSL to and including 9,000 feet MSL between the IAS 10 and 15-mile radii bounded on the east by the 180° radial and on the northwest by the 235° radial.

Area I. That airspace extending upward from 4,000 feet MSL to and including 9,000 feet MSL between the IAS 6 and 10-mile radii bounded on the east by the 180° radial and on the north by the 275° radial.

Area J. That airspace extending upward from 5,500 feet MSL to and including 9,000 feet MSL between the IAS 10 and 12-mile radii bounded on the south by the 235° radial and on the north by the 275° radial.

Area K. That airspace extending upward from 6,500 feet MSL to and including 9,000 feet MSL between the IAS 12 and 15-mile radii bounded on the south by the 235° radial and on the north by the 275° radial.

Area L. That airspace extending upward from 4,000 feet MSL to and including 9,000 feet MSL within an area bounded by a line beginning at the 15-mile DME point on the IAS 005° radial thence south along the 005° radial to and clockwise along the 2.5-mile radius circle of North Las Vegas Air Terminal until intercepting U. S. Highway 95 2.5 miles southeast of North Las Vegas Air Terminal thence northwest along U. S. Highway 95 to and clockwise along a 15-mile arc to the point of beginning.

Area M. That airspace extending upward from 6,500 feet MSL to and including 9,000 feet MSL within an area bounded by a line beginning at the 20-mile DME point on the IAS 033° radial thence direct to the 15-mile DME point on the IAS 022° radial thence west along the 15-mile arc to and northwest along U. S. Highway 95 to and clockwise along the 20-mile arc to the point of beginning.

Area N. That airspace extending upward from 7,500 feet MSL to and including 9,000 feet MSL bounded by a line beginning at the 36-mile DME point on the IAS 033° radial thence southwest along the 033° radial to and counterclockwise along the 20-mile arc to U. S. Highway 95 direct to the 36-mile DME point on the 005° radial thence clockwise along the 36-mile arc to the point of beginning.

Las Vegas TCA continued on next page.

FEDERAL REGISTER

Group II, Terminal Control Areas:

Area O. That airspace extending upward from 7,000 feet MSL to and including 9,000 feet MSL within an area bounded by a line beginning at the 36-mile DME point on the IAS 055° radial thence southwest along 055° radial to and counterclockwise along the 15-mile arc to and northeast along the 046° radial to and counterclockwise along the 28-mile arc to and northeast along the 033° radial to and clockwise along the 36-mile arc to the point of beginning.

Area P. That airspace extending upward from 5,000 feet MSL to and including 9,000 feet MSL within an area bounded by a line beginning at the 28-mile DME point on the IAS 046° radial thence southwest along the 046° radial to and counterclockwise along the 22-mile arc to and northeast along the 033° radial to and clockwise along the 28-mile arc to the point of beginning.

Minneapolis, Minn., Terminal Control Area

Primary Airport

Minneapolis-St. Paul International Airport (lat. 44°53'03" N., long. 93°12'54" W.).

Boundaries

Area A. That airspace extending upward from the surface to and including 8,000 feet MSL within a 6-mile radius of Minneapolis-St. Paul International Airport Distance Measuring Equipment (DME) Antenna (lat. 44°52'28" N., long. 93°12'21" W.).

Area B. That airspace extending upward from 2,300 feet MSL to and including 8,000 feet MSL within an 8.5-mile radius of Minneapolis-St. Paul International Airport DME antenna excluding Area A previously described.

Area C. That airspace extending upward from 3,000 feet MSL to and including 8,000 feet MSL within a 12-mile radius of Minneapolis-St. Paul International Airport DME Antenna excluding Areas A and B previously described.

Area D. That airspace extending upward from 4,000 feet MSL to and including 8,000 feet MSL within a 20-mile radius of Minneapolis-St. Paul International Airport DME antenna excluding Areas A, B, and C previously described.

New Orleans, La., Terminal Control Area

Primary Airport

New Orleans International Airport-Moisant Field (lat. 29°59'30" N., long. 90°15'37" W.).

Boundaries

Area A. That airspace extending upward from the surface to and including 7,000 feet MSL within a 7-mile radius of the New Orleans International Airport-Moisant Field, and within a 1.5-mile radius of the ILS Runway 10 outer compass locator (lat. 30°01'30" N., long. 90°23'59" W.) excluding that airspace north of the south shore of Lake Pontchartrain, that airspace within and underlying Area C described hereinafter, and that airspace $\frac{1}{2}$ nautical mile either side of a line extending from lat. 30°01'09" N., long. 90°07'47" W., to lat. 29°59'30" N., long. 90°15'37" W., to lat. 30°03'36" N., long. 90°22'10" W.

Area B. That airspace extending upward from 600 feet MSL to and including 7,000 feet MSL north of the south shore of Lake Pontchartrain within a 7-mile radius of the New Orleans International Airport-Moisant Field excluding that airspace $\frac{1}{2}$ nautical mile either side of a line extending from lat. 30°01'09" N., long. 90°07'47" W., to lat. 29°59'30" N., long. 90°15'37" W., to lat. 30°03'36" N., long. 90°22'10" W.

Area C. That airspace extending upward from 1,000 feet MSL to and including 7,000 feet MSL within an area bounded by a line beginning 7 miles southwest of the New Orleans International Airport-Moisant Field on the north shore of the Mississippi River, thence east along the Mississippi River north shore to and southeast along a line $\frac{1}{2}$ mile east of and parallel to the Sellers Field Runway 16/34 extended centerline, to and southwest along the Southern Pacific Railroad track to and counterclockwise along a 4-mile radius of the New Orleans International Airport-Moisant Field to and east along the north shore of the Mississippi River to and southeast along the Harvey 300°T (295°M) radial to and clockwise along the 7-mile radius of the New Orleans International Airport-Moisant Field to the point of beginning.

Area D. That airspace extending upward from 2,000 feet MSL to and including 7,000 feet MSL within a 15-mile radius of the New Orleans International Airport-Moisant Field excluding Areas A, B, and C previously described, Area F described hereinafter, the airspace within the New Orleans Lakefront Airport Control Zone which lies within a 15-mile radius of the New Orleans International Airport-Moisant Field, and the airspace within a 5-statute mile radius of NAS New Orleans-Alvin Callender Field (lat. 29°49'40" N., long. 90°01'25" W.).

Area E. That airspace extending upward from 4,000 feet MSL to and including 7,000 feet MSL within a 20-mile radius of the New Orleans International Airport-Moisant Field, excluding Areas A, B, C, and D previously described and Area F described hereinafter.

Area F. That airspace extending upward from the surface to 1,000 feet MSL and from 2,000 feet MSL to 7,000 feet MSL $\frac{1}{2}$ -nautical mile either side of a line extending from lat. 30°01'09" N., long. 90°07'47" W., to lat. 29°59'30" N., long. 90°15'37" W., to lat. 30°03'36" N., long. 90°22'10" W., excluding that airspace below 600 feet MSL north of the south shore of Lake Pontchartrain.

FEDERAL REGISTER

Group II, Terminal Control Areas:

Philadelphia, Pa., Terminal Control Area

Primary Airport

Philadelphia International Airport (lat. 39°52'23" N., Long. 75°14'59" W.).

Boundaries.

Area A. That airspace extending upward from the surface to and including 7,000 feet MSL within a 6-mile radius of the Philadelphia International Airport, excluding that airspace within and underlying Areas B and C.

Area B. That airspace extending upward from 300 feet MSL to and including 7,000 feet MSL, beginning at the east tip of Tinicum Island, along the south shore of Tinicum Island to the westernmost point, thence direct to the outlet of Darby Creek at the north shore of the Delaware River, thence along the north shore of the river to Chester Creek, thence eastward direct to Thompson Point, thence eastward along the south shore of the Delaware River to Bramell Point, thence direct to the point of beginning.

Area C. That airspace extending upward from 600 feet MSL to and including 7,000 feet MSL, beginning at Bramell Point, along the south shore of the Delaware River to Thompson Point, thence direct to the outlet of Chester Creek at the Delaware River, thence southwestward along the north shore of the Delaware River, to the 6-mile arc of the Philadelphia International Airport, thence counterclockwise along the 6-mile arc to Kings Highway (Route 551), thence northward direct to Bramell Point.

Area D. That airspace extending upward from 1,500 feet MSL to and including 7,000 feet MSL within an 11-mile radius of the Philadelphia International Airport, excluding Areas A, B, and C.

Area E. That airspace extending upward from 3,000 feet MSL to and including 7,000 feet MSL within a 15-mile radius of Philadelphia International Airport, excluding that airspace southeast of a line extending from lat. 39°32'50" N., long. 75°10'30" W., to lat. 40°00'00" N., long. 74°50'45" W., and Areas A, B, C, and D.

Area F. That airspace extending upward from 4,000 feet MSL to and including 7,000 feet MSL within a 20-mile radius of Philadelphia International Airport, excluding that airspace southeast of a line extending through lat. 39°32'50" N., long. 75°10'30" W., and lat. 40°00'00" N., long. 74°50'45" W., and Areas A, B, C, D and E.

Pittsburgh, Pa., Terminal Control Area

Primary Airport

Greater Pittsburgh Airport (Latitude 40°29'37"N., Longitude 80°13'54"W.)

Boundaries. (Based on Latitude 40°29'12"N., Longitude 80°14'03"W.)

Area A. That airspace extending upward from the surface to and including 8,000 feet MSL within the Pittsburgh, Pa. (Greater Pittsburgh) Control Zone.

Area B. That airspace extending upward from 2,500 feet MSL to and including 8,000 feet MSL within a 10-mile radius of Latitude 40°29'12"N., Longitude 80°14'03"W., excluding Area A.

Area C. That airspace extending upward from 3,000 feet MSL to and including 8,000 feet MSL between the 10-mile and 12.5-mile radii of Lat. 40°29'12"N., Long. 80°14'03"W., extending from the 076° bearing clockwise to the 106° bearing excluding Areas A and B; between the 10-mile and 12-mile radii of Lat. 40°29'12"N., Long. 80°14'03"W., extending from the 117° bearing clockwise to the 147° bearing excluding Areas A and B; between the 10-mile and 14-mile radii of Lat. 40°29'12"N., Long. 80°14'03"W., extending from the 259° bearing clockwise to the 288° bearing excluding Areas A and B.

Area D. That airspace extending upward from 4,000 feet MSL to and including 8,000 feet MSL within a 20-mile radius of Lat. 40°29'12"N., Long. 80°14'03"W., and between the 20-mile and 30-mile radii of Lat. 40°29'12"N., Long. 80°14'03"W., extending from the 076° bearing clockwise to the 106° bearing and from the 259° bearing clockwise to the 288° bearing; excluding Areas A, B and C.

St. Louis, Mo., Terminal Control Area

Primary Airport

St. Louis International Airport (lat. 38°44'54"N., long. 90°21'47"W.).

Boundaries.

Area A. That airspace extending upward from the surface to and including 8,000 feet MSL within a 6-mile radius arc of the St. Louis International Airport ASR Antenna (lat. 38°44'25"N., long. 90°22'14"W.), excluding that airspace within a 2-mile radius arc of the Creve Coeur Airport (lat. 38°43'35"N., long. 90°30'35"W.).

Area B. That airspace extending upward from 2,000 feet MSL to and including 8,000 feet MSL within a 10-mile radius arc of the St. Louis International Airport ASR Antenna, excluding Area A and excluding the area south of the Foristell WORTAC 093° radial.

St. Louis TCA continued on next page.

FEDERAL REGISTER

Group II, Terminal Control Areas:

Area C. That airspace extending upward from 3,000 feet MSL to and including 8,000 feet MSL within a 15-mile radius arc of the St. Louis International Airport ASR Antenna, and that area which lies south of the Foristell VORTAC 093° radial which is contained within the 10-mile radius arc of the St. Louis International Airport ASR Antenna, excluding Areas A and B, and excluding the area within and underlying Area E.

Area D. That airspace extending upward from 4,500 feet MSL to and including 8,000 feet MSL between the 15-mile and 20-mile radii arcs of the St. Louis International Airport ASR Antenna, excluding an area bounded on the east by a line 5 miles northwest of and parallel to the St. Louis International Airport Runway 24 ILS localizer northeasterly course, counterclockwise to a line 8 miles south of and parallel to the St. Louis International Airport Runway 12R ILS localizer northwesterly course, and excluding an area bounded on the south by a line 5 miles south of and parallel to the St. Louis International Airport Runway 6 localizer southwesterly course, counterclockwise to a line 8 miles north of and parallel to the St. Louis International Airport Runway 30L ILS localizer southeasterly course.

Area E. That airspace extending upward from 3,600 feet MSL to and including 8,000 feet MSL within a 15-mile radius arc of the St. Louis International Airport ASR Antenna, bounded on the northwest by the Troy VORTAC 229° radial, and on the west by a line extending from lat. 38°35'00"N., long. 90°12'00"W., to lat. 38°10'00"N., long. 90°07'00"W.

Area F. That airspace extending upward from 4,500 feet MSL to and including 8,000 feet MSL in two areas: (1) Within 8 miles of each side of the St. Louis International Airport Runway 12R ILS localizer northwesterly course extending outward from the 15-mile radius arc to the 25-mile radius arc of the St. Louis International Airport ASR Antenna; and (2) Within 8 miles of each side of the St. Louis International Airport Runway 30L ILS localizer southeasterly course extending outward from the 15-mile radius arc to the 25-mile radius arc of the St. Louis International Airport ASR Antenna.

AMENDMENTS 11/27/80 45 F. R. 70853 (Rewritten)

San Diego, Calif., Terminal Control Area

Primary Airports

1. San Diego, Calif., (Lindbergh Field), (lat. 32°43'58"N., long. 117°11'14"W.).
2. Miramar NAS, Miramar, Calif., (lat. 32°52'30"N., long. 117°08'15"W.).

Boundaries

Based on the Mission Bay VORTAC ("Mission Bay":M2B) (lat. 32°45'57"N., long. 117°13'29"W.) arcs, DME distances, and radials and the Miramar NAS TACAN (lat. 32°52'11"N., long. 117°09'14"W.).

Southern boundary of the San Diego TCA is 3 nautical miles north of the United States/Mexico border beginning at lat. 32°33'00"N., long. 117°31'00"W., and extending to lat. 32°38'30"N., long. 116°29'00"W.; the United States/Mexico border is referred to as "the border."

Area A. That airspace extending upward from the surface to and including 12,500 feet MSL within an area bounded on the west by a 5-nautical-mile radius arc of Mission Bay, on the east by a 10-mile radius arc of Mission Bay, on the north by the Mission Bay 325° and 099° radials and on the south by an extension of the Lindbergh Field/NAS North Island Control Zone line, excluding that airspace from 3,300 feet to 4,700 feet MSL in an area beginning at the Mission Bay 099° radial and bounded on the west by Interstate 5 south to Interstate 8 thence direct to lat. 32°44'15"N., long. 117°12'30"W., direct to lat. 32°41'00"N., long. 117°10'45"W., to intercept and proceed along the Silver Strand Highway to the Mission Bay 10-mile radius arc, and on the east via Highway 163 south to Interstate 5 thence south via Interstate 5 to the Mission Bay 10-mile radius arc.

Area B. That airspace extending upward from 1,800 feet MSL to and including 12,500 feet MSL between the Mission Bay 10-mile and 15-mile radii arcs bounded on the north by the Mission Bay 099° radial and on the south by an extension of the Lindbergh Field/NAS North Island Control Zone line.

Area C. That airspace extending upward from 3,500 feet MSL to and including 12,500 feet MSL between the Mission Bay 15-mile and 20-mile radii arcs bounded on the north by a line between the Mission Bay 099° and 090° radials and on the south by the Lindbergh Field/NAS North Island Control Zone line extension to 3 miles north of the border thence via the Mission Bay 17.8-mile radius arc to the Mission Bay 120° radial thence east to the Mission Bay 115° radial and the 20-mile radius arc intersection.

Area D. That airspace extending upward from 4,800 feet MSL to and including 12,500 feet MSL between the Mission Bay 20-mile and 23-mile radii arcs bounded on the north by a line between the Mission Bay 090° and 087° radials and on the south from the 23-mile radius arc intersection at 3 miles north of the border, to the Mission Bay 115° radial at the 20-mile radius arc intersection.

Area E. That airspace extending upward from 5,800 feet MSL to and including 12,500 feet MSL between the Mission Bay 23-mile and 28-mile radii arcs bounded on the north by a line between the Mission Bay 081° and 084° radials and on the south by the line 3 miles north of the border.

San Diego TCA continued on next page.

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Group II. Terminal Control Areas:

Area F. That airspace extending upward from 7,800 feet MSL to and including 12,500 feet MSL between the Mission Bay 28-mile radius arcs and by a line 3 miles north of the border to long. 116°29'00"W., then along long. 116°29'00"W., to lat. 32°58'00"N., bounded on the north by a line between the Mission Bay 084° radial and the Mission Bay 068° radial/36.5 DME fix and by a line between the Mission Bay 068° radial/36.5 DME fix and lat. 32°58'00"N.

Area G. That airspace extending upward from 7,800 feet MSL to and including 12,500 feet MSL bounded on the west by a line from the Mission Bay 17.8-mile radius arc between Lindbergh Field/NAS North Island Control Zone line extension intersecting 3 miles north of the border and the Mission Bay 120° radial, on the north by a line between the Mission Bay 120° radial/17.8 DME fix and the Mission Bay 115° radial/20 DME fix, on the east by a line between the Mission Bay 115° radial/20 DME fix and Mission Bay 23-mile radius arc at the 3-mile line north of the border and on the south by the 3-mile line north of the border.

Area H. That airspace extending upward from 5,800 feet MSL to and including 12,500 feet MSL bounded on the west by a line between lat. 32°33'00"N., long. 117°30'45"W., and lat. 32°43'33"N., long. 117°36'32"W., to an extension of the Lindbergh Field/NAS North Island Control Zone line at the Mission Bay 10-mile radius arc thence counterclockwise to the eastern extension of the Lindbergh Field/NAS North Island Control Zone line thence via that extension to the line 3 miles north of the border thence via that line to the point of beginning.

Area I. That airspace extending upward from 2,800 feet MSL to and including 12,500 feet MSL, bounded on the north and east by an extension of the Lindbergh Field/NAS North Island Control Zone line and on the south by the 10-mile radius arc of Mission Bay, excluding that airspace from 3,300 feet to 4,700 feet MSL in the corridor excluded under the description in Area A.

Area J. That airspace extending upward from 4,800 feet MSL to and including 12,500 feet MSL bounded on the south beginning at the Mission Bay VORTAC thence via the Mission Bay 099° radial to the 15-mile DME fix thence via a line to the Mission Bay 087° radial/23 DME fix thence counterclockwise on the 23-mile arc to the Mission Bay 081° radial thence via a line to the Mission Bay 065° radial/10 DME fix extending to the NAS Miramar Control Zone clockwise to the south and along an extension of the NAS Miramar Control Zone line westward to the Mission Bay 325° radial and along the 325° radial to the point of beginning.

Area K. That airspace extending upward from 1,800 feet MSL to and including 12,500 feet MSL between the Mission Bay 5-mile and 13-mile radii arcs bounded on the northwest by the Mission Bay 325° radial and on the south by the Lindbergh Field/NAS North Island Control Zone west extension.

Area L. That airspace extending upward from 2,800 feet MSL to and including 12,500 feet MSL between the Mission Bay 13-mile and 21-mile radii arcs bounded on the northwest by the Mission Bay 325° radial, on the south by the Lindbergh Field/NAS North Island Control Zone west extension to lat. 32°43'33"N., long. 117°36'32"W., and on the west to lat. 32°46'45"N., long. 117°38'22"W., at the intersection of the 21-mile radius arc of Mission Bay.

Area M. That airspace extending upward from 4,800 feet MSL to and including 12,500 feet MSL from the Mission Bay 21-mile radius arc beginning at lat. 32°46'45"N., long. 117°38'22"W., thence via a line to lat. 32°53'00"N., long. 117°41'40"W., thence via a line to lat. 33°05'00"N., long. 117°51'55"W., thence via a line to Mission Bay 325° radial/31.5 DME fix thence via 325° radial to the Mission Bay 21-mile DME fix thence via the 21-mile radius arc counterclockwise to the point of beginning.

Area N. That airspace extending upward from 6,800 feet MSL to and including 12,500 feet MSL beginning at the Mission Bay 325° radial/16-mile DME fix thence via the Mission Bay 325° radial to the Mission Bay 31.5 DME fix thence direct to the Mission Bay 357° radial/22.5 DME fix thence direct to the Mission Bay 047° radial/10.5 DME fix thence counterclockwise via the Miramar NAS Control Zone to the Miramar TACAN 300° radial thence direct to the point of beginning.

Area O. That airspace extending upward from 1,500 feet MSL to and including 2,500 feet MSL and that airspace extending upward from 6,800 feet MSL to and including 12,500 feet MSL beginning at the Mission Bay 325° radial and a line extended from the NAS Miramar Control Zone thence via the Mission Bay 325° radial to the Mission Bay 16-mile DME fix thence direct to the intersection of the Miramar TACAN 300° radial and the Miramar NAS Control Zone thence south via Interstate 805 to the southern edge of the Miramar NAS Control Zone thence westward via an extension of the Miramar NAS Control Zone line to the point of beginning.

Area P. That airspace extending upward from the surface to and including 3,000 feet MSL and that airspace from 6,800 feet MSL to and including 12,500 feet MSL within a 5-statute-mile radius arc of NAS Miramar, excluding that area south of the NAS Miramar Control Zone and that area west of Interstate 805.

Area Q. That airspace extending upward from the surface to and including 6,000 feet MSL within 2 statute miles on each side of the NAS Miramar TACAN 078° radial extending from the 5-statute-mile radius zone to 10 miles east of the TACAN.

AMENDMENTS 5/15/80 45 F. R. 18336 (Added)

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Group II, Terminal Control Areas:

Seattle, Wash., Terminal Control Area

Primary Airport:

Seattle Tacoma International Airport (lat. 47°26'55" N., long. 122°18'28" W.).

Boundaries: (Based on Seattle VORTAC (SEA) (lat. 47°26'08" N., long. 122°18'30" W.) arcs, DME distances, and radials.)

Area A. That airspace extending upward from the surface to and including 7,000 feet MSL within an area bounded by a line beginning at the 4-mile DME point on the SEA 012° radial thence south along the 012° radial to and clockwise along a 2-mile arc to and southeast along the 163° radial to and clockwise along a 5-mile arc to and north along the 192° radial to and clockwise along a 2-mile arc to and northwest along the 342° radial to and clockwise along a 4-mile arc to the point of beginning.

Area B. That airspace extending upward from 1,100 feet MSL to and including 7,000 feet MSL beginning at the 6-mile DME point on the SEA 007° radial, thence south along the 007° radial to and counterclockwise along a 4-mile arc to and north along the 346° radial to and clockwise along a 6-mile arc to the point of beginning.

Area C. That airspace extending upward from 1,600 feet MSL to and including 7,000 feet MSL within an area bounded by a line beginning at the 5-mile DME point on the SEA 163° radial, thence south along the 163° radial to and clockwise along an 11-mile arc to and north along the 192° radial to and counterclockwise along the 5-mile arc to the point of beginning.

Area D. That airspace extending upward from 1,800 feet MSL to and including 7,000 feet MSL within an area bounded by a line beginning at the 12-mile DME point on the SEA 007° radial, thence south along the 007° radial to and counterclockwise along a 6-mile arc to and northwest along the 342° radial to and clockwise along the 12-mile arc to the point of beginning.

Area E. That airspace extending upward from 3,000 feet MSL to and including 7,000 feet MSL within an area bounded by a line beginning at the 18-mile DME point on the SEA 007° radial, thence south along the 007° radial to and counterclockwise along a 12-mile arc to and southeast along the 342° radial to and clockwise along a 6-mile arc to and southeast along the 346° radial to and counterclockwise along a 4-mile arc to and southeast along the 342° radial to and counterclockwise along a 2-mile arc to and south along the 192° radial to and counterclockwise along an 11-mile arc to and northwest along the 163° radial to and counterclockwise along a 5-mile arc to and southeast along the 137° radial to and clockwise along a 15-mile arc to and north along the 185° radial to the 14-mile DME point, thence direct to the 15-mile DME point on the 257° radial, thence clockwise along a 15-mile arc to and northwest along the 312° radial to and clockwise along an 18-mile arc to the point of beginning, and that airspace within an area bounded by a line beginning at the 12-mile DME point on the 032° radial, thence southwest along the 032° radial to and counterclockwise along the 8-mile arc to and north along the 007° radial to and clockwise along the 12-mile arc to the point of beginning.

Area F. That airspace extending upward from 4,000 feet MSL to and including 7,000 feet MSL within an area bounded by a line beginning at the 5-mile DME point on the SEA 123° radial, thence southeast along the 123° radial to and clockwise along a 15-mile arc to and northwest along the 137° radial to and counterclockwise along a 15-mile arc to the point of beginning; and that airspace within an area bounded by a line beginning at the 15-mile DME point on the SEA 137° radial, thence southeast along the 137° radial to and clockwise along an 18-mile arc to and north along the 185° radial to and counterclockwise along a 15-mile arc to the point of beginning.

Area G. That airspace extending upward from 5,000 feet MSL to and including 7,000 feet MSL within an area bounded by a line beginning at the 22-mile DME point on the SEA 032° radial, thence south along the 032° radial to and counterclockwise along a 12-mile arc to and north along the 007° radial to and counterclockwise along the 18-mile arc to and northwest along the 312° radial to and clockwise along the 22-mile arc to the point of beginning; and that airspace within an area bounded by a line beginning at the 15-mile DME point on the 123° radial, thence southeast along the 123° radial to and clockwise along an 18-mile arc to and northwest along the 137° radial to and counterclockwise along a 15-mile arc to the point of beginning.

FEDERAL REGISTER

PART 73

SPECIAL USE AIRSPACE

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73.5 Bearings; radials; miles.

SUBPART B -- RESTRICTED AREAS

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SUBPART C -- PROHIBITED AREAS

- 73.81 Applicability.
73.83 Restrictions.
73.85 Using agency.

DESCRIPTIONS OF DESIGNATED PROHIBITED AREAS

- 73.87 P-56, District of Columbia.

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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. Unless otherwise specified, the word "to" (an altitude or flight level) means "to and including" (that altitude or flight 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) [Reserved]

(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.

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§73.19 Reports by using agency.

(a) Each using agency shall prepare a report on the use of each restricted area assigned thereto during any part of the preceding 12-month period ended September 30, and transmit it by the following January 31 of each year to the Chief, Air Traffic Division in the regional office of the Federal Aviation Administration having jurisdiction over the area in which the restricted area is located, with a copy to the Director, Air Traffic Service, Federal Aviation Administration, Washington, D. C. 20591.

(b) In the report under this section the using agency shall:

(1) State the name and number of the restricted area as published in this part, and the period covered by the report.

(2) State the activities (including average daily number of operations if appropriate) conducted in the area, and any other pertinent information concerning current and future electronic monitoring devices.

(3) State the number of hours daily, the days of the week, and the number of weeks during the year that the area was used.

(4) For restricted areas having a joint-use designation, also state the number of hours daily, the days of the week, and the number of weeks during the year that the restricted area was released to the controlling agency for public use.

(5) State the mean sea level altitudes or flight levels (whichever is appropriate) used in aircraft operations and the maximum and average ordinate of surface firing (expressed in feet, mean sea level altitude) used on a daily, weekly, and yearly basis.

(6) Include a chart of the area (of optional scale and design) depicting, if used, aircraft operating areas, flight patterns, ordnance delivery areas, surface firing points, and target, fan, and impact areas. After once submitting an appropriate chart, subsequent annual charts are not required unless there is a change in the area activity or altitude (or flight levels) used, which might alter the depiction of the activities originally reported. If no change is to be submitted, a statement indicating "no change" shall be included in the report.

(7) Include any other information not otherwise required under this part which is considered pertinent to activities carried on in the restricted area.

(c) If it is determined that the information submitted under paragraph (b) of this section is not sufficient to evaluate the nature and extent of the use of a restricted area, the FAA may request the using agency to submit supplementary reports. Within 60 days after receiving a request for additional information, the using agency shall submit such information as the Director of the Air Traffic Service considers appropriate. Supplementary reports must be sent to the FAA officials designated in paragraph (a) of this section.

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.

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SUBPART B — RESTRICTED 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 Friday.

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 point of beginning.

Designated altitudes. Subarea A, surface to and including 8,000 feet MSL. Subarea B, from 8,000 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.

Controlling agency. Federal Aviation Administration, Jacksonville ARTC Center.

Using agency. Commanding General, U. S. Army Aviation Center, Fort Rucker, Ala.

R-2104A Huntsville, Ala.

Boundaries. Beginning at lat. 34°38'40"N., long. 86°43'00"W., to lat. 34°38'40"N., long. 86°41'00"W., to lat. 34°38'00"N., long. 86°40'53"W., to lat. 34°37'35"N., long. 86°37'40"W., to lat. 34°37'00"N., long. 86°37'00"W., to lat. 34°36'27"N., long. 86°36'38"W., to lat. 34°34'50"N., long. 86°36'38"W., thence west along the Tennessee River to lat. 34°35'02"N., long. 86°43'25"W., to lat. 34°37'19"N., long. 86°43'20"W., to lat. 34°37'19"N., long. 86°43'05"W., thence to point of beginning.

Designated altitudes. Surface to FL 300.

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 lat. 34°38'53"N., long. 86°37'40"W., to lat. 34°37'55"N., long. 86°35'21"W., to lat. 34°35'05"N., long. 86°35'24"W., thence west along the Tennessee River to lat. 34°34'50"N., long. 86°36'38"W., to lat. 34°36'27"N., long. 86°36'38"W., to lat. 34°37'00"N., long. 86°37'00"W., thence to point of beginning.

Designated altitudes. Surface to 2400 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-2104C Huntsville, Ala.

Boundaries. Beginning at lat. 34°41'25"N., long. 86°42'57"W., to lat. 34°42'00"N., long. 86°41'35"W., to lat. 34°38'40"N., long. 86°41'00"W., to lat. 34°38'40"N., long. 86°43'00"W., thence to point of beginning.

Designated altitudes. Surface to FL 300.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, Memphis ARTC Center.

Using agency. Commanding General, U. S. Army Missile Command, Redstone Arsenal, Ala.

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§ 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, Anchorage 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 lat. 61°18'00" N., long. 149°39'45" W.; to lat. 61°18'00" N., long. 149°44'00" W.; to lat. 61°17'15" N., long. 149°42'25" W.; to lat. 61°17'15" N., long. 149°36'15" W.; to the point of beginning.

Designated altitudes. Surface to 11,000 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. 172nd Infantry Brigade (Alaska) Fort Richardson, Alaska.

R-2203B Eagle River, Alaska

Boundaries. Beginning at lat. 61°24'34" N., long. 149°33'48" W.; thence southwesterly along the shoreline to lat. 61°19'45" N., long. 149°44'00" W.; to lat. 61°18'00" N., long. 149°44'00" W.; to lat. 61°18'00" N., long. 149°39'45" W.; thence northeasterly along the Alaska Railroad to lat. 61°22'00" N., long. 149°33'48" W.; to the point of beginning.

Designated altitudes. Surface to 11,000 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. 172nd Infantry Brigade (Alaska) Fort Richardson, Alaska.

R-2203C Eagle River, Alaska

Boundaries. Beginning at lat. 61°19'45" N., long. 149°44'00" W.; thence westerly along the shoreline to lat. 61°19'38" N., long. 149°46'36" W.; to lat. 61°19'12" N., long. 149°46'36" W.; to lat. 61°18'00" N., long. 149°44'00" W.; to point of beginning.

Designated altitudes. Surface to 5,000 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. 172nd Infantry Brigade (Alaska) Fort Richardson, 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°48'10" 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 20,000 feet MSL.

Time of Designation. Continuous from April 1 through November 30; other times as activated by NOTAM issued by the using agency at least 24 hours in advance.

Controlling agency. FAA, Fairbanks Approach Control.

Using agency. 172nd Infantry Brigade (Alaska) Fort Richardson, Alaska.

FEDERAL REGISTER

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 8,800 feet MSL.

Time of designation: Continuous.

Using agency: Commander 13th Missile Warning Squadron, Clear, Alaska.

R-2211 Blair Lakes, Alaska

Boundaries. Beginning at lat. 64°30'00"N., long. 147°44'00"W.; to lat. 64°20'00"N., long. 147°19'00"W.; to lat. 64°13'30"N., long. 147°32'00"W.; to lat. 64°22'30"N., long. 147°58'00"W.; to point of beginning.

Time of designation. 0800 to 1800, local time, Monday through Friday and at other times as activated by NOTAM issued by the using agency at least 24 hours in advance.

Designated altitudes. Surface to 18,000 feet MSL.

Controlling agency. FAA, Fairbanks Approach Control.

Using agency. Alaskan Air Command.

PENDING AMENDMENT

R-2213 Clear Creek, Alaska

Boundaries. Beginning at lat. 64°41'00"N., long. 147°55'00"W.; to lat. 64°40'00"N., long. 147°20'00"W.; to lat. 64°20'00"N., long. 147°00'00"W.; to lat. 64°14'45"N., long. 146°43'15"W.; thence along the east bank of the East Fork and Little Delta Rivers to lat. 63°50'50"N., long. 146°47'30"W.; to lat. 63°56'00"N., long. 147°02'00"W.; to lat. 63°58'00"N., long. 148°00'00"W.; to lat. 64°23'00"N., long. 148°05'00"W.; to point of beginning.

Designated altitudes. Surface to FL200.

Time of designation. Continuous, from 0001 January 28 until 2359 local time February 3, 1981.

Controlling agency. Federal Aviation Administration, Anchorage ARTCC.

Using agency. Alaskan Air Command, Elmendorf AFB, Alaska.

AMENDMENTS 12/25/80 45 F. R. 70236 (Added)

6 73.23 Arizona

R-2301E Ajo East, Ariz.

Boundaries. Beginning at lat. 32°50'25"N., long. 112°49'00"W.; thence 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 the intersection of the United States-Mexican border and long. 113°30'30"W.; 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.

Designated altitudes. Surface to Flight Level 800.

Time of designation. Intermittent.

Controlling agency. Federal Aviation Administration, Albuquerque ARTCC.

Using agency. Commander, Luke AFB, Ariz.

R-2301W Ajo West, Ariz.

Boundaries. Beginning at the intersection of the United States-Mexican Border and long. 113°30'30"W.; thence along the United States-Mexican Border to lat. 32°23'45"N., long. 114°28'30"W.; thence direct to lat. 32°30'00"N., long. 114°28'30"W.; thence direct to lat. 32°30'00"N., long. 114°31'00"W.; thence direct to lat. 32°35'00"N., long. 114°31'00"W.; thence direct to lat. 32°35'00"N., long. 114°28'30"W.; thence direct to lat. 32°39'40"N., long. 114°28'30"W.; thence direct to lat. 32°40'45"N., long. 114°18'29"W.; thence along the Southern Pacific Railroad and U.S. Highway to lat. 32°44'15"N., long. 113°41'05"W.; thence direct to the point of beginning.

Designated altitudes. Surface to Flight Level 800.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, Los Angeles ARTCC.

Using agency. Commander, Luke AFB, Ariz.

R-2302 Flagstaff, Ariz.

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.

FEDERAL REGISTER

R-2303A Fort Huachuca, Ariz.

Boundaries: Beginning at latitude 31°40'40" N., longitude 110°11'00" W.; to latitude 31°34'00" N., longitude 110°08'30" 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°41'30" 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°12'00" W.; to point of beginning.

Designated altitudes: Surface to 15,000 feet MSL.

Time of designation: Continuous.

Controlling agency: Federal Aviation Administration, Albuquerque ARTC Center.

Using agency: Commander, Headquarters, Fort Huachuca, Ariz.

R-2303B Fort Huachuca, Ariz.

Boundaries: Beginning at latitude 31°35'00" N., longitude 110°00'00" W.; to latitude 31°24'00" N., longitude 110°00'00" W.; to latitude 31°24'00" N., longitude 110°45'00" W.; to latitude 31°48'00" N., longitude 110°46'00" W.; to latitude 31°48'00" N., longitude 110°25'45" W.; to point of beginning.

Designated altitudes: 15,000 feet MSL to FL 450.

Time of designation: Continuous.

Controlling agency: Federal Aviation Administration, Albuquerque ARTC Center.

Using agency: Commander, Headquarters, Fort Huachuca, Ariz.

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: Continuous.

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: Continuous.

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.

FEDERAL REGISTER

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.

R-2310A Florence, Ariz.

Boundaries. Beginning at lat. 33°14'07"N., long. 111°17'44"W.; to lat. 33°14'07"N., long. 111°14'52"W.; to lat. 33°04'45"N., long. 111°19'30"W.; to lat. 33°03'40"N., long. 111°22'40"W.; to lat. 33°09'41"N., long. 111°21'15"W.; to point of beginning.

Designated altitudes. Surface to 10,000 feet MSL.

Time of designation. Intermittent by NOTAM at least 48 hours in advance.

Controlling agency. FAA, Albuquerque ARTCC.

Using agency. Arizona Army National Guard.

AMENDMENTS 7/10/80 45 F. R. 30424 (Added)

R-2310B Florence, Ariz.

Boundaries. Beginning at lat. 33°12'20"N., long. 111°19'09"W.; to lat. 33°12'20"N., long. 111°15'45"W.; to lat. 33°06'42"N., long. 111°18'32"W.; to lat. 33°06'42"N., long. 111°21'57"W.; to lat. 33°09'41"N., long. 111°21'15"W.; to point of beginning.

Designated altitudes. 10,000 feet MSL to 17,000 feet MSL.

Time of designation. Intermittent by NOTAM at least 48 hours in advance.

Controlling agency. FAA, Albuquerque ARTCC.

Using agency. Arizona Army National Guard.

AMENDMENTS 7/10/80 45 F. R. 30424 (Added)

R-2310C Florence, Ariz.

Boundaries. Beginning at lat. 33°11'15"N., long. 111°20'00"W.; to lat. 33°11'15"N., long. 111°16'17"W.; to lat. 33°06'42"N., long. 111°18'32"W.; to lat. 33°06'42"N., long. 111°21'57"W.; to lat. 33°09'41"N., long. 111°21'15"W.; to point of beginning.

Designated altitudes. 17,000 feet MSL to 35,000 feet MSL.

Time of designation. Intermittent by NOTAM at least 48 hours in advance.

Controlling agency. FAA, Albuquerque ARTCC.

Using agency. Arizona Army National Guard.

AMENDMENTS 7/10/80 45 F. R. 30424 (Added)

R-2311 Army Proving Grounds, Yuma, Ariz.

Boundaries. Beginning at lat. 33°05'00"N., long. 113°39'04"W.; to lat. 33°05'00"N., long. 113°21'00"W.; to lat. 33°01'00"N., long. 113°21'00"W.; to lat. 32°53'50"N., long. 113°36'20"W.; to lat. 32°52'50"N., long. 113°50'10"W.; to lat. 32°58'00"N., long. 113°37'20"W.; to lat. 33°02'00"N., long. 113°37'20"W.; to lat. 33°02'00"N., long. 113°39'04"W.; to point of beginning.

Designated altitudes. 1,500 feet MSL to 5,500 feet MSL.

Time of designation. By NOTAM at least 24 hours in advance, October 1, 1980, through March 31, 1982.

Controlling agency. Federal Aviation Administration, Albuquerque ARTC Center.

Using agency. Commanding Officer, U. S. Army Proving Grounds, Yuma, Ariz.

AMENDMENTS 10/1/80 45 F. R. 58106 (Changed)

FEDERAL REGISTER

§ 73.24 Arkansas

R-2401 Fort Chaffee, Ark.

Boundaries. Beginning at lat. 35°18'35" N., long. 94°11'48" W.; to lat. 35°18'10" N., long. 94°16'30" W.; to lat. 35°16'06" N., long. 94°19'03" W.; to lat. 35°13'50" N., long. 94°18'00" W.; to lat. 35°13'50" N., long. 94°11'30" W.; to point of beginning.

Designated altitudes. Surface to and including 30,000 feet MSL.

Time of designation. Continuous April 1 through September 30 and 0600 Saturday to 2400 Sunday, October 1 through March 31, other times following issuance of a NOTAM 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 lat. 35°17'51" N., long. 94°03'00" W.; to lat. 35°17'00" N., long. 94°03'00" W.; to lat. 35°17'00" N., long. 94°01'00" W.; to lat. 35°10'20" N., long. 94°01'00" W.; thence west along Arkansas State Highway No. 10 to lat. 35°11'33" N., long. 94°12'00" W.; to lat. 35°18'10" N., long. 94°12'24" W.; to lat. 35°18'12" N., long. 94°09'51" W.; thence east along Arkansas State Highway No. 22 to point of beginning.

Designated altitudes. Surface to and including 30,000 feet MSL.

Time of designation. Continuous April 1 through September 30 and 0600 Saturday to 2400 Sunday, October 1 through March 31, other times following issuance of NOTAM at least 24 hours in advance.

Controlling agency. Federal Aviation Administration, Memphis ARTC Center.

Using agency. Commanding General, Fort Chaffee, Ark.

R-2403A Little Rock, Ark.

Boundaries. Beginning at lat. 34°57'00" N., long. 92°15'00" W.; to lat. 34°54'52" N., long. 92°15'00" W.; to lat. 34°54'08" N., long. 92°19'30" W.; to lat. 34°57'00" N., long. 92°19'30" W.; to point of beginning.

Designated altitudes. Surface to 16,000 feet MSL.

Time of designation. Daily 0700 to 2100 May 1 through August 31, to be activated by NOTAM 48 hours in advance. Other times, 0700 Saturday to 1700 Sunday, September 1 through April 30, to be activated by NOTAM at least 24 hours in advance. All times local.

Controlling agency. Federal Aviation Administration, Memphis ARTC Center.

Using agency. Arkansas Army National Guard.

R-2403B Little Rock, Ark.

Boundaries. Beginning at lat. 34°54'52" N., long. 92°15'00" W.; to lat. 34°51'45" N., long. 92°15'00" W.; to lat. 34°51'45" N., long. 92°19'30" W.; to lat. 34°54'08" N., long. 92°19'30" W.; to point of beginning.

Designated altitudes. Surface to 16,000 feet MSL.

Time of designation. Daily 0700 to 2100 1 May through 31 August, to be activated by NOTAM 48 hours in advance stating period of activation. Other times, 0700 Saturday to 1700 Sunday, 1 September through 30 April, to be activated by NOTAM 24 hours in advance.

Controlling agency. Federal Aviation Administration, Memphis ARTC Center.

Using agency. Arkansas Army National Guard.

§ 73.25 California

R-2501N Bullion Mountains North, Calif.

Boundaries. Beginning at lat. 34°30'00"N., long. 116°26'20"W.; to lat. 34°36'00"N., long. 116°28'00"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 lat. 34°41'15"N., long. 116°04'30"W.; to lat. 34°41'00"N., long. 116°03'00"W.; to

lat. 34°35'30"N., long. 115°58'00"W.; to lat. 34°34'40"N., long. 115°54'55"W.; to lat. 34°34'00"N., long. 115°

58'00"W.; to lat. 34°29'40"N., long. 115°58'12"W.; to lat. 34°27'30"N., long. 116°04'13"W.; to lat. 34°28'

13"N., long. 116°12'20"W.; to lat. 34°32'00"N., long. 116°17'34"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-2501S Bullion Mountains South, Calif.

Boundaries. Beginning at lat. 34°28'13"N., long. 116°12'20"W.; to lat. 34°27'30"N., long. 116°04'13"W.;

to lat. 34°20'09"N., long. 115°59'03"W.; to lat. 34°14'00"N., long. 115°57'00"W.; to lat. 34°14'00"N., long.

116°17'00"W.; to lat. 34°19'30"N., long. 116°20'26"W.; to lat. 34°19'30"N., long. 116°15'47"W.; to lat. 34°

24°54"N., long. 116°17'52"W.; to the point of beginning.

Designated altitudes. Unlimited.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, Los Angeles ARTC Center.

Using agency. Commanding General, Marine Corps Base, Twentynine Palms, Calif.

FEDERAL REGISTER

R-2501E Bullion Mountains East, Calif.

Boundaries. Beginning at lat. 34°34'40"N., long. 115°54'55"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. 115°57'00"W.; to lat. 34°20'09"N., long. 115°59'03"W.; to lat. 34°27'30"N., long. 116°04'13"W.; to lat. 34°29'40"N., long. 115°58'12"W.; to lat. 34°34'00"N., long. 115°58'00"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-2501W Bullion Mountains West, Calif.

Boundaries. Beginning at lat. 34°30'00"N., long. 116°26'20"W.; to lat. 34°32'00"N., long. 116°17'34"W.; to lat. 34°28'13"N., long. 116°12'20"W.; to lat. 34°24'54"N., long. 116°17'52"W.; to lat. 34°19'30"N., long. 116°15'47"W.; to lat. 34°19'30"N., long. 116°20'26"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-2502N Fort Irwin, Calif.

Boundaries. Beginning at latitude 35°37'45" N., longitude 116°29'40" 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°10'25" N., longitude 116°42'15" W.; to latitude 35°08'50" N., longitude 116°48'40" W.; to latitude 35°10'00" N., longitude 116°49'00" W.; to latitude 35°19'00" N., longitude 116°49'00" W.; to latitude 35°19'00" N., longitude 116°55'20" W.; to latitude 35°37'45" N., longitude 116°55'20" W.; to point of beginning.

Designated altitudes. Unlimited.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, Los Angeles, ARTC Center.

Using agency. Commander, Fort Irwin, Calif.

R-2502E Fort Irwin, CA.

Boundaries. Beginning at latitude 35°28'35" N., longitude 116°18'45" W.; to latitude 35°18'45" N., longitude 116°18'45" W.; to latitude 35°07'00" N., longitude 116°34'00" W.; to latitude 35°07'00" N., longitude 116°47'45" W.; to latitude 35°08'50" N., longitude 116°48'40" W.; to latitude 35°10'25" N., longitude 116°42'15" W.; to point of beginning.

Designated altitudes. Unlimited.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, Los Angeles, ARTC Center.

Using agency. Commander, 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, Los Angeles ARTCC.

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 15,000 feet MSL.

Time of designation. 0600 to 2400 P.s.t., daily.

Controlling agency. Federal Aviation Administration, Oakland ARTC Center.

Using agency. Commander, Camp Roberts, Calif.

R-2505 China Lake, Calif.

Boundaries. Beginning at Lat. 36°14'00" N, Long. 117°53'00" W; to Lat. 36°14'00" N, Long. 117°25'00" W; to Lat. 35°40'30" N, Long. 117°25'00" W; to Lat. 35°37'30" N, Long. 117°35'30" W; to Lat. 35°37'30" N, Long. 117°47'30" W; to Lat. 35°54'00" N, Long. 117°53'00" W; to the point of beginning.

Designated altitudes. Unlimited.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, Los Angeles ARTC Center.

Using agency. Commander, Naval Weapons Center, China Lake, Calif.

FEDERAL REGISTER

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 Weapons Center, China Lake, Calif.

R-2507 North Chocolate Mountains, Calif.

Boundaries. Beginning at lat. 33°32'40"N., long. 115°33'50"W.; to lat. 33°31'30"N., long. 115°32'00"W.; to lat. 33°31'15"N., long. 115°26'45"W.; to lat. 33°29'00"N., long. 115°20'00"W.; to lat. 33°25'50"N., long. 115°14'30"W.; to lat. 33°24'15"N., long. 115°17'00"W.; to lat. 33°23'00"N., long. 115°14'30"W.; to lat. 33°14'00"N., long. 115°22'30"W.; to lat. 33°21'30"N., long. 115°32'55"W.; to lat. 33°23'40"N., long. 115°33'20"W.; to lat. 33°28'30"N., long. 115°42'10"W.; thence to the point of beginning.

Designated altitudes. Surface to FL 400.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, Los Angeles ARTCC.

Using agency. Commanding Officer, U. S. Marine Corps Air Station, Yuma, Ariz.

R-2507 South Chocolate Mountains, Calif.

Boundaries. Beginning at lat. 33°23'00"N., long. 115°14'30"W.; to lat. 33°21'40"N., long. 115°12'00"W.; to lat. 33°22'50"N., long. 115°09'58"W.; to lat. 33°08'45"N., long. 114°56'40"W.; to lat. 33°01'00"N., long. 115°06'00"W.; to lat. 33°14'00"N., long. 115°22'30"W.; thence to the point of beginning.

Designated altitudes. Surface to FL 400.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, Los Angeles ARTCC.

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°08'30" N, Long. 116°58'40" W; to Lat. 34°53'30" N, Long. 117°11'50" W; to Lat. 34°50'20" N, Long. 117°32'00" W; to Lat. 34°48'30" N, Long. 117°32'00" W; to Lat. 34°48'00" N, Long. 117°35'00" W; to Lat. 34°48'00" N, Long. 118°01'00" W; to Lat. 34°49'40" N, Long. 118°05'45" W; to Lat. 34°51'30" N, Long. 118°05'45" W; to Lat. 34°56'00" N, Long. 118°21'00" W; Lat. 35°15'00" N, Long. 118°35'00" W; to Lat. 37°12'00" N, Long. 118°35'00" W; to the point of beginning.

Designated altitudes. 20,000 feet MSL to unlimited.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, Los Angeles ARTC Center.

Using agency. Commander, Naval Weapons Center, 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°03'15" 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.

FEDERAL REGISTER

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.

Boundaries. From lat. 36°03'43"N., long. 121°22'38"W., to lat. 36°02'45"N., long. 121°17'45"W., to latitude 35°59'18" N., longitude 121°13'30" W., to latitude 35°56'48" 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, Air Force Flight Test Center, 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: HQ, Space and Missile Test Center, (SAMTEC) ROSF, Vandenberg, AFB, Calif.

R-2517 Naval Missile Facility, Point Arguello, Calif.

Boundaries. Beginning at latitude 34°34'52" N., longitude 120°42'37" W.; to latitude 34°35'00" N., longitude 120°31'40" W.; to latitude 34°24'45" N., longitude 120°27'20" W.; to latitude 34°24'00" N., longitude 120°30'00" W.; thence three nautical miles from and parallel to the shoreline to the point of beginning.

Designated altitudes. Surface to unlimited.

Time of designation. Continuous.

Using agency. HQ, Space and Missile Test Center, (SAMTEC) ROSF, Vandenberg AFB, Calif.

R-2518 Castle Rock, Calif.

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. Commanding Officer, 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 Weapons Center, China Lake, 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-2531A Tracy, Calif.

Boundaries. Beginning at lat. 37°40'34"N., long. 121°33'42"W.; to lat. 37°40'45"N., long. 121°31'29"W.; to lat. 37°39'28"N., long. 121°30'28"W.; to lat. 37°38'50"N., long. 121°31'05"W.; to lat. 37°39'03"N., long. 121°34'03"W.; thence to the point of beginning.

Designated altitudes. Surface to but not including 3,000 feet MSL.

Time of designation. 1000 to 1800 local time, Monday through Friday.

Controlling agency. Federal Aviation Administration, Oakland ARTC Center.

Using agency. United States Energy Research and Development Administration, San Francisco Operations Office.

R-2531B Tracy, Calif.

Boundaries. Beginning at lat. 37°40'34"N., long. 121°33'42"W.; to lat. 37°40'45"N., long. 121°31'29"W.; to lat. 37°39'28"N., long. 121°30'28"W.; to lat. 37°38'50"N., long. 121°31'05"W.; to lat. 37°39'03"N., long. 121°34'03"W.; thence to the point of beginning.

Designated altitudes. 3,000 feet MSL to and including 4,000 feet MSL.

Time of designation. 1000 to 1800 local time, Monday through Friday.

Controlling agency. Federal Aviation Administration, Oakland ARTC Center.

Using agency. United States Energy Research and Development Administration, San Francisco Operations Office.

R-2533 Oceanside, Calif.

Boundaries. Beginning at latitude 33°27'48" N., longitude 117°33'15" W.; thence to latitude 33°18'20" N., longitude 117°21'48" W.; thence to latitude 33°17'30" N., longitude 117°16'40" W.; thence to latitude 33°13'20" N., longitude 117°29'00" W.; thence 3 nautical miles from and parallel to the shoreline to latitude 33°22'30" N., longitude 117°39'45" W.; thence to the point of beginning.

Designated altitudes. Surface to 2,000 feet MSL.

Time of designation. Continuous.

Controlling agency. FAA, El Toro RATCF

Using agency. Commanding General, Marine Corps Base (MCB), Camp Pendleton, Calif.

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. HQ, Space and Missile Test Center, (SAMTEC) ROSE, Vandenberg AFB, Calif.

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. HQ, Space and Missile Test Center, (SAMTEC) ROSE, Vandenberg, AFB, Calif.

§ 73.28 Colorado**R-2601 Fort Carson, Colo.**

Boundaries. Beginning at lat. 38°38'19" N., long. 104°52'00" W.; thence northeasterly along Colorado Highway No. 115 to lat. 38°42'40" N., long. 104°49'04" W.; to lat. 38°41'20" N., long. 104°47'00" W.; to lat. 38°40'15" N., long. 104°46'20" W.; to lat. 38°40'00" N., long. 104°45'40" W.; to lat. 38°32'06" N., long. 104°45'00" W.; to lat. 38°32'06" N., long. 104°49'18" W.; to lat. 38°36'20" N., long. 104°52'00" W.; to the point of beginning.

Designated altitudes. Surface to 35,000 feet MSL; 35,000 feet MSL to 60,000 feet MSL, by NOTAM issued 24 hours in advance.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, Denver ARTC Center.

Using agency. Commanding General, Fort Carson, Colo.

R-2602 Fort Carson, Colo.

Boundaries. Beginning at lat. 38°38'19" N., Long. 104°52'00" W.; thence to lat. 38°36'20" N., Long. 104°52'00" W.; to lat. 38°32'06" N., Long. 104°49'18" W.; to lat. 38°32'06" N., Long. 104°45'00" W.; to lat. 38°25'35" N., Long. 104°45'00" W.; to lat. 38°25'35" N., Long. 104°49'00" W.; to lat. 38°26'10" N., Long. 104°49'00" W.; to lat. 38°26'10" N., Long. 104°57'13" W.; to lat. 38°32'58" N., Long. 104°57'00" W.; thence north-east along Colorado Highway Number 115 to point of beginning.

Designated altitudes. Surface to and including 35,000 feet MSL; 35,000 feet MSL to and including 60,000 feet MSL, by NOTAM issued 24 hours in advance.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, Denver ARTC Center.

Using agency. Commanding General, Fort Carson, Colo.

R-2604 Platteville, Colo.

Boundaries. A circular area with a 3,000-foot radius centered at lat. 40°10'48"N., long. 104°43'30"W.

Designated altitude. Surface to 6,000 feet MSL.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, Denver Approach Control.

Using agency. Office of Telecommunications, Boulder, Colo.

§ 73.27 Connecticut

§ 73.28 Delaware

§ 73.29 Florida

R-2901A Avon Park, Fla.

Boundaries. Beginning at lat. 27°44'45"N., long. 81°25'20"W.; via lat. 27°44'45"N., long. 81°11'40"W.; lat. 27°35'00"N., long. 81°09'00"W.; lat. 27°32'30"N., long. 81°07'30"W.; lat. 27°29'00"N., long. 81°13'30"W.; lat. 27°32'40"N., long. 81°16'50"W.; lat. 27°32'32"N., long. 81°21'40"W.; lat. 27°42'00"N., long. 81°25'20"W.; to point of beginning.

Designated altitudes. Surface to and including 14,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Miami ARTCC.
Using/scheduling agency. 56th TFW, MacDill AFB, Fla.

R-2901B Avon Park, Fla.

Boundaries. Beginning at lat. 27°44'45"N., long. 81°25'20"W.; via lat. 27°44'45"N., long. 81°11'40"W.; lat. 27°35'00"N., long. 81°09'00"W.; lat. 27°32'40"N., long. 81°12'20"W.; lat. 27°32'32"N., long. 81°21'40"W.; lat. 27°42'00"N., long. 81°25'20"W.; to point of beginning.

Designated altitudes. 14,000 feet MSL to and including FL 180.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Miami ARTCC.
Using/scheduling agency. 56th TFW, MacDill AFB, Fla.

R-2901C Avon Park, Fla.

Boundaries. Beginning at lat. 27°44'45"N., long. 81°25'20"W.; via lat. 27°46'00"N., long. 81°25'20"W.; thence east along Florida State Routes 60 and 630 to lat. 27°48'30"N., long. 81°14'00"W.; lat. 27°44'50"N., long. 81°14'00"W.; to point of beginning.

Designated altitudes. Surface to 14,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Miami ARTCC.
Using/scheduling agency. 56th TFW, MacDill AFB, Fla.

R-2901D Avon Park, Fla.

Boundaries. Beginning at lat. 27°46'00"N., long. 81°25'20"W.; via lat. 27°50'00"N., long. 81°25'20"W.; lat. 27°50'00"N., long. 81°14'00"W.; lat. 27°48'30"N., long. 81°14'00"W.; thence west along Florida State Routes 60 and 630 to the point of beginning.

Designated altitudes. 500 feet MSL to 4,000 feet MSL east of long. 81°21'00"W.; 1,000 feet AGL to 4,000 feet MSL west of long. 81°21'00"W.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Miami ARTCC.
Using/scheduling agency. 56th TFW, MacDill AFB, Fla.

R-2901E Avon Park, Fla.

Boundaries. Beginning at lat. 27°50'00"N., long. 81°25'20"W.; via lat. 27°55'00"N., long. 81°25'20"W.; lat. 28°00'00"N., long. 81°21'00"W.; lat. 28°00'00"N., long. 81°14'00"W.; lat. 27°50'00"N., long. 81°14'00"W.; to point of beginning.

Designated altitudes. 1,000 feet MSL to 4,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Miami ARTCC.
Using/scheduling agency. 56th TFW, MacDill AFB, Fla.

R-2901F Avon Park, Fla.

Boundaries. Beginning at lat. 27°32'32"N., long. 81°21'40"W.; via lat. 27°32'40"N., long. 81°16'50"W.; lat. 27°29'00"N., long. 81°13'30"W.; lat. 27°24'45"N., long. 81°11'00"W.; lat. 27°30'45"N., long. 81°17'50"W.; to point of beginning.

Designated altitudes. 4,000 feet MSL to 5,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Miami ARTCC.
Using/scheduling agency. 56th TFW, MacDill AFB, Fla.

R-2901G Avon Park, Fla.

Boundaries. Beginning at lat. 27°29'00"N., long. 81°13'30"W.; via lat. 27°32'30"N., long. 81°07'30"W.; lat. 27°29'30"N., long. 81°05'30"W.; lat. 27°24'45"N., long. 81°11'00"W.; to point of beginning.

Designated altitudes. Surface to 5,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Miami ARTCC.
Using/scheduling agency. 56th TFW, MacDill AFB, Fla.

R-2901H Avon Park, Fla.

Boundaries. Beginning at lat. 27°24'45"N., long. 81°11'00"W.; via lat. 27°29'30"N., long. 81°05'30"W.; lat. 27°21'00"N., long. 81°00'00"W.; to point of beginning.
 Designated altitudes. 1,000 feet MSL to 4,000 feet MSL.
 Time of designation. Continuous.
 Controlling agency. Federal Aviation Administration, Miami ARTCC.
 Using/scheduling agency. 56th TFW, MacDill AFB, Fla.

R-2901I Avon Park, Fla.

Boundaries. Beginning at lat. 27°24'45"N., long. 81°11'00"W.; via lat. 27°21'00"N., long. 81°00'00"W.; lat. 27°16'45"N., long. 81°06'00"W.; to point of beginning.
 Designated altitudes. 1,500 feet MSL to 4,000 feet MSL.
 Time of designation. Continuous.
 Controlling agency. Federal Aviation Administration, Miami ARTCC.
 Using/scheduling agency. 56th TFW, MacDill AFB, 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. Department of Army Affairs, State of Fla., St. Augustine, Fla.

R-2904, Starke, Fla.

Boundaries. Beginning at lat. 30°03'30"N., long. 81°55'40"W.; to lat. 29°58'55"N., long. 81°55'40"W.; to lat. 29°58'55"N., long. 82°02'46"W.; to lat. 30°03'30"N., long. 82°02'46"W.; to point of beginning.

Designated altitudes. Surface to but not including 1800 feet MSL.

Time of designation. Daily, April through August 0800-1700 local. September through March, Saturday and Sunday 0800-1700 local. Other times by NOTAM at least 24 hours in advance.

Controlling agency. Federal Aviation Administration, Jacksonville TRACON.

Using agency. Department of Military Affairs, State Arsenal, St. Augustine, Fla.

R-2905A Tyndall AFB, Fla.

Boundaries. Beginning at lat. 30°01'30"N., long. 85°32'30"W., to lat. 30°01'15"N., long. 85°30'00"W., to lat. 29°56'00"N., long. 85°33'00"W., thence 3 nautical miles from and parallel to the shoreline to lat. 29°59'00"N., long. 85°36'30"W. to point of beginning.

Designated altitudes. Surface to 10,000 feet MSL.

Time of designation. Intermittent, as announced by NOTAM, for periods of approximately 10 minutes during launch or recovery.

Controlling agency. Federal Aviation Administration, Jacksonville ARTC Center.

Using agency. Air Defense Weapons Center, Tyndall AFB, Fla.

R-2905B Tyndall AFB, Fla.

Boundaries. Beginning at lat. 30°01'15"N., long. 85°30'00"W., to lat. 30°01'00"N., long. 85°27'00"W., to lat. 29°54'00"N., long. 85°27'00"W., thence 3 nautical miles from and parallel to the shoreline to lat. 29°56'00"N., long. 85°33'00"W., to point of beginning.

Designated altitudes. Surface to 10,000 feet MSL.

Time of designation. Intermittent, as announced by NOTAM, for periods of approximately 10 minutes during launch or recovery.

Controlling agency. Federal Aviation Administration, Jacksonville ARTC Center.

Using agency. Air Defense Weapons Center, Tyndall, AFB, 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 TRACON.

Using agency. Fleet Area Control and Surveillance Facility (FACSPAC JAX), 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 230.

Time of designation: Continuous.

Controlling agency: Federal Aviation Administration, Jacksonville ARTC Center.

Using agency: Jacksonville Operating Area Coordination Center (JOACC), 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: Fleet Area Control and Surveillance Facility (FACSFAC JAX), 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.

Controlling agency: FAA, Pensacola RATCF.

Using agency: Commander, Training Air Wing SIX, Naval Air Station, Pensacola, Fla.

R-2910 Pinecastle, 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 230 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: Fleet Area Control and Surveillance Facility (FACSFAC JAX), NAS Jacksonville, Fla.

R-2914A Valparaiso, Fla.

Boundaries: Beginning at lat. 30°43'15" N., long. 86°25'00" W.; to lat. 30°43'45" N., long. 86°10'30" W.; to lat. 30°41'00" N., long. 86°05'10" W.; to lat. 30°24'00" N., long. 85°56'00" W.; to lat. 30°19'15" N., long. 85°56'00" W.; to lat. 30°22'00" N., long. 86°08'00" W.; to lat. 30°23'20" N., long. 86°08'10" W.; to lat. 30°30'45" N., long. 86°25'00" W.; thence to point of beginning.

Designated altitudes: Surface to unlimited, excluding that airspace within R-2917.

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-2914B Valparaiso, Fla.

Boundaries: Beginning at lat. 30°22'00" N., long. 86°08'00" W.; to lat. 30°19'15" N., long. 85°56'00" W.; to lat. 30°11'00" N., long. 85°56'00" W.; thence 3 nautical miles from and parallel to the shoreline to lat. 30°15'00" N., long. 86°06'51" W.; to point of beginning.

Designated altitudes: 8,500 feet MSL to unlimited.

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-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 unlimited.

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 lat. 30°26'30" N., long. 86°51'30" W.; to lat. 30°29'01" N., long. 86°38'02" W.; to lat. 30°23'45" N., long. 86°38'15" W.; thence along the shoreline to lat. 30°22'46" N., long. 86°51'30" W.; to lat. 30°24'20" N., long. 86°48'00" W.; to point of beginning.

Designated altitudes. Surface to unlimited.

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-2915C Eglin AFB, Fla.

Boundaries. Beginning at lat. 30°22'46" N., long. 86°51'30" W.; thence along the shoreline to lat. 30°23'45" N., long. 86°38'15" W.; to lat. 30°20'50" N., long. 86°38'50" W.; thence 3 nautical miles from and parallel to the shoreline to lat. 30°19'30" N., long. 86°51'30" W.; to point of beginning.

Designated altitudes. 8,500 feet MSL to unlimited.

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-2916 Cudjoe Key, Fla.

Boundaries. A circular area 4 statute miles in diameter centered at latitude 24°42'01" N., longitude 81°30'30" W.

Designated altitudes. Surface to 14,000 feet MSL.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, Miami ARTC Center.

Using agency. USAF, 20th Air Division.

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 unlimited.

Time of designation: Continuous.

Controlling agency: Federal Aviation Administration, Jacksonville ARTC Center.

Using agency: Commander, Armament Development and Test Center, Eglin AFB, Fla.

R-2919A Valparaiso, Fla.

Boundaries. Beginning at lat. 30°30'45" N., long. 86°25'00" W.; to lat. 30°23'20" N., long. 86°08'10" W.; to lat. 30°22'00" N., long. 86°08'00" W.; to lat. 30°25'00" N., long. 86°22'26" W.; to lat. 30°25'00" N., long. 86°25'00" W.; to point of beginning.

Designated altitudes. Surface to unlimited.

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-2919B Valparaiso, Fla.

Boundaries. Beginning at lat. 30°25'00" N., long. 86°22'26" W.; to lat. 30°22'00" N., long. 86°08'00" W.; to lat. 30°15'00" N., long. 86°06'15" W.; thence 3 nautical miles from and parallel to the shoreline to lat. 30°19'45" N., long. 86°23'45" W.; to point of beginning.

Designated altitudes. 8,500 feet MSL to unlimited.

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-2921 Cape Kennedy, Fla.

Boundaries. Beginning at lat. 28°49'10" N., long. 80°50'45" W.; to lat. 28°51'15" N., long. 80°47'15" W.; to lat. 28°51'15" N., long. 80°42'20" W.; thence three nautical miles from and parallel to the shoreline to lat. 28°45'20" N., long. 80°38'25" W.; to lat. 28°42'10" N., long. 80°48'20" W.; to point of beginning.

Designated altitudes. 8,000 feet MSL to but not including FL 180.

Time of designation. Intermittent, to be activated by NOTAM at least 24 hours in advance.

Controlling agency. Federal Aviation Administration, Miami ARTC Center.

Using agency. Commander, Air Force Eastern Test Range, Patrick Air Force Base, Fla.

E-2922 Cape Kennedy, Fla.

Boundaries. Beginning at lat. 28°42'10"N., long. 80°48'20"W.; to lat. 28°45'20"N., long. 80°38'25"W.; to lat. 28°40'00"N., long. 80°40'28"W.; to lat. 28°38'00"N., long. 80°47'02"W.; to point of beginning.

Designated altitudes. 1200 feet MSL to but not including FL 180.

Time of designation. Intermittent, to be activated by NOTAM at least 24 hours in advance.

Controlling agency. Federal Aviation Administration, Miami ARTC Center.

Using agency. Commander, Air Force Eastern Test Range, Patrick Air Force Base, Fla.

E-2923 Cape Kennedy, Fla.

Boundaries. Beginning at Lat. 28°40'00"N., Long. 80°40'28"W.; to Lat. 28°41'40"N., Long. 80°35'00"W.; thence three nautical miles from, and parallel to the shoreline to Lat. 28°30'00"N., Long. 80°29'05"W.; to Lat. 28°30'00"N., Long. 80°36'42"W.; to Lat. 28°34'00"N., Long. 80°35'45"W.; to point of beginning.

Designated altitudes. Surface to 5000 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.

E-2924 Cape Kennedy, Fla.

Boundaries. Beginning at Lat. 28°24'30"N., Long. 80°38'00"W.; to Lat. 28°24'30"N., Long. 80°30'30"W.; thence three nautical miles from, and parallel to the shoreline to Lat. 28°30'00"N., Long. 80°29'05"W.; to Lat. 28°30'00"N., Long. 80°36'42"W.; to point of beginning.

Designated altitudes. Surface to 5000 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.

E-2925 Cape Kennedy, Fla.

Boundaries. Beginning at Lat. 28°40'00"N., Long. 80°40'28"W.; to Lat. 28°41'40"N., Long. 80°35'00"W.; thence three nautical miles from, and parallel to the shoreline to Lat. 28°24'30"N., Long. 80°30'30"W.; to Lat. 28°24'30"N., Long. 80°38'00"W.; to Lat. 28°34'00"N., Long. 80°35'45"W.; to point of beginning.

Designated altitudes. 5000 feet MSL to unlimited.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, Miami ARTC Center.

Using agency. Commander, Air Force Eastern Test Range, Patrick AFB, Fla.

E-2926 Cape Kennedy, Fla.

Boundaries. Beginning at lat. 28°38'00"N., long. 80°47'02"W.; to lat. 28°40'00"N., long. 80°40'28"W.; to lat. 28°34'00"N., long. 80°35'45"W.; to lat. 28°24'30"N., long. 80°38'00"W.; to lat. 28°24'30"N., long. 80°41'45"W.; to lat. 28°30'30"N., long. 80°43'30"W.; to lat. 28°37'35"N., long. 80°46'50"W.; to point of beginning.

Designated altitudes. Surface to unlimited—except that airspace below 1200 feet AGL west of line from lat. 28°31'20"N., long. 80°43'50"W.; to lat. 28°28'40"N., long. 80°40'30"W.; to lat. 28°24'30"N., long. 80°40'30"W.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, Miami ARTC Center.

Using agency. Commander, Air Force Eastern Test Range, Patrick Air Force Base, Fla.

E-2927 Cape Kennedy, Fla.

Boundaries. Beginning at lat. 28°24'30"N., long. 80°41'45"W.; to lat. 28°24'30"N., long. 80°30'30"W.; to lat. 28°22'30"N., long. 80°35'00"W.; to lat. 28°22'30"N., long. 80°40'50"W.; to point of beginning.

Designated altitudes. 8,000 feet MSL to but not including FL 180.

Time of designation. Intermittent, to be activated by NOTAM at least 24 hours in advance.

Controlling agency. Federal Aviation Administration, Miami ARTC Center.

Using agency. Commander, Air Force Eastern Test Range, Patrick Air Force Base, Fla.

E-2928 Cape Kennedy, Fla.

Boundaries. Beginning at lat. 28°40'00"N., long. 80°40'28"W.; to lat. 28°45'20"N., long. 80°38'25"W.; thence three nautical miles from and parallel to the shoreline to lat. 28°41'40"N., long. 80°35'00"W.; to point of beginning.

Designated altitudes. Surface to unlimited.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, Miami ARTC Center.

Using agency. Commander, Air Force Eastern Test Range, Patrick Air Force Base, Fla.

§ 73.30 Georgia

R-3002A Fort Benning, Ga.

Boundaries. Beginning at lat. 32°31'46" N., long. 84°51'13" W.; to lat. 32°18'55" N., long. 84°41'45" W.; thence along the Central of Georgia Railroad to lat. 32°20'54" N., long. 84°47'20" W.; to lat. 32°15'25" N., long. 84°47'20" W.; to lat. 32°15'25" N., long. 84°53'10" W.; thence along the Chattahoochee River to lat. 32°14'40" N., long. 84°55'30" W.; to lat. 32°14'40" N., long. 84°58'42" W.; to lat. 32°20'15" N., long. 84°58'42" W.; thence along the north side of Dixie Road to lat. 32°21'10" N., long. 84°56'45" W.; to lat. 32°22'30" N., long. 84°56'45" W.; thence along Upatoi Creek to lat. 32°24'00" N., long. 84°53'30" W.; to lat. 32°29'17" N., long. 84°52'32" W.; to lat. 32°29'17" N., long. 84°51'35" W.; to lat. 32°30'19" N., long. 84°51'35" W.; to lat. 32°30'19" N., long. 84°52'21" W.; to lat. 32°30'50" N., long. 84°52'15" W.; thence along the Central of Georgia Railroad to point of beginning.

Designated altitudes. Surface to 4,000 feet MSL.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, ATC Tower, Columbus, Ga.

Using agency. Commanding Officer, Fort Benning, Ga.

R-3002B Fort Benning, Ga.

Boundaries. Beginning at lat. 32°31'46" N., long. 84°51'13" W.; to lat. 32°18'55" N., long. 84°41'45" W.; thence along the Central of Georgia Railroad to lat. 32°20'54" N., long. 84°47'20" W.; to lat. 32°15'25" N., long. 84°47'20" W.; to lat. 32°15'25" N., long. 84°53'10" W.; thence along the Chattahoochee River to lat. 32°14'40" N., long. 84°55'30" W.; to lat. 32°14'40" N., long. 84°58'42" W.; to lat. 32°20'15" N., long. 84°58'42" W.; thence along the north side of Dixie Road to lat. 32°21'10" N., long. 84°56'45" W.; to lat. 32°22'30" N., long. 84°56'45" W.; thence along Upatoi Creek to lat. 32°24'00" N., long. 84°53'30" W.; to lat. 32°29'17" N., long. 84°52'32" W.; to lat. 32°29'17" N., long. 84°51'35" W.; to lat. 32°30'19" N., long. 84°51'35" W.; to lat. 32°30'19" N., long. 84°52'21" W.; to lat. 32°30'50" N., long. 84°52'15" W.; thence along the Central of Georgia Railroad to point of beginning.

Designated altitudes. 4,000 feet MSL to 8,000 feet MSL.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, ATC Tower, Columbus, Ga.

Using agency. Commanding Officer, Fort Benning, Ga.

R-3002C Fort Benning, Ga.

Boundaries. Beginning at lat. 32°31'46" N., long. 84°51'13" W.; to lat. 32°18'55" N., long. 84°41'45" W.; thence along the Central of Georgia Railroad to lat. 32°20'54" N., long. 84°47'20" W.; to lat. 32°15'25" N., long. 84°47'20" W.; to lat. 32°15'25" N., long. 84°53'10" W.; thence along the Chattahoochee River to lat. 32°14'40" N., long. 84°55'30" W.; to lat. 32°14'40" N., long. 84°58'42" W.; to lat. 32°20'15" N., long. 84°58'42" W.; thence along the north side of Dixie Road to lat. 32°21'10" N., long. 84°56'45" W.; to lat. 32°22'30" N., long. 84°56'45" W.; thence along Upatoi Creek to lat. 32°24'00" N., long. 84°53'30" W.; to lat. 32°29'17" N., long. 84°52'32" W.; to lat. 32°29'17" N., long. 84°51'35" W.; to lat. 32°30'19" N., long. 84°51'35" W.; to lat. 32°30'19" N., long. 84°52'21" W.; to lat. 32°30'50" N., long. 84°52'15" W.; thence along the Central of Georgia Railroad to point of beginning.

Designated altitudes. 8,000 feet MSL to 14,000 feet MSL.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, ATC Tower, Columbus, Ga.

Using agency. Commanding Officer, Fort Benning, Ga.

R-3002D Fort Benning, Ga.

Boundaries. Beginning at lat. 32°31'46" N., long. 84°51'13" W.; thence along the Central of Georgia Railroad to lat. 32°32'10" N., long. 84°40'40" W.; to lat. 32°31'20" N., long. 84°40'20" W.; thence along Upatoi Creek to lat. 32°31'46" N., long. 84°39'25" W.; to lat. 32°18'30" N., long. 84°39'25" W.; to lat. 32°18'55" N., long. 84°41'45" W.; thence northwest to point of beginning.

Designated altitudes. Surface to 8,000 feet MSL.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, ATC Tower, Columbus, Ga.

Using agency. Commanding Officer, Fort Benning, Ga.

R-3002E Fort Benning, Ga.

Boundaries. Beginning at lat. 32°31'46" N., long. 84°51'13" W.; thence along the Central of Georgia Railroad to lat. 32°32'10" N., long. 84°40'40" W.; to lat. 32°31'20" N., long. 84°40'20" W.; thence along Upatoi Creek to lat. 32°31'46" N., long. 84°39'25" W.; to lat. 32°18'30" N., long. 84°39'25" W.; to lat. 32°18'55" N., long. 84°41'45" W.; thence northwest to point of beginning.

Designated altitudes. 8,000 feet MSL to 14,000 feet MSL.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, ATC Tower, Columbus, Ga.

Using agency. Commanding Officer, Fort Benning, Ga.

R-3002F Fort Benning, Ga.

Boundaries. Beginning at lat. 32°31'46"N., long. 84°51'13"W.; thence along the Central of Georgia Railroad to lat. 32°32'10"N., long. 84°40'40"W.; to lat. 32°31'20"N., long. 84°40'20"W.; thence along Upatoi Creek to lat. 32°31'46"N., long. 84°39'25"W.; to lat. 32°18'30"N., long. 84°39'25"W.; to lat. 32°18'55"N., long. 84°41'45"W.; thence along the Central of Georgia Railroad to lat. 32°20'54"N., long. 84°47'20"W.; to lat. 32°20'00"N., long. 84°47'20"W.; to lat. 32°27'00"N., long. 84°52'53"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 lat. 32°30'50"N., long. 84°52'15"W.; thence along the Central of Georgia Railroad to point of beginning.

Designated altitudes. 14,000 feet MSL to FL 250.

Time of designation. Intermittent, activated by NOTAM 24 hours in advance.

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. 0730 to 1700 local time, Monday through Sunday and at other times when published by NOTAM 24 hours in advance.

Controlling agency. Federal Aviation Administration, Augusta, Ga., ATC Tower.

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 altitudes. Surface to 17,000 feet MSL.

Time of designation. As published by NOTAM 24 hours in advance.

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°58'30" 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°36'00" 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.

§ 73.31 Hawaii

R-3101 PMRFAC FOUR, Hawaii

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 unlimited.

Time of designation. Continuous.

Controlling agency: Honolulu Air Route Traffic Control Center.

Using agency: Commanding Officer, Pacific Missile Range Facility, Hawaii (COPMRFAC-HAWAII).

AMENDMENTS 7/10/80 45 F. R. 28084 (Changed)

R-3103 Huzuala, 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.

R-3104 Island of Kahoolawe, Hawaii

Boundaries: Beginning at latitude 20°34'20" N., longitude 156°40'30" W.; thence clockwise 1 mile from and parallel to the shoreline to lat. 20°36'20"N., long. 156°36'30"W.; to lat. 20°36'20"N., long. 156°34'50"W.; to lat. 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 18,000 feet MSL.

Time of designation. Continuous.

Controlling agency: Federal Aviation Administration, Honolulu ARTC Center.

Using agency: Commander, Fleet Training Group Pearl Harbor (COMFLETRAGRU PEARL).

AMENDMENTS 7/10/80 45 F. R. 28084 (Changed)

R-3107 Kaula Rock, Hawaii

Boundaries: The airspace within 3 NM of the Island of Kaula (lat. 21°39'30"N., long. 160°32'30"W.).

Designated altitudes. Surface to 18,000 feet MSL.

Time of designation. Continuous.

Controlling agency: Federal Aviation Administration, Honolulu ARTC Center.

Using agency: Commander, Fleet Training Group Pearl Harbor (COMFLETRAGRU PEARL).

AMENDMENTS 7/10/80 45 F. R. 28084 (Changed)

R-3109A Schofield-Makua, Oahu, Hawaii

Boundaries: Beginning at lat. 21°30'29"N., long. 158°04'09"W.; to lat. 21°29'25"N., long. 158°05'00"W.; to lat. 21°27'28"N., long. 158°05'55"W.; to lat. 21°29'11"N., long. 158°07'35"W.; to lat. 21°29'30"N., long. 158°08'40"W.; to lat. 21°33'15"N., long. 158°08'40"W.; to lat. 21°32'14"N., long. 158°05'12"W.; to the point of beginning.

Designated altitudes. Surface to but not including 9,000 feet MSL.

Time of designation. Intermittent.

Controlling agency: FAA, Honolulu Flight Service Station.

Using agency: U. S. Army, Hawaii, Schofield Barracks, Hawaii.

R-3109B Schofield-Makua, Oahu, Hawaii

Boundaries: Beginning at lat. 21°30'29"N., long. 158°04'09"W.; to lat. 21°29'25"N., long. 158°05'00"W.; to lat. 21°27'28"N., long. 158°05'55"W.; to lat. 21°29'11"N., long. 158°07'35"W.; to lat. 21°29'30"N., long. 158°08'40"W.; to lat. 21°33'15"N., long. 158°08'40"W.; to lat. 21°32'14"N., long. 158°05'12"W.; to the point of beginning.

Designated altitudes. From 9,000 feet MSL to but not including 19,000 feet MSL.

Time of designation. Intermittent.

Controlling agency: FAA, Honolulu Flight Service Station.

Using agency: U. S. Army, Hawaii, Schofield Barracks, Hawaii.

R-3110A Schofield-Makua, Oahu, Hawaii

Boundaries. Beginning at lat. 21°29'30"N., long. 158°08'40"W.; to lat. 21°31'00"N., long. 158°14'00"W.; to lat. 21°32'30"N., long. 158°14'30"W.; to lat. 21°33'15"N., long. 158°15'15"W.; to lat. 21°34'30"N., long. 158°15'15"W.; to lat. 21°34'30"N., long. 158°13'15"W.; to lat. 21°33'15"N., long. 158°08'40"W.; to the point of beginning.

Designated altitudes. Surface to but not including 9,000 feet MSL.

Time of designation. Intermittent.

Controlling agency. FAA, Honolulu Flight Service Station.

Using agency. U. S. Army, Hawaii, Schofield Barracks, Hawaii.

R-3110B Schofield-Makua, Oahu, Hawaii

Boundaries. Beginning at lat. 21°29'30"N., long. 158°08'40"W.; to lat. 21°31'00"N., long. 158°14'00"W.; to lat. 21°32'30"N., long. 158°14'30"W.; to lat. 21°33'15"N., long. 158°15'15"W.; to lat. 21°34'30"N., long. 158°15'15"W.; to lat. 21°34'30"N., long. 158°13'15"W.; to lat. 21°33'15"N., long. 158°08'40"W.; to the point of beginning.

Designated altitudes. From 9,000 feet MSL to but not including 19,000 feet MSL.

Time of designation. Intermittent.

Controlling agency. FAA, Honolulu Flight Service Station.

Using agency. U. S. Army, Hawaii, Schofield Barracks, Hawaii.

§ 73.32 Idaho

R-3202 Saylor Creek, Idaho

SUBAREA A

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 180.

Time of designation. Daily 0600 to 0200 local time. Other times by NOTAM.

Controlling agency. FAA, Salt Lake City ARTC Center.

Using agency. Commander, 366th Tactical Fighter Wing, Mountain Home AFB, Idaho.

SUBAREA B

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. Daily 0600 to 0200 local time. Other times by NOTAM.

Controlling agency. FAA, Salt Lake City ARTC Center.

Using agency. Commander, 366th Tactical Fighter Wing, Mountain Home AFB, Idaho.

SUBAREA C

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. Daily 0600 to 0200 local time. Other times by NOTAM.

Controlling agency. FAA, Salt Lake City ARTC Center.

Using agency. Commander, 366th Tactical Fighter Wing, Mountain Home AFB, Idaho.

§ 73.33 Illinois

R-3302 Savanna, Ill.

Boundaries. A circular area with a 1,500-foot radius centered on latitude 42°13'59" N., longitude 90°21'43" 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-3401A Atterbury Reserve Forces Training Area, 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. Adjutant General, State of Indiana, Indianapolis, IN.

R-3401B Atterbury Reserve Forces Training Area, Ind.

Boundaries. Beginning at lat. 39°22'00" N., long. 86°06'40" W.; to lat. 39°22'00" N., long. 85°59'30" W.; to lat. 39°21'30" N., long. 85°59'30" W.; to lat. 39°21'30" N., long. 86°06'00" W.; to lat. 39°13'00" N., long. 86°06'00" W.; to lat. 39°13'00" N., long. 85°59'30" W.; to lat. 39°12'30" N., long. 85°59'30" W.; to lat. 39°12'30" N., long. 86°09'50" W.; to lat. 39°19'00" N., long. 86°11'20" W.; to point of beginning.
 Designated altitude. 1200 feet AGL to and including 14,000 feet MSL.
 Time of designation. Continuous.
 Controlling agency. Federal Aviation Administration, Indianapolis ARTC Center.
 Using agency. Adjutant General, State of Indiana, Indianapolis, Ind.

R-3403A 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. Daily, 0630 to 2400 local time.
 Controlling agency. Federal Aviation Administration, Indianapolis ARTC Center.
 Using agency. Commanding Officer, Jefferson Proving Ground, Madison, Ind.

AMENDMENTS 3/20/80 45 F. R. 3887 (Changed)

R-3403B Jefferson Proving Ground, Ind.

Boundaries. Beginning at lat. 39°05'00"N., long. 85°30'00"W.; to lat. 39°05'00"N., long. 85°22'00"W.; to lat. 39°02'00"N., long. 85°22'00"W.; to lat. 39°02'57"N., long. 85°27'42"W.; to lat. 38°55'00"N., long. 85°27'42"W.; to lat. 38°57'30"N., long. 85°30'00"W.; to point of beginning.
 Designated altitudes. 1200 feet AGL to FL 180.
 Time of designation. Daily 0600 to 2300 local time.
 Controlling agency. Federal Aviation Administration, Indianapolis ARTC Center.
 Using agency. Commanding Officer, Jefferson Proving Ground, Madison, Ind.

R-3404 Crane, Ind.

Boundaries. A circular area 1 nautical mile in diameter, centered on latitude 38°49'18" N., longitude 86°50'03" W.
 Designated altitudes. Surface to 2,500 feet MSL.
 Controlling agency. Federal Aviation Administration, Indianapolis ARTCC.
 Time of designation. Sunrise to sunset daily from May 1 through and including November 1. Other times by NOTAM 24 hours in advance.
 Using agency. Commanding Officer, Naval Ammunition Depot, Crane, IN.

§ 73.35 Iowa

§ 73.36 Kansas

R-3601A Brookville, Kans.

Boundaries. Beginning at latitude 38°45'20" N., longitude 97°46'00" W.; to latitude 38°39'45" N., longitude 97°46'00" W.; along the Missouri Pacific Railroad to latitude 38°38'20" N., longitude 97°47'30" W.; to latitude 38°38'20" N., longitude 97°56'00" W.; to latitude 38°45'20" N., longitude 97°56'00" W.; to point of beginning.
 Designated altitudes. Surface to FL 180.
 Time of designation. Monday through Saturday, sunrise to 2400 c.s.t.; other times by NOTAM 24 hours in advance.
 Controlling agency. Federal Aviation Administration, Kansas City ARTC Center.
 Using agency. Commander, Kansas ANG, McConnell AFB, Kans.

R-3601B Brookville, Kans.

Boundaries. Beginning at latitude 38°38'20" N., longitude 97°50'00" W.; to latitude 38°35'00" N., longitude 97°50'00" W.; to latitude 38°35'00" N., longitude 97°56'00" W.; to latitude 38°38'20" N., longitude 97°56'00" W.; to point of beginning.

Designated altitudes. Surface to 6,500 feet MSL.

Time of designation. Monday through Saturday, sunrise to 2400 c.s.t.; other times by NOTAM 24 hours in advance.

Controlling agency. Federal Aviation Administration, Kansas City ARTC Center.

Using agency. Commander, Kansas ANG, McConnell AFB, Kans.

R-3602 Manhattan, Kans.

Subarea A

Boundaries. Beginning at latitude 39°17'45" N., longitude 96°49'50" W.; thence along the southern edge of the Chicago, Rock Island and Pacific Railroad right-of-way to latitude 39°18'33" N., longitude 96°57'39" W.; thence south to the shoreline of the main body of Milford Reservoir at latitude 39°12'27" N., longitude 96°57'39" W.; thence along the shoreline of the main body of Milford Reservoir to latitude 39°10'58" N., longitude 96°55'00" W.; to latitude 39°10'58" N., longitude 96°53'13" W.; to latitude 39°08'22" N., longitude 96°53'13" W.; to latitude 39°08'22" N., longitude 96°49'52" W.; thence north along U. S. Highway No. 77 to the point of beginning.

Designated altitudes. Surface to 29,000 feet MSL.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, Kansas City ARTC Center.

Using agency. Commanding General, Fort Riley, Kans.

Subarea B

Boundaries. Beginning at latitude 39°17'45" N., longitude 96°49'50" W.; thence south along U. S. Highway No. 77 to latitude 39°07'54" N., longitude 96°49'52" W.; to latitude 39°04'24" N., longitude 96°52'22" W.; to latitude 39°04'24" N., longitude 96°51'15" W.; thence clockwise along the arc of a 4 nautical mile radius circle centered on the Marshall Army Air Field RBN at latitude 39°01'34" N., longitude 96°47'40" W.; to latitude 39°05'25" N., longitude 96°46'17" W.; to latitude 39°06'25" N., longitude 96°44'40" W.; to latitude 39°08'20" N., longitude 96°43'00" W.; to latitude 39°09'23" N., longitude 96°43'00" W.; to latitude 39°10'43" N., longitude 96°40'55" W.; to latitude 39°12'17" N., longitude 96°40'55" W.; to latitude 39°13'00" N., longitude 96°42'35" W.; to latitude 39°13'16" N., longitude 96°42'35" W.; thence along the southerly edge of the Chicago, Rock Island and Pacific Railroad right-of-way to the point of beginning.

Designated altitudes. Surface to 29,000 feet MSL.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, Kansas City ARTC Center.

Using agency. Commanding General, Fort Riley, Kans.

AMENDMENTS 1/24/80 44 F. R. 68452 (Changed)

§ 73.37 Kentucky

R-3701A Fort Campbell, Ky.

Boundaries. Beginning at lat. 36°39'00"N., long. 87°34'13"W., to lat. 36°39'00"N., long. 87°32'30"W., to lat. 36°39'15"N., long. 87°30'12"W., to lat. 36°39'30"N., long. 87°29'45"W., to lat. 36°39'30"N., long. 87°28'33"W., to lat. 36°38'23"N., long. 87°28'33"W., to lat. 36°38'23"N., long. 87°31'22"W., to lat. 36°37'41"N., long. 87°31'54"W., to lat. 36°38'00"N., long. 87°32'22"W., to lat. 36°38'21"N., long. 87°32'42"W., to lat. 36°38'19"N., long. 87°34'13"W., thence to point of beginning.

Altitudes. Surface to and including 5,000 feet MSL.

Time of designation. By NOTAM 24 hours in advance.

Controlling agency. Federal Aviation Administration, Memphis ARTC Center.

Using agency. Commanding General, Fort Campbell, Ky.

R-3701B Fort Campbell, Ky.

Boundaries. Beginning at lat. 36°39'00"N., long. 87°34'13"W., to lat. 36°39'00"N., long. 87°32'30"W., to lat. 36°39'15"N., long. 87°30'12"W., to lat. 36°39'30"N., long. 87°29'45"W., to lat. 36°39'30"N., long. 87°28'33"W., to lat. 36°38'23"N., long. 87°28'33"W., to lat. 36°38'23"N., long. 87°31'22"W., to lat. 36°37'41"N., long. 87°31'54"W., to lat. 36°38'00"N., long. 87°32'22"W., to lat. 36°38'21"N., long. 87°32'42"W., to lat. 36°38'19"N., long. 87°34'13"W., thence to point of beginning.

Altitudes. 5,000 feet MSL to and including 10,000 feet MSL.

Time of designation. By NOTAM 24 hours in advance.

Controlling agency. Federal Aviation Administration, Memphis ARTC Center.

Using agency. Commanding General, Fort Campbell, Ky.

R-3701C Fort Campbell, Ky.

Boundaries. Beginning at lat. 36°39'00"N., long. 87°34'13"W., to lat. 36°39'00"N., long. 87°32'30"W., to lat. 36°39'15"N., long. 87°30'12"W., to lat. 36°39'30"N., long. 87°29'45"W., to lat. 36°39'30"N., long. 87°28'33"W., to lat. 36°38'23"N., long. 87°28'33"W., to lat. 36°38'23"N., long. 87°31'22"W., to lat. 36°37'41"N., long. 87°31'54"W., to lat. 36°38'00"N., long. 87°32'22"W., to lat. 36°38'21"N., long. 87°32'42"W., to lat. 36°38'19"N., long. 87°34'13"W., thence to point of beginning.

Altitudes. 10,000 feet MSL to and including FL 180.

Time of designation. By NOTAM 24 hours in advance.

Controlling agency. Federal Aviation Administration, Memphis ARTC Center.

Using agency. Commanding General, Fort Campbell, Ky.

R-3702A Fort Campbell, Ky.

Boundaries. Beginning at lat. 36°43'30"N., long. 87°48'15"W., to lat. 36°43'30"N., long. 87°43'00"W., to lat. 36°42'00"N., long. 87°40'30"W., to lat. 36°39'00"N., long. 87°40'00"W., to lat. 36°39'00"N., long. 87°34'13"W., to lat. 36°38'19"N., long. 87°34'13"W., to lat. 36°38'21"N., long. 87°32'42"W., to lat. 36°38'00"N., long. 87°32'32"W., to lat. 36°37'41"N., long. 87°31'54"W., to lat. 36°32'00"N., long. 87°32'30"W., to lat. 36°32'00"N., long. 87°35'00"W., to lat. 36°33'30"N., long. 87°42'30"W., to lat. 36°35'30"N., long. 87°45'00"W., to lat. 36°37'30"N., long. 87°48'15"W., thence to point of beginning.

Altitudes. Surface to and including FL 220.

Time of designation. By NOTAM 24 hours in advance.

Controlling agency. Federal Aviation Administration, Memphis ARTC Center.

Using agency. Commanding General, Fort Campbell, Ky.

R-3702B Fort Campbell, Ky.

Boundaries. Beginning at lat. 36°43'30"N., long. 87°48'15"W., to lat. 36°43'30"N., long. 87°43'00"W., to lat. 36°42'00"N., long. 87°40'30"W., to lat. 36°39'00"N., long. 87°40'00"W., to lat. 36°39'00"N., long. 87°34'13"W., to lat. 36°38'19"N., long. 87°34'13"W., to lat. 36°38'21"N., long. 87°32'42"W., to lat. 36°38'00"N., long. 87°32'32"W., to lat. 36°37'41"N., long. 87°31'54"W., to lat. 36°32'00"N., long. 87°32'30"W., to lat. 36°32'00"N., long. 87°35'00"W., to lat. 36°33'30"N., long. 87°42'30"W., to lat. 36°35'30"N., long. 87°45'00"W., to lat. 36°37'30"N., long. 87°48'15"W., thence to point of beginning.

Altitudes. FL 220 to and including FL 270.

Time of designation. By NOTAM 24 hours in advance.

Controlling agency. Federal Aviation Administration, Memphis ARTC Center.

Using agency. Commanding General, Fort Campbell, Ky.

R-3703A Fort Campbell, Ky.

Boundaries. Beginning at lat. 36°37'41"N., long. 87°31'54"W., to lat. 36°38'23"N., long. 87°31'22"W., to lat. 36°38'23"N., long. 87°28'33"W., to lat. 36°37'12"N., long. 87°28'33"W., to lat. 36°37'12"N., long. 87°29'50"W., to lat. 36°34'00"N., long. 87°29'50"W., to lat. 36°32'00"N., long. 87°32'30"W., thence to point of beginning.

Altitudes. Surface to and including 5,000 feet MSL.

Time of designation. By NOTAM 24 hours in advance.

Controlling agency. Federal Aviation Administration, Memphis ARTC Center.

Using agency. Commanding General, Fort Campbell, Ky.

R-3703B Fort Campbell, Ky.

Boundaries. Beginning at lat. 36°37'41"N., long. 87°31'54"W., to lat. 36°38'23"N., long. 87°31'22"W., to lat. 36°38'23"N., long. 87°28'33"W., to lat. 36°37'12"N., long. 87°28'33"W., to lat. 36°37'12"N., long. 87°29'50"W., to lat. 36°34'00"N., long. 87°29'50"W., to lat. 36°32'00"N., long. 87°32'30"W., thence to point of beginning.

Altitudes. 5,000 feet MSL to and including 10,000 feet MSL.

Time of designation. By NOTAM 24 hours in advance.

Controlling agency. Federal Aviation Administration, Memphis ARTC Center.

Using agency. Commanding General, Fort Campbell, Ky.

R-3703C Fort Campbell, Ky.

Boundaries. Beginning at lat. 36°37'41"N., long. 87°31'54"W., to lat. 36°38'23"N., long. 87°31'22"W., to lat. 36°38'23"N., long. 87°28'33"W., to lat. 36°37'12"N., long. 87°28'33"W., to lat. 36°37'12"N., long. 87°29'50"W., to lat. 36°34'00"N., long. 87°29'50"W., to lat. 36°32'00"N., long. 87°32'30"W., thence to point of beginning.

Altitudes. 10,000 feet MSL to FL 180.

Time of designation. By NOTAM 24 hours in advance.

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.

R-3801A Camp Claiborne, La.

Boundaries. Beginning at latitude 31°18'00" N., longitude 92°46'30" W.; to latitude 31°13'55" N., longitude 92°49'45" W.; to latitude 31°23'40" N., longitude 93°05'45" W.; to latitude 31°27'30" N., longitude 93°03'00" W.; to point of beginning.

Designated altitudes. 1,500 feet AGL to and including 4,000 feet MSL northwest of a line extending from latitude 31°20'50" N., longitude 92°51'15" W.; to latitude 31°16'40" N., longitude 92°54'30" W.; and 500 feet AGL to and including 4,000 feet MSL southeast of a line extending from latitude 31°20'50" N., longitude 92°51'15" W.; to latitude 31°16'40" N., longitude 92°54'30" W.

Time of designation. Continuous.

Controlling agency. FAA, Houston ARTC Center.

Using agency. Commander, England AFB, La.

R-3801B Camp Claiborne, La.

Boundaries. Beginning at latitude 31°11'45" N., longitude 92°30'15" W.; to latitude 31°05'15" N., longitude 92°34'50" W.; to latitude 31°13'55" N., longitude 92°49'45" W.; to latitude 31°18'00" N., longitude 92°46'30" W.; to latitude 31°15'15" N., longitude 92°41'45" W.; to latitude 31°17'10" N., longitude 92°40'10" W.; to point of beginning.

Designated altitudes. Surface to and including 7,000 feet MSL.

Time of designation. Continuous.

Controlling agency. FAA, Houston ARTC Center.

Using agency. Commander, England AFB, La.

R-3801C Camp Claiborne, La.

Boundaries. Beginning at latitude 31°11'45" N., longitude 92°30'15" W.; to latitude 31°05'15" N., longitude 92°34'50" W.; to latitude 31°13'55" N., longitude 92°49'45" W.; to latitude 31°18'00" N., longitude 92°43'30" W.; to latitude 31°15'15" N., longitude 92°41'45" W., to latitude 31°17'10" N., longitude 92°40'10" W.; to point of beginning.

Designated altitudes. 7,000 feet MSL to and including 14,000 feet MSL.

Time of designation. Continuous. R-3801C shall not be activated unless the Houston ARTC Center radar (Alexandria system) is operational.

Controlling agency. FAA, Houston ARTC Center.

Using agency. Commander, England AFB, La.

R-3803A Fort Polk, La.

Boundaries. Beginning at lat. 31°23'36"N., long. 93°09'57"W.; to lat. 31°23'12"N., long. 93°09'48"W.; to lat. 31°22'00"N., long. 93°10'05"W.; to lat. 31°19'16"N., long. 93°11'10"W.; to lat. 31°19'16"N., long. 93°20'15"W.; to lat. 31°24'30"N., long. 93°20'15"W.; to lat. 31°24'30"N., long. 93°16'42"W.; to lat. 31°23'35"N., long. 93°13'24"W.; to point of beginning.

Designated altitudes. Surface to FL 180.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, Houston, Tex., ARTC Center.

Using agency. Commanding General, Fort Polk, La.

R-3803B Fort Polk, La.

Boundaries. Beginning at lat. 31°23'36"N., long. 93°09'57"W.; to lat. 31°23'12"N., long. 93°09'48"W.; to lat. 31°22'00"N., long. 93°10'05"W.; to lat. 31°19'16"N., long. 93°11'10"W.; to lat. 31°19'16"N., long. 93°20'15"W.; to lat. 31°24'30"N., long. 93°20'15"W.; to lat. 31°24'30"N., long. 93°16'42"W.; to lat. 31°23'35"N., long. 93°13'24"W.; to point of beginning.

Designated altitudes. FL 180 to FL 450.

Time of designation. As activated by NOTAM issued at least 24 hours in advance.

Controlling agency. Federal Aviation Administration, Houston, Tex., ARTC Center.

Using agency. Commanding General, Fort Polk, La.

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 FL 180.

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, Houston, Tex., ARTC Center.

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. FL 180 to FL 450.

Controlling agency. Federal Aviation Administration, Houston, Tex., ARTC Center.

Time of designation. As published by NOTAM 24 hours in advance.

Using agency. Commanding General, Fort Polk, La.

R-3806 England Air Force Base, La.

Boundaries. Beginning at latitude 31°03'00" N., longitude 92°49'30" W.; to latitude 30°58'00" N., longitude 92°39'00" W.; to latitude 30°38'00" N., longitude 92°49'00" W.; to latitude 30°43'00" N., longitude 92°58'00" W.; to latitude 30°50'30" N., longitude 93°01'00" W.; to latitude 30°55'25" N., longitude 92°54'40" W.; to point of beginning.

Designated altitudes. 500 feet AGL to and including 7,000 feet MSL, excluding the airspace below 1,500 feet AGL within a two-nautical-mile radius of the City of Elizabeth, La.

Time of designation. Daylight hours, Monday through Friday.

Controlling agency. Federal Aviation Administration, Houston ARTC Center.

Using agency. Commander, 23rd Tactical Fighter Wing, England AFB, La.

§ 73.39 Maine**§ 73.40 Maryland****R-4001A 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°17'30" N., long. 76°12'59" W.; to lat. 39°16'24" N., long. 76°16'18" W.; to lat. 39°17'13" N., long. 76°18'49" W.; to lat. 39°19'41" N., long. 76°22'01" 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 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.

R-4001B Aberdeen, Md.

Boundaries. Beginning at lat. 39°17'30" N., long. 76°12'59" 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°19'41" N., long. 76°22'01" W.; to lat. 39°17'13" N., long. 76°18'49" W.; to lat. 39°16'24" N., long. 76°16'18" W.; to point of beginning.

Designated altitudes. Surface to 10,000 feet MSL, higher altitudes by NOTAM issued 24 hours in advance.

Time of designation. Intermittent, as activated by NOTAM 24 hours in advance.

Controlling agency. Federal Aviation Administration, Washington ARTC Center.

Using agency. Commanding General, Aberdeen Proving Ground, Md.

R-4002 Bloodsworth Island, Md.

Boundaries. Beginning at Lat. 38°13'00" N, Long. 76°00'00" W; to Lat. 38°08'00" N, Long. 76°00'00" W; to Lat. 38°08'00" N, Long. 76°08'50" W; to Lat. 38°13'00" N, Long. 76°11'20" W; to the point of beginning.

Designated altitudes. Surface to and including 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.

Controlling agency. Federal Aviation Administration, Washington ARTC Center.

Using agency. Commanding Officer, Naval Amphibious School Little Creek, Norfolk, 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°18'25" 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-4007A 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 but not including 5,000 feet MSL.

Time of designation: Continuous.

Controlling agency: Federal Aviation Administration, Washington ARTCC.

Using agency: Commanding Officer, NAS Patuxent River, Md.

R-4007B 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: 5,000 feet MSL to 17,000 feet MSL.

Time of designation: 0800 to 1800 hours, local time, daily to January 1, 1982.

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 Lat. 41°40'52" N., Long. 70°33'09" W.; to Lat. 41°41'01" N., Long. 70°34'00" W.; to Lat. 41°41'58" N., Long. 70°34'58" W.; to Lat. 41°42'52" N., Long. 70°34'58" W.; to Lat. 41°43'52" N., Long. 70°34'32" W.; to Lat. 41°44'30" N., Long. 70°34'16" W.; to Lat. 41°45'17" N., Long. 70°34'13" W.; to Lat. 41°45'12" N., Long. 70°34'01" W.; to Lat. 41°46'07" N., Long. 70°33'04" W.; to Lat. 41°45'18" N., Long. 70°31'18" W.; to Lat. 41°44'37" N., Long. 70°30'42" W.; to Lat. 41°44'11" N., Long. 70°29'40" W.; to Lat. 41°43'06" N., Long. 70°30'08" W.; to Lat. 41°43'07" N., Long. 70°30'36" W.; to Lat. 41°42'45" N., Long. 70°30'50" W.; to Lat. 41°42'38" N., Long. 70°30'33" W.; to Lat. 41°41'51" N., Long. 70°30'52" W.; to Lat. 41°41'38" N., Long. 70°31'18" W.; to Lat. 41°41'20" N., Long. 70°31'29" W.; to Lat. 41°41'18" N., Long. 70°31'26" W.; to Lat. 41°41'06" N., Long. 70°31'54" W.; to point of beginning.

Designated altitudes: Surface to 9,000 feet MSL.

Time of designation: From 0600 to 1800 local time, daily, or other times as specified by NOTAM issued 48 hours in advance.

Controlling agency: Federal Aviation Administration, Otis Approach Control.

Using agency: Commander, U. S. Army Garrison, Camp Edwards, Massachusetts.

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 but not including 18,000 feet MSL.

Time of designation: Sunrise to sunset, other times by NOTAM at least 48 hours in advance.

Controlling agency: Federal Aviation Administration, Otis Approach Control.

Using agency: Commanding Officer, NAS South Weymouth, Mass.

§ 73.42 Michigan**R-4201 Camp Grayling, Mich.****SUBAREA A**

Boundaries: Beginning at latitude 44°56'00" N., longitude 84°29'00" W.; to latitude 44°47'00" N., longitude 84°29'00" W.; to latitude 44°47'00" N., longitude 84°30'00" W.; to latitude 44°56'00" N., longitude 84°39'00" W.; to point of beginning.

Designated altitudes: Surface to 23,000 feet MSL.

Time of designation: Continuous.

Controlling agency: Federal Aviation Administration, Minneapolis ARTC Center.

Using agency: Adjutant General, State of Michigan, Lansing, Mich.

SUBAREA B

Boundaries: Beginning at latitude 44°47'00" N., longitude 84°29'00" W.; to latitude 44°41'00" N., longitude 84°29'00" W.; to latitude 44°41'00" N., longitude 84°40'00" W.; to latitude 44°43'00" N., longitude 84°40'00" W.; to latitude 44°43'00" N., longitude 84°38'00" W.; to latitude 44°47'00" N., longitude 84°38'00" W.; to point of beginning.

Designated altitudes: Surface to 9,000 feet MSL.

Time of designation: Continuous.

Controlling agency: Federal Aviation Administration, Minneapolis ARTC Center.

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.

Controlling agency. Federal Aviation Administration, Traverse City Flight Service Station.

R-4207 Upper Lake Huron, Mich.

Boundaries. Beginning at latitude 45°17'00" N., longitude 83°00'00" W.; to latitude 45°20'34" 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. Sunrise to sunset.

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 Rinley, Minn.

Boundaries. Beginning at Lat. 46°18'54"N., Long. 94°29'02"W.; thence along south bank of Crow Wing River and west bank of Mississipi River to Lat. 46°10'49"N., Long. 94°21'52"W.; to Lat. 46°07'11"N., Long. 94°21'52"W.; thence along the west bank of Mississippi River to Lat. 46°06'22"N., Long. 94°21'10"W.; to Lat. 46°06'22"N., Long. 94°22'15"W.; to Lat. 46°06'03"N., Long. 94°22'15"W.; to Lat. 46°06'03"N., Long. 94°26'06"W.; to Lat. 46°08'00"N., Long. 94°26'06"W.; to Lat. 46°08'00"N., Long. 94°30'00"W.; to Lat. 46°18'18"N., Long. 94°30'00"W.; to point of beginning.

Designated altitudes. Surface to 27,000 feet MSL.

Time of designation. 0730 to 2400 local times daily. Other times as specified by NOTAM issued 24 hours in advance.

Controlling agency. Federal Aviation Administration, Minneapolis ARTC Center.

Using agency. Commanding Officer, Camp Rinley, Minn.

R-4305 Lake Superior, Minn.

Boundaries. Beginning at latitude 47°43'00" 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, Eighth Air Force, Barksdale AFB, La.

§ 73.44 Mississippi

R-4401 Camp Shelby, Miss.

Boundaries. Beginning at latitude 31°12'54" N.; longitude 89°11'03" W.; to latitude 31°11'48" N.; longitude 89°00'00" W.; to latitude 31°10'15" N.; longitude 88°56'34" W.; to latitude 31°09'10" N.; longitude 88°56'34" W.; thence southwest along Mississippi State Highway No. 15 to latitude 31°04'36" N.; longitude 88°59'24" W.; to latitude 31°04'36" N.; longitude 89°11'03" W.; to point of beginning.

Designated altitudes. Subarea A, surface to 4,000 feet MSL. Subarea B, 4,000 feet MSL to 18,000 feet MSL. Subarea C, 18,000 feet MSL to 29,000 feet MSL.

Time of designation. As activated by NOTAMs at least 24 hours in advance. NOTAMs to contain information concerning deactivation of area.

Controlling agency. Federal Aviation Administration, Houston ARTC Center.

Using agency. Adjutant General, State of Mississippi, Jackson, Miss.

R-4403 Gainesville, Miss.

Boundaries. Beginning at latitude 30°21'02" N., longitude 89°36'53" W.; to latitude 30°22'33" N., longitude 89°36'53" W.; to latitude 30°22'34" N., longitude 89°34'05" W.; to latitude 30°21'03" N., longitude 89°34'04" W.; to the point of beginning.

Altitudes. From surface to 5,000 feet MSL.

Time of use. Continuous.

Controlling agency. Federal Aviation Administration, Houston ARTC Center.

Using agency. Manager, Mississippi Test Operations, National Aeronautics and Space Administration, Bay St. Louis, Miss.

R-4404A Macon, Miss.

Boundaries. Beginning at lat. 33°02'39"N., long. 88°42'37"W.; to lat. 33°04'30"N., long. 88°40'18"W.; to lat. 33°03'34"N., long. 88°39'08"W.; to lat. 33°01'43"N., long. 88°41'23"W.; to point of beginning.

Designated altitudes. Surface to 11,500 feet MSL.

Time of designation. Sunrise to sunset daily, other times by NOTAM 24 hours in advance.

Controlling agency. Federal Aviation Administration, Memphis ARTC Center.

Using agency. Commander, Training Wing One, NAS, Meridian, Miss.

AMENDMENTS 7/10/80 45 F. R. 31976 (Rewritten)

R-4404B Macon, Miss.

Boundaries. A circle with a 5-nautical-mile radius centered at lat. 33°03'11"N., long. 88°40'41"W.

Designated altitudes. From 1,200 feet AGL to 11,500 feet MSL.

Time of designation. Sunrise to sunset daily, other times by NOTAM 24 hours in advance.

Controlling agency. Federal Aviation Administration, Memphis ARTC Center.

Using agency. Commander, Training Wing One, NAS, Meridian, Miss.

AMENDMENTS 7/10/80 45 F. R. 31976 (Added)

Corr: 45 F. R. 38352

R-4404C Macon, Miss.

Boundaries. A circle with a 5-nautical-mile radius centered at lat. 33°03'11"N., long. 88°40'41"W.

Designated altitudes. 11,500 feet MSL to 14,500 feet MSL.

Time of designation. Sunrise to sunset daily, other times by NOTAM 24 hours in advance.

Controlling agency. Federal Aviation Administration, Memphis ARTC Center.

Using agency. Commander, Training Wing One, NAS, Meridian, Miss.

AMENDMENTS 7/10/80 45 F. R. 31976 (Added)

§ 73.45 Missouri

R-4501A Fort Leonard Wood West, Mo.

Boundaries. Beginning at lat. 37°41'06"N., long. 92°09'17"W.; to lat. 37°38'15"N., long. 92°09'17"W.; to lat. 37°37'35"N., long. 92°10'37"W.; to lat. 37°36'15"N., long. 92°10'37"W.; to lat. 37°36'15"N., long. 92°15'21"W.; to lat. 37°39'28"N., long. 92°15'21"W.; to lat. 37°41'07"N., long. 92°14'23"W.; to the point of beginning.

Designated altitudes. Surface to but not including 2,200 feet MSL.

Time of designation. As specified by NOTAM issued at least 24 hours in advance.

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°39'02" N., longitude 92°06'17" W.; to latitude 37°38'15" N., longitude 92°08'17" W.; to latitude 37°43'02" N., longitude 92°06'17" W.; to the point of beginning.

Designated altitudes.

The area north of a line between latitude 37°43'51" N., longitude 92°06'47" W.; and latitude 37°42'53" N., longitude 92°05'17" 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.

R-4501C Fort Leonard Wood, Mo.

Boundaries. Beginning at lat. 37°41'00"N., long. 92°16'10"W.; to lat. 37°41'26"N., long. 92°10'15"W.; to lat. 37°40'16"N., long. 92°07'05"W.; to lat. 37°38'20"N., long. 92°06'55"W.; to lat. 37°36'07"N., long. 92°10'27"W.; to lat. 37°35'22"N., long. 92°15'31"W.; to the point of beginning.

Designated altitudes. From 2,200 feet MSL to but not including FL 180.

Time of designation. As specified by NOTAM issued at least 24 hours in advance.

Controlling agency. Federal Aviation Administration, Kansas City ARTCC.

Using agency. Commanding General, Fort Leonard Wood, Mo.

R-4501D Fort Leonard Wood, Mo.

Boundaries. Beginning at lat. 37°41'06"N., long. 92°09'17"W.; to lat. 37°38'15"N., long. 92°09'17"W.; to lat. 37°37'35"N., long. 92°10'37"W.; to lat. 37°36'15"N., long. 92°10'37"W.; to lat. 37°36'15"N., long. 92°15'21"W.; to lat. 37°39'28"N., long. 92°15'21"W.; to lat. 37°41'07"N., long. 92°14'23"W.; to the point of beginning.

Designated altitudes. From 2,200 feet MSL to but not including FL 180.

Time of designation. As specified by NOTAM issued at least 24 hours in advance.

Controlling agency. Federal Aviation Administration, Kansas City ARTCC.

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. 0600 to 2400 local time, Monday through Saturday.

Using agency. Commander, Light Attack Wing Pacific, NAS Lemoore, 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. 0600 to 2400 local time daily.

Controlling agency. Federal Aviation Administration, Oakland ARTC Center.

Using agency. Commander, Light Attack Wing Pacific, NAS Lemoore, 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 but not including FL 180 excluding that portion from 2,000 feet AGL up to but not including 4,000 feet AGL, which lies north of and one NM from U. S. Highway 50, between the intersections of U. S. Highway 50 with longitudes 118°25'30"W. and 118°09'50"W.

Time of designation. 0600 to 2400 local time daily.

Controlling agency. Federal Aviation Administration, Oakland ARTC Center.

Using agency. Commander, Light Attack Wing Pacific, NAS Lemoore, 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. Unlimited.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, Los Angeles ARTC Center.

Using agency. Commander, Tactical Fighter Weapons Center, 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°28'00" 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.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, Los Angeles ARTC Center.

Using agency. Commander, Tactical Fighter Weapons Center, Nellis AFB, Nev.

R-4808N Las Vegas, Nev.

Boundaries. Beginning at latitude 36°41'00" N., longitude 115°56'00" W.; to latitude 36°41'00" N., longitude 116°14'45" W.; to latitude 36°46'00" 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 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 point of beginning.

Designated altitudes. Unlimited.

Time of designation. Continuous.

Using agency. Manager, United States Energy Research and Development Administration, Las Vegas, Nev.

R-4808S Las Vegas, Nev.

Boundaries. Beginning at latitude 36°46'00" N., longitude 116°26'30" W.; to latitude 36°41'00" N., longitude 116°14'45" W.; to latitude 36°41'00" N., longitude 116°26'30" W.; to point of beginning.
 Designated altitudes: Unlimited.
 Time of designation: Continuous.
 Controlling agency: Federal Aviation Administration, Los Angeles ARTC Center.
 Using agency: Manager, United States Energy Research and Development Administration, Las Vegas, Nev.

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, United States Energy Research and Development Administration, 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°08'15" N, Long. 118°42'20" W.
 Designated altitudes. Surface to and including Flight Level 170.
 Time of designation. 0600 to 2400 local time daily.
 Controlling agency. Federal Aviation Administration, Oakland ARTC Center.
 Using agency. Commander, Light Attack Wing Pacific, NAS Lemoore, 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. Commander, Hawthorne Army Ammunition Plant, 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 but not including Flight Level 180 excluding that portion from 2,000 feet AGL up to but not including 4,000 feet AGL, which lies north of and one NM from U. S. Highway 50, between the intersections of U. S. Highway 50 with longitudes 118°25'30"W. and 118°09'50"W.
 Time of designation: 0600 to 2400 local time daily.
 Controlling agency: Oakland ARTC Center.
 Using agency: Commander, Light Attack Wing Pacific, NAS Lemoore, Calif.

R-4813 Carson Sink, Nev.

Boundaries. Beginning at lat. 39°51'00" N., long. 118°38'00" W.; to lat. 40°01'00" N., long. 118°15'00" W.; to lat. 40°01'00" N., long. 118°01'00" W.; to lat. 39°58'00" N., long. 118°01'00" W.; to lat. 39°38'00" N., long. 118°17'00" W.; thence via the arc of a 15-nautical mile radius circle centered at lat. 39°52'36" N., long. 118°20'27" W.; to lat. 39°45'50" N., long. 118°38'00" W.; thence to point of beginning.
 Designated altitudes. Surface to but not including Flight Level 180.
 Time of designation. 0600 to 2400 local time daily.
 Controlling agency: Oakland ARTC Center.
 Using agency: Commander, Light Attack Wing Pacific, NAS Lemoore, Calif.

R-4816N Dixie Valley, Nev.

Boundaries. Beginning at lat. 39°51'00" N., long. 118°00'00" W.; to lat. 39°51'00" N., long. 117°31'00" W.; to lat. 39°34'00" N., long. 117°39'30" W.; to lat. 39°34'00" N., long. 118°12'30" W.; to point of beginning.
 Designated altitudes. 1500 feet AGL to but not including Flight Level 180.
 Time of designation. 0700 to 2400 local time, Monday through Saturday.
 Controlling agency. Federal Aviation Administration, Oakland ARTC Center.
 Using agency. Commanding Officer, Naval Air Station, Fallon, Nev.

R-4816S Dixie Valley, Nev.

Boundaries. Beginning at lat. 39°34'00" N., long. 118°12'30" W.; to lat. 39°34'00" N., long. 117°39'30" W.; to lat. 39°18'00" N., long. 117°47'30" W.; to lat. 39°18'00" N., long. 118°13'15" W.; to lat. 39°17'00" N., long. 118°21'00" W.; to lat. 39°30'00" N., long. 118°15'30" W.; to point of beginning.
 Designated altitudes. 500 feet AGL to but not including Flight Level 180 excluding that portion from 2,000 feet AGL up to but not including 4,000 feet AGL, which lies north of and one NM from U. S. Highway 50, between the intersections of U. S. Highway 50 with longitudes 118°25'30"W. and 118°09'50"W.
 Time of designation. 0700 to 2400 local time, Monday through Saturday.
 Controlling agency. Federal Aviation Administration, Oakland ARTC Center.
 Using agency. Commanding Officer, Naval Air Station, Fallon, Nev.

§ 73.49 New Hampshire

§ 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°57'30" N., longitude 74°25'17" W.; to latitude 39°57'23" N., longitude 74°25'50" 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°57'30" N., longitude 74°25'17" W.; to latitude 39°57'23" N., longitude 74°25'50" 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-5002A Warren Grove, N. J.

Boundaries: Beginning at lat. 39°43'25" N., long. 74°17'37" W.; to lat. 39°38'25" N., long. 74°24'20" W.; to lat. 39°38'30" N., long. 74°29'30" W.; to lat. 39°39'20" N., long. 74°30'00" W.; to lat. 39°44'50" N., long. 74°24'40" W.; to lat. 39°44'50" N., long. 74°19'20" W.; to the point of beginning.

Designated altitudes: Surface to 14,000 feet MSL.

Time of designation: Sunrise to sunset, other times as activated by NOTAM issued at least 48 hours in advance.

Controlling agency: Federal Aviation Administration, New York ARTCC.

Using agency: Commander, 108th Tactical Fighter Wing, New Jersey Air National Guard, McGuire AFB, N. J.

R-5002B Warren Grove, N. J.

Boundaries: Beginning at lat. 39°41'00" N., long. 74°20'52" W.; to lat. 39°40'10" N., long. 74°20'15" W.; to lat. 39°38'50" N., long. 74°21'20" W.; to lat. 39°36'00" N., long. 74°26'30" W.; to lat. 39°36'00" N., long. 74°27'30" W.; to lat. 39°37'00" N., long. 74°28'50" W.; to lat. 39°38'30" N., long. 74°29'30" W.; to lat. 39°38'25" N., long. 74°24'20" W.; to the point of beginning.

Designated altitudes: 1,000 feet MSL to 14,000 feet MSL.

Time of designation: Sunrise to sunset, other times as activated by NOTAM issued at least 48 hours in advance.

Controlling agency: Federal Aviation Administration, New York ARTCC.

Using agency: Commander, 108th Tactical Fighter Wing, New Jersey Air National Guard, McGuire AFB, N. J.

R-5002C Warren Grove, N. J.

Boundaries: Beginning at lat. 39°39'20" N., long. 74°30'00" W.; to lat. 39°40'30" N., long. 74°30'40" W.; to lat. 39°44'50" N., long. 74°27'30" W.; to lat. 39°44'50" N., long. 74°24'40" W.; to the point of beginning.

Designated altitudes: Surface to 3,000 feet MSL.

Time of designation: Sunrise to sunset, other times as activated by NOTAM issued at least 48 hours in advance.

Controlling agency: Federal Aviation Administration, New York ARTCC.

Using agency: Commander, 108th Tactical Fighter Wing, New Jersey Air National Guard, McGuire AFB, N. J.

R-5002D Warren Grove, N. J.

Boundaries: Beginning at lat. 39°44'50" N., long. 74°24'40" W.; to lat. 39°45'20" N., long. 74°23'45" W.; to lat. 39°45'50" N., long. 74°20'00" W.; to lat. 39°44'50" N., long. 74°19'20" W.; to the point of beginning.

Designated altitudes: Surface to 4,000 feet MSL.

Time of designation: Sunrise to sunset, other times as activated by NOTAM issued at least 48 hours in advance.

Controlling agency: Federal Aviation Administration, New York ARTCC.

Using agency: Commander, 108th Tactical Fighter Wing, New Jersey Air National Guard, McGuire AFB, N. J.

R-5002E Warren Grove, N. J.

Boundaries. Beginning at lat. 39°43'25"N., long. 74°17'37"W.; to lat. 39°41'00"N., long. 74°20'52"W.; to lat. 39°40'10"N., long. 74°20'15"W.; to the point of beginning.

Designated altitudes. 3,500 feet MSL to 14,000 feet MSL.

Time of designation. Sunrise to sunset, other times as activated by NOTAM issued at least 48 hours in advance.

Controlling agency. Federal Aviation Administration, New York ARTCC.

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°47'00"N., long. 106°14'48"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. 160°16'48"W.; to lat. 35°52'30"N., long. 106°14'48"W.; to the point of beginning.

Designated altitudes. Surface to 12,000 feet MSL.

Time of designation. Continuous.

Using agency. Manager, Energy Research and Development Administration, Los Alamos, N. Mex.

R-5103A McGregor, N. Mex.

Boundaries. Beginning at lat. 32°15'00"N., long. 106°10'00"W.; to lat. 32°15'00"N., long. 105°42'00"W.; to lat. 32°00'15"N., long. 105°56'40"W.; to lat. 32°00'30"N., long. 106°10'25"W.; to lat. 32°05'20"N., long. 106°09'20"W.; to lat. 32°06'00"N., long. 106°15'30"W.; thence along the Southern Pacific Railroad to point of beginning.

Designated altitudes. Surface to unlimited.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, Albuquerque, N. Mex., ARTC Center.

Using agency. Commanding General, Fort Bliss, Tex.

AMENDMENTS 1/24/80 44 F. R. 72106 (Rewritten)

R-5103B McGregor, N. Mex.

Boundaries. Beginning at lat. 32°45'00"N., long. 105°59'00"W.; to lat. 32°45'00"N., long. 105°52'20"W.; to lat. 32°33'20"N., long. 105°30'00"W.; to lat. 32°26'20"N., long. 105°30'00"W.; to lat. 32°15'00"N., long. 105°42'00"W.; to lat. 32°15'00"N., long. 106°10'00"W.; thence along the Southern Pacific Railroad to lat. 32°28'00"N., long. 106°02'00"W.; to lat. 32°27'40"N., long. 106°00'00"W.; to lat. 32°36'00"N., long. 106°00'00"W.; from the surface to 12,500 feet MSL; to point of beginning excluding that airspace within a 2 NM radius of lat. 32°39'02"N., long. 105°40'34"W.; from the surface to 1,500 feet above the surface and also excluding that airspace beginning at lat. 32°42'49"N., long. 105°48'10"W.; to lat. 32°40'47"N., long. 105°49'38"W.; to lat. 32°39'42"N., long. 105°47'42"W.; to lat. 32°41'58"N., long. 105°46'12"W.; to point of beginning from the surface to 1,500 feet above the surface.

Designated altitudes. Surface to 12,500 feet MSL.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, Albuquerque, N. Mex., ARTC Center.

Using agency. Commanding General, Fort Bliss, Tex.

AMENDMENTS 1/24/80 44 F. R. 72106 (Added)

Corr: 45 F. R. 5675

R-5103C McGregor, N. Mex.

Boundaries. Beginning at lat. 32°45'00"N., long. 105°59'00"W.; to lat. 32°45'00"N., long. 105°52'20"W.; to lat. 32°33'20"N., long. 105°30'00"W.; to lat. 32°26'20"N., long. 105°30'00"W.; to lat. 32°15'00"N., long. 105°42'00"W.; to lat. 32°15'00"N., long. 106°10'00"W.; thence along the Southern Pacific Railroad to lat. 32°28'00"N., long. 106°02'00"W.; to lat. 32°27'40"N., long. 106°00'00"W.; to lat. 32°36'00"N., long. 106°00'00"W.; to point of beginning from 12,500 feet MSL to unlimited.

Designated altitudes. 12,500 feet MSL to unlimited.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, Albuquerque, N. Mex., ARTC Center.

Using agency. Commanding General, Fort Bliss, Tex.

AMENDMENTS 1/24/80 44 F. R. 72106 (Added)

Corr: 45 F. R. 5675

R-5104A Melrose, N. Mex.

Boundaries. Beginning at lat. 34°28'00" N., long. 103°43'15" W., to lat. 34°25'25" N., long. 103°40'00" W., to lat. 34°14'30" N., long. 103°40'00" W., to lat. 34°10'00" N., long. 103°46'00" W., to lat. 34°10'00" N., long. 103°55'00" W., to lat. 34°28'00" N., long. 103°55'00" W., to point of beginning.

Designated altitudes. Surface to 18,000 feet MSL.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, Albuquerque, N. Mex., ARTC Center.

Using agency. Commander, Cannon AFB, N. Mex.

R-5104B Melrose, N. Mex.

Boundaries: Beginning at lat. 34°28'00" N., long. 103°43'15" W., to lat. 34°25'25" N., long. 103°40'00" W., to lat. 34°14'30" N., long. 103°40'00" W., to lat. 34°10'00" N., long. 103°46'00" W., to lat. 34°10'00" N., long. 103°55'00" W., to lat. 34°28'00" N., long. 103°55'00" W., to point of beginning.
 Designated altitudes: 18,000 feet MSL to 23,000 feet MSL.
 Time of designation: Continuous.
 Controlling agency: Federal Aviation Administration, Albuquerque, N. Mex., ARTC Center.
 Using agency: Commander, Cannon AFB, N. Mex.

R-5105 Melrose, N. Mex.

Boundaries: Beginning at lat. 34°39'00" N., long. 103°55'00" W.; to lat. 34°39'00" N., long. 103°40'00" W.; to lat. 34°25'25" N., long. 103°40'00" W.; to lat. 34°28'00" N., long. 103°43'15" W.; to lat. 34°28'00" N., long. 103°55'00" W.; to the point of beginning.
 Designated altitudes: Surface to 10,000 feet MSL.
 Time of designation: Continuous.
 Controlling agency: Federal Aviation Administration, Albuquerque ARTCC.
 Using agency: Commander, Cannon AFB, N. Mex.

R-5107A White Sands Missile Range, 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 altitudes: 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 Missile Range, 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, R-5107F, and R-5107G; and that airspace from the surface to and including 1,500 feet above the surface within a 2-nautical mile radius of latitude 32°26'35" N., longitude 106°40'45" W., latitude 32°30'00" N., longitude 106°41'10" W., and latitude 32°23'49" N., longitude 106°41'27" W.
 Designated altitudes: Surface to unlimited.
 Time of designation: Continuous.
 Using agency: Deputy for Air Force, White Sands Missile Range, N. Mex. 88002.

R-5107C White Sands Missile Range, 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 Monday through Friday. Other times as activated by NOTAM issued at least 12 hours in advance.
 Controlling agency: Federal Aviation Administration, Albuquerque ARTC Center.
 Using agency: Deputy for Air Force, White Sands Missile Range, N. Mex. 88002.

R-5107D White Sands Missile Range, N. Mex.

Boundaries: Beginning at lat. 33°34'00" N., long. 106°04'00" W.; to lat. 33°04'00" N., long. 106°21'00" W.; to lat. 32°34'00" N., long. 106°15'00" W.; to lat. 32°34'00" N., long. 106°06'00" W.; to lat. 32°36'00" N., long. 106°06'00" W.; to lat. 32°50'00" N., long. 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: Deputy for Air Force, White Sands Missile Range, N. Mex. 88002

R-5107E White Sands Missile Range, N. Mex.

Boundaries: From the point where an arc of 10 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°28'50" 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: Deputy for Air Force, White Sands Missile Range, N. Mex. 88002.

R-5107F White Sands Missile Range, N. Mex.

Boundaries: Beginning at lat. 33°10'10" N., long. 107°10'55" W.; to lat. 33°20'30" N., long. 107°08'20" W.; to lat. 33°16'10" N., long. 106°51'40" W.; to lat. 33°05'30" N., long. 106°04'00" W.; to lat. 33°00'00" N., long. 105°27'00" W.; to lat. 32°45'00" N., long. 105°27'00" W.; to lat. 32°45'00" N., long. 105°49'00" W.; to lat. 32°50'30" N., long. 106°04'00" W.; to lat. 33°05'00" N., long. 106°50'20" W.; to point of beginning.

Designated altitude: From FL 240 to FL 450.

Time of designation: Continuous.

Controlling agency: Federal Aviation Administration, Albuquerque ARTC Center.

Using agency: Deputy for Air Force, White Sands Missile Range, N. Mex. 88002.

R-5107G White Sands Missile Range, N. Mex.

Boundaries: Beginning at lat. 33°11'40" N., long. 107°10'25" W.; to lat. 33°21'00" N., long. 107°08'00" W.; to lat. 33°22'55" N., long. 107°05'50" W.; to lat. 33°25'20" N., long. 105°27'00" W.; to lat. 33°14'00" N., long. 105°27'00" W.; to point of beginning.

Designated altitude: From FL 240 to FL 450.

Time of designation: Continuous.

Controlling agency: Federal Aviation Administration, Albuquerque, ARTC Center.

Using agency: Deputy for Air Force, White Sands Missile Range, N. Mex. 88002.

R-5109A White Sands Missile Range, 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, excluding the airspace in Restricted Areas R-5107F and R-5107G.

Designated altitudes: From 24,000 feet MSL to unlimited.

Time of designation: Continuous Monday through Friday. Other times as activated by NOTAM issued at least 12 hours in advance.

Controlling agency: Federal Aviation Administration, Albuquerque ARTC Center.

Using agency: Deputy for Air Force, White Sands Missile Range, N. Mex. 88002.

R-5109B White Sands Missile Range, 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 Monday through Friday. Other times as activated by NOTAM issued at least 12 hours in advance.

Controlling agency: Federal Aviation Administration, Albuquerque ARTC Center.

Using agency: Deputy for Air Force, White Sands Missile Range, N. Mex. 88002.

R-5111A Elephant Butte, N. Mex.

Boundaries: Beginning at lat. 32°43'00"N., long. 106°45'00"W.; to lat. 32°45'45"N., long. 106°57'00"W.; to lat. 32°52'00"N., long. 107°00'00"W.; to lat. 33°26'50"N., long. 107°00'00"W.; to lat. 33°35'00"N., long. 106°48'00"W.; to lat. 33°13'00"N., long. 106°52'00"W.; to point of beginning, excluding the airspace in R-5107F and R-5107G.

Designated altitudes: 13,000 feet MSL to unlimited.

Time of designation: As published by NOTAM at least 12 hours in advance.

Controlling agency: Federal Aviation Administration, Albuquerque ARTC Center.

Using agency: Deputy for United States Air Force, White Sands Missile Range; N. Mex. 88002.

AMENDMENTS 9/4/80 45 F. R. 41913 (Rewritten)

R-5111B Elephant Butte, N. Mex.

Boundaries: Beginning at lat. 32°43'00"N., long. 106°45'00"W.; to lat. 32°45'45"N., long. 106°57'00"W.; to lat. 32°52'00"N., long. 107°00'00"W.; to lat. 33°26'50"N., long. 107°00'00"W.; to lat. 33°35'00"N., long. 106°48'00"W.; to lat. 33°13'00"N., long. 106°52'00"W.; to point of beginning.

Designated altitudes: Surface to 13,000 feet MSL.

Time of designation: As published by NOTAM at least 12 hours in advance.

Controlling agency: Federal Aviation Administration, Albuquerque ARTC Center.

Using agency: Deputy for United States Air Force, White Sands Missile Range, N. Mex. 88002.

AMENDMENTS 9/4/80 45 F. R. 41913 (Rewritten)

R-5111C Elephant Butte, N. Mex.

Boundaries: Beginning at lat. 32°45'45"N., long. 106°57'00"W.; to lat. 32°47'00"N., long. 107°06'00"W.; to lat. 33°00'00"N., long. 107°13'00"W.; to lat. 33°21'00"N., long. 107°08'00"W.; to lat. 33°26'50"N., long. 107°00'00"W.; to lat. 32°52'00"N., long. 107°00'00"W.; to point of beginning, excluding the airspace in R-5107F and R-5107G.

Designated altitudes: Surface to unlimited.

Time of designation: As published by NOTAM at least 12 hours in advance.

Controlling agency: Federal Aviation Administration, Albuquerque ARTC Center.

Using agency: Deputy for United States Air Force, White Sands Missile Range, N. Mex. 88002.

AMENDMENTS 9/4/80 45 F. R. 41913 (Added)

R-5113 Socorro, N. Mex.

Boundaries. Beginning at latitude 34°00'00" N., longitude 107°07'30" W.; thence to latitude 33°55'30" N., longitude 107°07'30" W.; to latitude 33°55'30" N., longitude 107°12'30" W.; to latitude 34°00'00" N., longitude 107°12'30" W.; to point of beginning.

Designated altitudes. Surface to 45,000 feet MSL.

Time of designation. From 0900 to 1900 local time, daily June 1 through September 30, annually.

Controlling agency. Federal Aviation Administration, Albuquerque ARTC Center.

Using agency. U. S. Navy, Office of Naval Research, Atmospheric Sciences.

§ 73.52 New York**R-5201 Fort 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°00'45" N., long. 75°37'25" W.; to lat. 44°03'25" N., long. 75°39'30" W.; to lat. 44°05'47" N., long. 75°44'30" W.; to lat. 44°10'00" N., long. 75°39'30" W.; to 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.

Controlling agency. Federal Aviation Administration, Watertown, N. Y. Flight Service Station.

Using agency. Commanding Officer, Fort 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 RATCF.

Using agency: Naval Plant Representative Office, Grumman Aerospace Corporation, Bethpage, N. Y.

R-5203 Oswego, N. Y.

Boundaries. Beginning at Lat. 43°37'00" N, Long. 76°45'00" W; to Lat. 43°24'00" N, Long. 76°45'00" W; to Lat. 43°24'00" N, Long. 78°00'00" W; to Lat. 43°37'00" N, Long. 78°00'00" W; to the point of beginning.

Designated altitudes. Surface to Flight Level 500.

Time of Designation. Continuous

Controlling agency. Federal Aviation Administration, Cleveland ARTC Center.

Using agency. 21st Air Division, Hancock Field, Syracuse, N. Y.

R-5206 West Point, N. Y.

Boundaries: Beginning at lat. 41°23'08" N., long. 74°00'00" W.; to lat. 41°23'08" N., long. 73°59'42" W.; thence along south side of U. S. Highway 9W to lat. 41°22'32" N., long. 73°58'58" W.; to lat. 41°22'18" N., long. 73°58'58" W.; to lat. 41°20'04" N., long. 74°00'42" W.; thence along north side of Mine Torne Road to lat. 41°21'24" N., long. 74°02'38" W.; thence along east side of New York State Highway 293 to point of beginning.

Designated altitudes: Surface to and including 5,000 feet MSL.

Time of designation: 0600 to 2400 local, July 1 to August 31, other dates and times by NOTAM 48 hours in advance.

Controlling agency: Federal Aviation Administration, New York ARTC Center.

Using agency: Superintendent, U. S. 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 1600 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. Fleet Area Control and Surveillance Facility (FACSFAC VACAPES), NAS Oceana, Virginia Beach, Va.
Controlling agency. Federal Aviation Administration, Washington ARTC Center.

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. Fleet Area Control and Surveillance Facility (FACSFAC VACAPES), NAS Oceana, Virginia Beach, Va.
Controlling agency. Federal Aviation Administration, Washington ARTC Center.

R-5301C Albemarle Sound, N. C.

Boundaries. A circular area within a 1½ nautical mile radius centered at Lat. 36°05'25" N., Long. 76° 18' 30" W.

Designated altitudes. From 5,000 feet MSL to and including 14,000 feet MSL.

Time of designation. As activated by NOTAM at least 24 hours in advance.

Using agency. Fleet Area Control and Surveillance Facility (FACSFAC VACAPES), NAS Oceana, Virginia Beach, Va.
Controlling agency. Federal Aviation Administration, Washington ARTC Center.

R-5302 Harvey Point, N. C.

Boundaries. Beginning at lat. 36°06'30"N., long. 76°20'00"W.; to lat. 36°05'25"N., long. 76°17'00"W.;

to lat. 36°03'30"N., long. 76°05'30"W.; to lat. 36°00'00"N., long. 76°05'30"W.; to lat. 36°00'00"N.,

long. 76°15'00"W.; to lat. 36°00'30"N., long. 76°20'00"W.; thence clockwise via a 3 NM arc centered at lat. 36° 03'30"N., long. 76°20'00"W.; to the point of beginning, excluding the airspace within R-5301A, B, or C, when either or all of these areas are activated.

Designated altitudes. Surface to 14,000 feet MSL.

Time of designation. 1300Z to 0400Z.

Controlling agency. Federal Aviation Administration, Washington ARTC Center, Leesburg, Va.
Using agency. Fleet Area Control and Surveillance Facility (FACSFAC), NAS Oceana, Va.

R-5306A Cherry Point, N. C.

Boundaries. Beginning at latitude 35°23'15" N., longitude 76°34'40" W.; to latitude 35°18'15" N., longitude 76°16'40" W.; to latitude 35°04'30" N., longitude 76°04'30" W.; to latitude 34°46'45" N., longitude 76°24'45" W.; to latitude 34°46'00" N., longitude 76°30'00" W.; to latitude 35°08'00" N., longitude 76°51'20" W.; thence to point of beginning.

Designated altitudes. Surface to, but not including FL 180.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, Washington ARTC Center.

Using agency. Commanding General, U. S. Marine Corps Air Station, Cherry Point, N. C.

R-5306C Cherry Point, N. C.

Boundaries. Beginning at latitude 34°51'00" N., longitude 77°05'30" W.; to latitude 34°42'00" N., longitude 76°54'45" W.; to latitude 34°41'50" N., longitude 76°56'20" W.; to latitude 34°37'30" N., longitude 76°56'20" W.; thence southwest along a line 3-nautical miles from and parallel to the shoreline to latitude 34°34'30" N., longitude 77°09'00" W.; to latitude 34°44'50" N., longitude 77°14'40" W.; to latitude 34°49'30" N., longitude 77°10'00" W.; thence to point of beginning.

Designated altitudes. From 1200 feet MSL to, but not including FL 180.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, Washington ARTC Center.

Using agency. Commanding General, U. S. Marine Corps Air Station, Cherry Point, N. C.

R-5306D Cherry Point, N. C.

Boundaries. Beginning at latitude 34°44'50" N., longitude 77°14'40" W.; to latitude 34°34'30" N., longitude 77°09'00" W.; thence southwest along a line 3-nautical miles from and parallel to the shoreline to latitude 34°30'20" N., longitude 77°15'50" W.; to latitude 34°33'00" N., longitude 77°19'00" W.; to latitude 34°36'05" N., longitude 77°26'08" W.; to latitude 34°40'00" N., longitude 77°22'00" W.; to latitude 34°39'10" N., longitude 77°20'50" W.; thence to point of beginning.

Designated altitudes. Surface to, but not including FL 180.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, Washington ARTC Center.

Using agency. Commanding General, U. S. Marine Corps Air Station, Cherry Point, N. C.

R-5306E Cherry Point, N. C.

Boundaries. Beginning at latitude 34°40'20" N., longitude 77°22'12" W.; to 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.; thence to point of beginning.

Designated altitudes. Surface to, but not including FL 180.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, Washington ARTC Center.

Using agency. Commanding General, U. S. Marine Corps Air Station, Cherry Point, N. C.

R-5311A 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 altitudes. Surface to but not including 7,000 feet MSL.

Time of designation. Continuous.

Using agency. Commanding General, Fort Bragg, N. C.

Controlling agency. Federal Aviation Administration, Washington ARTCC.

R-5311B 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 altitudes. From 7,000 feet MSL to but not including 12,000 feet MSL.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, ARTC Center, Washington.

Using agency. Commanding General, Fort Bragg, N. C.

R-5311C Fort Bragg, N. C.

Boundaries. Beginning at lat. 35°10'46"N., long. 79°01'56"W.; to lat. 35°08'47"N., long. 79°02'00"W.; to lat. 35°07'00"N., long. 79°02'30"W.; to lat. 35°05'35"N., long. 79°01'50"W.; to lat. 35°02'55"N., long. 79°05'40"W.; to lat. 35°02'45"N., long. 79°20'10"W.; to lat. 35°07'05"N., long. 79°22'50"W.; to lat. 35°09'40"N., long. 79°20'10"W.; thence along Little River to the point of beginning.

Designated altitudes. From 12,000 feet MSL but not including FL 290.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, Washington ARTCC.

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 18,000 feet MSL.

Time of designation. Continuous.

Using agency. Fleet Area Control and Surveillance Facility (FACSFAC VACAPES), NAS Oceana, Virginia Beach, Va.

Controlling agency. Federal Aviation Administration, Washington ARTC Center.

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°47'06" N., longitude 75°59'00" W.; to the point of beginning.

Designated altitudes. Surface to flight level 205.

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 flight level 205.

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 flight level 205.

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 flight level 205.

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 flight level 205.

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 to flight level 205.

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 lat. 35°51'35"N., long. 75°57'55"W.; to lat. 35°38'55"N., long. 76°01'00"W.; to lat. 35°39'20"N., long. 76°05'00"W.; to lat. 35°51'52"N., long. 76°02'09"W.; to the point of beginning.

Designated altitudes. 200 feet above the surface to 15,000 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.

AMENDMENTS 1/24/80 44 F. R. 68452 (Changed)

Corr: 44 F. R. 72106

Subarea H

Boundaries. Beginning at lat. 35°51'52"N., long. 76°02'09"W.; to lat. 35°39'20"N., long. 76°05'00"W.; to lat. 35°40'25"N., long. 76°12'25"W.; to lat. 35°52'22"N., long. 76°09'53"W.; to the point of beginning.

Designated altitudes. 500 feet above the surface to 10,000 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.

AMENDMENTS 1/24/80 44 F. R. 68452 (Changed)

Corr: 44 F. R. 72106

Subarea J

Boundaries. Beginning at lat. 35°52'22"N., long. 76°09'53"W.; to lat. 35°40'25"N., long. 76°12'25"W.; to lat. 35°43'50"N., long. 76°35'30"W.; to lat. 35°53'50"N., long. 76°33'10"W.; to the point of beginning.

Designated altitudes. 1,000 feet above the surface to 6,000 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.

AMENDMENTS 1/24/80 44 F. R. 68452 (Changed)

Corr: 44 F. R. 72106

§ 73.55 Ohio

R-5502A Lacarne, Ohio

Boundaries. Beginning at lat. 41°35'19"N., long. 82°55'30"W.; to lat. 41°32'30"N., long. 83°01'00"W.; to lat. 41°36'35"N., long. 83°04'52"W.; thence via a 5 NM arc centered at lat. 41°32'30"N., long. 83°01'00"W.; to point of beginning.

Designated altitudes. Surface to 5,000 feet MSL.

Time of designation. 0800 to 1700 local time April 1 to November 30; 0800 to 1700 local time Tuesday, Wednesday and Thursday, December 1 to March 31; other times by NOTAM 48 hours in advance.

Controlling agency. Federal Aviation Administration, Cleveland ARTC Center.

Using agency. The Adjutant General, State of Ohio.

AMENDMENTS 1/24/80 44 P. R. 70714 (Rewritten)

R-5502B Lacarne, Ohio

Boundaries. Beginning at lat. 41°41'30"N., long. 83°00'00"W.; to lat. 41°35'40"N., long. 82°54'50"W.; to lat. 41°32'30"N., long. 83°01'00"W.; to lat. 41°36'35"N., long. 83°04'52"W.; to lat. 41°41'30"N., long. 83°07'30"W.; to point of beginning.

Designated altitudes. Surface to 23,000 feet MSL.

Time of designation. Tuesday, Wednesday and Thursday, 0800 to 1700 local time; other times by NOTAM 48 hours in advance.

Controlling agency. Federal Aviation Administration, Cleveland ARTC Center.

Using agency. The Adjutant General, State of Ohio.

AMENDMENTS 1/24/80 44 P. R. 70714 (Added)

R-5503 Wilmington, Ohio

Boundaries. Beginning at lat. 39°30'00" 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°15'45" N., long. 84°05'00" W.; to lat. 39°17'50" N., long. 84°02'30" W.; to lat. 39°26'05" N., long. 83°48'10" W.; to lat. 39°30'00" N., long. 83°38'35" W.; to point of beginning.

Designated altitudes. 4,000 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.

§ 73.56 Oklahoma

R-5601A Fort Sill, Okla.

Boundaries. Beginning at latitude 34°38'15" N., longitude 98°17'00" W.; to latitude 34°38'15" N., longitude 98°20'55" W.; thence counterclockwise along the arc of a 3-mile radius circle centered at latitude 34°38'18" N., longitude 98°24'06" W.; to latitude 34°40'12" N., longitude 98°26'17" W.; to latitude 34°39'33" N., longitude 98°26'17" W.; thence counterclockwise along the arc of a 2.5-mile radius circle centered at latitude 34°38'18" N., longitude 98°24'06" W.; to latitude 34°38'15" N., longitude 98°26'46" W.; to latitude 34°38'15" N., longitude 98°45'20" W.; to latitude 34°41'58" N., longitude 98°45'20" W.; to latitude 34°41'58" N., longitude 98°39'43" W.; to latitude 34°43'30" N., longitude 98°35'39" W.; to latitude 34°43'30" N., longitude 98°21'20" W.; to latitude 34°43'45" N., longitude 98°21'00" W.; to latitude 34°46'06" N., longitude 98°21'00" W.; to latitude 34°46'06" N., longitude 98°17'00" W.; to point of beginning.

Designated altitude. Surface to 23,000 feet MSL.

Time of designation. Continuous.

Using agency. Commanding General, Fort Sill, Oklahoma.

R-5601B Fort Sill, Okla.

Boundaries. Beginning at latitude 34°38'15" N., longitude 98°26'46" W.; thence clockwise along the arc of a 2.5-mile radius circle centered at latitude 34°38'18" N., longitude 98°24'06" W.; to latitude 34°39'33" N., longitude 98°26'17" W.; to latitude 34°40'12" N., longitude 98°26'17" W.; thence clockwise along the arc of a 3-mile radius circle centered at latitude 34°38'18" N., longitude 98°24'06" W.; to latitude 34°38'15" N., longitude 98°20'55" W.; thence to point of beginning.

Designated altitude. Surface to 23,000 feet MSL.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, Fort Worth ARTC Center.

Using agency. Commanding General, Fort Sill, Okla.

R-5601C, Fort Sill, Okla.

Boundaries. Beginning at latitude 34°38'15" N., longitude 98°17'00" W.; to latitude 34°38'15" N., longitude 98°45'20" W.; to latitude 34°41'58" N., longitude 98°45'20" W.; to latitude 34°41'58" N., longitude 98°39'43" W.; to latitude 34°43'30" N., longitude 98°35'39" W.; to latitude 34°43'30" N., longitude 98°21'20" W.; to latitude 34°43'45" N., longitude 98°21'00" W.; to latitude 34°46'06" N., longitude 98°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.

R-5601D Fort Sill, Okla.

Boundaries. Beginning at latitude 34°38'15" N., longitude 98°38'00" W.; to latitude 34°38'15" N., longitude 98°48'00" W.; to latitude 34°42'15" N., longitude 98°50'00" W.; to latitude 34°45'00" N., longitude 98°40'30" W.; to latitude 34°43'30" N., longitude 98°35'39" W.; to latitude 34°41'58" N., longitude 98°39'43" W.; to latitude 34°41'58" N., longitude 98°45'20" W.; to latitude 34°38'15" N., longitude 98°45'20" W.; to point of beginning.

Designated altitudes. 500 feet AGL to 16,500 feet MSL.

Time of designation. Sunrise to sunset.

Controlling agency. Federal Aviation Administration, Fort Worth ARTC Center.

Using agency. Commanding General, Fort Sill, Okla.

AMENDMENTS 11/28/80 45 F. R. 79014 (Changed)

R-5601E Fort Sill, Okla.

Boundaries. Beginning at latitude 34°38'15" N., longitude 98°38'00" W.; to latitude 34°36'00" N., longitude 98°46'45" W.; to latitude 34°38'15" N., longitude 98°48'00" W.; to point of beginning.

Designated altitudes. 500 feet AGL to 6,000 feet MSL.

Time of designation. Sunrise to sunset.

Controlling agency. Federal Aviation Administration, Fort Worth ARTC Center.

Using agency. Commanding General, Fort Sill, Okla.

AMENDMENTS 11/28/80 45 F. R. 79014 (Changed)

§ 73.57 Oregon**R-5701 Boardman, Oreg.**

Boundaries and designated altitudes. A 5-nautical-mile radius circle centered at latitude 45°43'36" N., longitude 119°41'03" W., surface to flight level 200; 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, Medium Attack Tactical Electronic Warfare Wing, 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-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, Medium Attack Tactical Electronic Warfare Wing, NAS Whidbey Island, Wash.

§ 73.58 Pennsylvania

R-5801 Chambersburg, Pa.

Boundaries. The arc of a circle, having a 5,000-foot radius, centered at latitude 39°50'44" 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-5802A Fort Indiantown Gap, Pa.

Boundaries. Beginning at lat. 40°27'30"N., long. 76°44'35"W.; to lat. 40°29'31"N., long. 76°39'08"W.; to lat. 40°28'31"N., long. 76°36'22"W.; to lat. 40°25'06"N., long. 76°44'48"W.; to the point of beginning.

Designated altitudes. 200 feet AGL to 5,000 feet MSL.

Time of designation. February 15 through May 10 and September 1 through December 15, 0800-2300 local time on Saturdays and 0800-1200 local time on Sundays; May 11 through August 31, 0800-2400 local time on Saturdays and 0800-2000 local time on all other days; other times by Notice to Airmen (NOTAM) issued at least 48 hours in advance.

Controlling agency. Federal Aviation Administration, New York ARTCC.

Using agency. Commander, Fort Indiantown Gap, Annville, Pa.

R-5802B Fort Indiantown Gap, Pa.

Boundaries. Beginning at lat. 40°25'06"N., long. 76°44'48"W.; to lat. 40°28'31"N., long. 76°36'22"W.; to lat. 40°27'00"N., long. 76°35'06"W.; to lat. 40°23'24"N., long. 76°43'35"W.; to the point of beginning.

Designated altitudes. Surface to 13,000 feet MSL.

Time of designation. February 15 through May 10 and September 1 through December 15, 0800-2300 local time on Saturdays and 0800-1200 local time on Sundays; May 11 through August 31, 0800-2400 local time on Saturdays and 0800-2000 local time on all other days; other times by Notice to Airmen (NOTAM) issued at least 48 hours in advance.

Controlling agency. Federal Aviation Administration, New York ARTCC.

Using agency. Commander, Fort Indiantown Gap, 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°54'24" N., longitude 80°24'12" W., to latitude 33°46'25" N., longitude 80°23'12" W., to latitude 33°44'27" N., longitude 80°31'42" W., to latitude 33°50'13" N., longitude 80°31'03" W., to latitude 33°53'37" N., longitude 80°31'03" W., to point of beginning. Excluding that airspace within the Shaw AFB control zone.

Designated altitudes. Surface to 13,000 feet MSL.

Time of designation. Sunrise to 2400 hours local time.

Controlling agency. Federal Aviation Administration, Jacksonville ARTC Center.

Using agency. Commander, Shaw AFB, S. C.

§ 73.61 South Dakota

§ 73.62 Tennessee

§ 73.63 Texas

R-6302A Fort Hood, Tex.

Boundaries. Beginning at lat. 31°10'00"N., long. 97°35'40"W.; to lat. 31°10'00"N., long. 97°41'00"W.; to lat. 31°11'00"N., long. 97°43'00"W.; to lat. 31°10'00"N., long. 97°45'00"W.; to lat. 31°09'00"N., long. 97°45'00"W.; to lat. 31°10'00"N., long. 97°48'00"W.; to lat. 31°15'00"N., long. 97°51'00"W.; to lat. 31°19'00"N., long. 97°51'00"W.; to lat. 31°24'00"N., long. 97°48'00"W.; to lat. 31°23'00"N., long. 97°43'00"W.; to lat. 31°21'00"N., long. 97°41'00"W.; to lat. 31°20'00"N., long. 97°41'00"W.; to lat. 31°14'00"N., long. 97°33'00"W.; to the point of beginning.

Designated altitudes. Surface to 30,000 feet MSL.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, Houston ARTC Center.

Using agency. Commanding Officer, Fort Hood, Tex.

R-6302B Fort Hood, Tex.

Boundaries. Beginning at lat. 31°10'00"N., long. 97°41'00"W.; to lat. 31°09'30"N., long. 97°43'00"W.; to lat. 31°09'00"N., long. 97°43'30"W.; to lat. 31°09'00"N., long. 97°45'00"W.; to lat. 31°10'00"N., long. 97°45'00"W.; to lat. 31°11'00"N., long. 97°43'00"W.; to the point of beginning.

Designated altitudes. Surface to 30,000 feet MSL.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, Houston ARTC Center.

Using agency. Commanding Officer, Fort Hood, Tex.

R-6302C Fort Hood, Tex.

Boundaries. Beginning at lat. 31°09'00"N., long. 97°45'00"W.; to lat. 31°09'00"N., long. 97°52'00"W.; to lat. 31°09'00"N., long. 97°55'00"W.; to lat. 31°16'00"N., long. 97°54'00"W.; to lat. 31°19'00"N., long. 97°51'00"W.; to lat. 31°15'00"N., long. 97°51'00"W.; to lat. 31°10'00"N., long. 97°48'00"W.; to the point of beginning.

Designated altitudes. Surface to 30,000 feet MSL.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, Houston ARTC Center.

Using agency. Commanding Officer, Fort Hood, Tex.

R-6302D Fort Hood, Tex.

Boundaries. Beginning at lat. 31°08'00"N., long. 97°37'00"W.; to lat. 31°08'00"N., long. 97°39'00"W.; to lat. 31°10'00"N., long. 97°41'00"W.; to lat. 31°10'00"N., long. 97°35'40"W.; to the point of beginning.

Designated altitudes. Surface to 30,000 feet MSL.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, Houston ARTC Center.

Using agency. Commanding Officer, Fort Hood, Tex.

R-6302E Fort Hood, Tex.

Boundaries. Beginning at lat. 31°14'00"N., long. 97°33'00"W.; to lat. 31°06'00"N., long. 97°33'00"W.; to lat. 31°08'00"N., long. 97°39'00"W.; to lat. 31°08'00"N., long. 97°37'00"W.; to the point of beginning.

Designated altitudes. Surface to 30,000 feet MSL.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, Houston ARTC Center.

Using agency. Commanding Officer, Fort Hood, Tex.

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 12,000 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 824 extending ½ mile each side where the floor is 1,000 feet AGL.

Time of designation: Sunrise to sunset.

Controlling agency. Federal Aviation Administration, ARTCC, Houston, Tex.

Using agency: Chief of Naval Air Advanced Training Command, NAS Corpus Christi, Tex.

§ 73.64 Utah

R-6402 Dugway Proving Ground, 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 580.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, Salt Lake City ARTC Center.

Using agency. Commanding Officer, Dugway Proving Ground.

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 altitudes. Surface to 9,000 feet MSL.

Time of designation. 0800 to 2000 local time, Monday through Friday.

Using agency. Commanding Officer, Tooele Army Depot, Tooele, Utah.

R-6404A Hill AFB, Utah

Boundaries. Beginning at Lat. 41°15'00"N., Long. 113°43'50"W.; to Lat. 41°10'40"N., Long. 112°45'00"W.; to Lat. 41°00'00"N., Long. 112°45'00"W.; to Lat. 41°00'00"N., Long. 112°56'30"W.; to Lat. 40°51'30"N., Long. 112°56'30"W.; to Lat. 40°48'30"N., Long. 113°40'00"W.; to point of beginning.

Designated altitudes. Surface to FL 580.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, Salt Lake City ARTC Center.

Using agency. Commander, 6501st Range Squadron, Hill AFB, Utah.

AMENDMENTS 10/30/80 45 F. R. 54028 (Changed)

R-6404B Hill AFB, Utah

Boundaries. Beginning at lat. 41°10'40"N., long. 112°45'00"W.; to lat. 41°07'00"N., long. 112°39'00"W.; to lat. 41°01'00"N., long. 112°39'00"W.; to lat. 40°51'30"N., long. 112°56'30"W.; to lat. 41°00'00"N., long. 112°56'30"W.; to lat. 41°00'00"N., long. 112°45'00"W.; to point of beginning.

Designated altitudes. 100 feet AGL to FL 580.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, Salt Lake City ARTC Center.

Using agency. Commander, 6501st Range Squadron, Hill AFB, Utah.

AMENDMENTS 10/30/80 45 F. R. 54028 (Changed)

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 580.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, Salt Lake City ARTC Center.

Using agency. Commander, 6501st Range Squadron, Hill AFB, Utah.

AMENDMENTS 10/30/80 45 F. R. 54028 (Changed)

R-6406 Wendover, Utah

Boundaries. Beginning at 40°40'30" N., 113°00'00" W., to 40°29'00" N., 113°00'00" W., to 40°25'00" N., 112°56'00" W., to 40°25'00" N., 113°07'00" W., to 40°20'20" N., 113°07'00" W., to 40°20'20" N., 113°49'00" W., to 40°17'00" N., 114°00'00" W., to 40°38'30" N., 114°00'00" W., to point of beginning.

Designated altitudes. Surface to flight level 580.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, Salt Lake City ARTC Center.

Using agency. Commander, 6501st Range Squadron, Hill AFB, Utah.

AMENDMENTS 10/30/80 45 F. R. 54028 (Changed)

R-6407 Dugway Proving Ground, 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 580.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, Salt Lake City ARTC Center.

Using agency. Commanding Officer, Dugway Proving Ground

R-6410 Blanding, Utah

Boundaries. Beginning at lat. 37°34'08"N., long. 109°34'16"W.; to lat. 37°16'10"N., long. 109°16'00"W.; to lat. 37°11'40"N., long. 109°25'15"W.; to lat. 37°32'36"N., long. 109°36'54"W.; to the point of beginning.

Designated altitudes. Surface to unlimited.

Time of designation. To be activated by NOTAM at least 12 hours in advance.

Controlling agency. Federal Aviation Administration, Denver Air Route Traffic Control Center.

Using agency. Deputy for Air Force, Armament Development and Testing Center, White Sands Missile Range, New Mex.

R-6412 Camp Williams, Utah

Beginning at latitude 40°27'30" N., longitude 111°56'24" W.; thence southerly along Redwood Road (Utah Highway 68) to latitude 40°23'30" N., longitude 111°54'58" W.; to latitude 40°23'30" N., longitude 112°06'00" W.; to latitude 40°27'30" N., longitude 112°06'00" W.; to 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.

R-6413 Green River, Utah

Boundaries. Beginning at lat. 38°57'00" N., long. 110°09'40" W.; thence to lat. 38°46'03" N., long. 110°06'00" W.; to lat. 38°31'30" N., long. 109°57'00" W.; to lat. 38°31'30" N., long. 109°51'03" W.; to lat. 38°33'27" N., long. 109°46'00" W.; to lat. 38°49'15" N., long. 109°57'02" W.; to lat. 38°58'02" N., long. 110°05'31" W.; thence to point of beginning.

Designated altitudes. Surface to unlimited.

Time of designation. As published by NOTAM issued 48 hours in advance of area activation.

Controlling agency. Federal Aviation Administration, Denver ARTC Center.

Using agency. Deputy for Air Force, White Sands Missile Range, N. Mex. 89002.

§ 73.65 Vermont**R-6501 Underhill, Vt.****Subarea A**

Boundaries. Beginning at lat. 44°30'00"N., long. 72°52'00"W.; to lat. 44°27'00"N., long. 72°52'00"W.; to lat. 44°27'00"N., long. 72°55'00"W.; to lat. 44°28'30"N., long. 72°56'30"W.; to lat. 44°29'15"N., long. 72°56'30"W.; to lat. 44°30'00"N., long. 72°53'30"W.; to the point of beginning.

Designated altitudes. Surface to 4,000 feet MSL.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, Burlington Approach Control.

Using agency. Adjutant General, State of Vermont, Montpelier, Vt.

Subarea B

Boundaries. Beginning at lat. 44°30'00"N., long. 72°52'00"W.; to lat. 44°27'00"N., long. 72°52'00"W.; to lat. 44°27'00"N., long. 72°55'00"W.; to lat. 44°28'30"N., long. 72°56'30"W.; to lat. 44°29'15"N., long. 72°56'30"W.; to lat. 44°30'00"N., long. 72°53'30"W.; to the point of beginning.

Designated altitudes. 4,000 feet MSL to 13,600 feet MSL.

Time of designation. Intermittent.

Controlling agency. Federal Aviation Administration, Burlington Approach Control.

Using agency. Adjutant General, State of Vermont, Montpelier, Vt.

§ 73.66 Virginia

R-6601 Fort 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°01'30" 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. Commander, Fort Lee, Va.

R-6602 Fort 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.

Controlling agency. Federal Aviation Administration, Washington ARTC Center.

Using agency. Commander, 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 and including 51,000 feet MSL.

Time of designation. 0800-1700 hours local time, Monday through Friday. Other times by NOTAM issued 48 hours in advance.

Controlling agency. Federal Aviation Administration, Washington ARTC Center.

Using agency. Fleet Area Control and Surveillance Facility, VACAPES, Virginia Beach, Va.

R-6608A Quantico, Va.

Boundaries. Beginning at lat. 38°35'10"N., long. 77°34'07"W.; to lat. 38°37'00"N., long. 77°34'07"W.; to lat. 38°37'50"N., long. 77°32'20"W.; to lat. 38°37'00"N., long. 77°25'34"W.; to lat. 38°35'45"N., long. 77°24'55"W.; to the point of beginning.

Designated altitudes. Surface to 10,000 feet MSL.

Time of designation. Continuous, 0700 to 2400 hours, local time; other times by NOTAM issued at least 24 hours in advance.

Controlling agency. Federal Aviation Administration, Washington ARTCC.

Using agency. Commanding General, Marine Corps Development and Education Command, Quantico, Va.

R-6608B Quantico, Va.

Boundaries. Beginning at lat. 38°35'10"N., long. 77°34'07"W.; to lat. 38°35'45"N., long. 77°24'55"W.; to lat. 38°34'00"N., long. 77°24'00"W.; to lat. 38°31'15"N., long. 77°24'20"W.; to lat. 38°29'00"N., long. 77°28'45"W.; to lat. 38°31'20"N., long. 77°34'07"W.; to the point of beginning.

Designated altitudes. Surface to 10,000 feet MSL.

Time of designation. Continuous, 0700 to 2400 hours, local time; other times by NOTAM issued at least 24 hours in advance.

Controlling agency. Federal Aviation Administration, Washington ARTCC.

Using agency. Commanding General, Marine Corps Development and Education Command, 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.**Subarea A**

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 40,000 feet MSL.

Time of designation: 0800-1700 local time, Monday through Friday, other times by NOTAM issued 48 hours in advance.

Controlling agency: Federal Aviation Administration, Washington ARTC Center.

Using agency: Commander, Naval Surface Weapons Center, Dahlgren, Va.

Subarea B

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: 40,000 feet MSL to 60,000 feet MSL.

Time of designation: By NOTAM issued 48 hours in advance.

Controlling agency: Federal Aviation Administration, Washington ARTC Center.

Using agency: Commander, Naval Surface Weapons Center, 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: 0800-1700 local time, Monday through Friday, other times by NOTAM issued 48 hours in advance.

Controlling agency: Federal Aviation Administration, Washington ARTC Center.

Using agency: Commander, Naval Surface Weapons Center, Dahlgren, Va.

R-6613 Dahlgren Complex, Va.**Subarea A**

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 40,000 feet MSL.

Time of designation: 0800-1700 local time, Monday through Friday, other times by NOTAM 48 hours in advance.

Controlling agency: Federal Aviation Administration, Washington ARTC Center.

Using agency: Commander, Naval Surface Weapons Center, Dahlgren, Va.

Subarea B

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: 40,000 feet MSL to 60,000 feet MSL.

Time of designation: By NOTAM issued 48 hours in advance.

Controlling agency: Federal Aviation Administration, Washington ARTC Center.

Using agency: Commander, Naval Surface Weapons Center, 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 5,000 feet MSL.

Time of designation: Sunrise to sunset, Monday through Friday. Saturday and Sunday as published by NOTAM 24 hours in advance.

Controlling agency: Federal Aviation Administration, Seattle ARTC Center.

Using agency: Commander, Medium Attack Tactical Electronic Warfare Wing, NAS Whidbey Island, Wash.

R-6703 Fort Lewis, Wash.

Subarea A

Boundaries. Beginning at latitude 47°03'06" N., longitude 122°41'05" W.; to latitude 47°04'35" N., longitude 122°41'05" W.; to latitude 47°04'42" N., longitude 122°38'15" W.; to latitude 47°03'38" N., longitude 122°35'36" W.; to latitude 46°58'17" N., longitude 122°37'40" W.; thence via the Nisqually River to 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.

Subarea B

Boundaries. Beginning at latitude 47°03'38" N., longitude 122°35'36" W.; to latitude 47°02'36" N., longitude 122°34'48" W.; to latitude 47°00'46" N., longitude 122°34'48" W.; to latitude 47°00'00" N., longitude 122°35'35" W.; to latitude 46°58'17" N., longitude 122°37'40" W.; to 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.

Subarea C

Boundaries. Beginning at latitude 46°58'17" N., longitude 122°37'40" W.; to latitude 46°54'35" N., longitude 122°41'25" W.; to latitude 46°54'18" N., longitude 122°43'32" W.; to latitude 46°55'12" N., longitude 122°44'30" W.; to latitude 47°03'08" N., longitude 122°41'05" W.; thence via the Nisqually River to 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.

Subarea D

Boundaries. Beginning at latitude 47°03'38" N., longitude 122°35'36" W.; to latitude 47°02'14" N., longitude 122°32'15" W.; to latitude 47°01'48" N., longitude 122°31'38" W.; to latitude 47°01'00" N., longitude 122°31'37" W.; to latitude 47°00'42" N., longitude 122°33'12" W.; to latitude 47°00'30" N., longitude 122°33'16" W.; to latitude 47°00'00" N., longitude 122°35'35" W.; to latitude 47°00'46" N., longitude 122°34'48" W.; to latitude 47°02'36" N., longitude 122°34'48" W.; to 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-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. 0800 to 1700 local time, Monday through Friday.

Controlling agency. Hoquiam FSS.

Using agency. Commander, Medium Attack Tactical Electronic Warfare Wing, NAS Whidbey Island, Wash.

PENDING AMENDMENT

Under R-6707, Queets, Wash., the boundary description is deleted and the following is substituted therefor: Boundaries. Beginning at lat. 47°29'35"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.; to point of beginning.

AMENDMENTS 12/25/80 45 F. R. 70237 (Changed)

R-6713 Whidbey Island, Wash.

Boundaries. Beginning at lat. 48°14'54" N., long. 122°53'30" W.; to lat. 48°21'27" N., long. 122°59'34" W.; to lat. 48°23'06" N., long. 122°55'18" W.; to lat. 48°22'54" N., long. 122°49'12" W.; to lat. 48°20'12" N., long. 122°46'42" W.; to lat. 48°16'00" N., long. 122°48'27" W.; to point of beginning excluding that airspace within 1000 feet both horizontally and vertically around Smith Island centered at lat. 48°19'10" N., long. 122°50'33" W.; and excluding that airspace from the surface to 100 feet AGL beyond a 1.25-nautical mile surface radius of lat. 48°19'11" N., long. 122°54'12" W.

Designated altitudes. Surface to 1,000 feet AGL.

Time of designation. Daily, 0700 to 2400 local time.

Controlling agency. Federal Aviation Administration, Seattle ARTC Center.

Using agency. Commander Medium Attack Tactical Electronic Warfare Wing, U. S. Pacific Fleet (COMMATVAQWINGPAC), NAS Whidbey Island, Wash.

AMENDMENTS 9/24/80 45 F. R. 56337 (Changed)

R-6714A Yakima, Wash.

Boundaries. Beginning at lat. 46°51'00"N., long. 119°58'00"W.; along the west shore of the Columbia River to lat. 46°42'30"N., long. 119°58'15"W.; to lat. 46°33'00"N., long. 120°04'00"W.; to lat. 46°37'00"N., long. 120°20'00"W.; to lat. 46°43'00"N., long. 120°26'38"W.; to lat. 46°51'00"N., long. 120°21'30"W.; to lat. 46°51'00"N., long. 120°16'30"W.; to lat. 46°54'30"N., long. 120°15'00"W.; clockwise along the arc of a 12-mile radius circle centered at lat. 46°44'45"N., long. 120°20'00"W.; to lat. 46°51'00"N., long. 120°08'30"W.; to the point of beginning.

Designated altitudes. Surface to 29,000 feet MSL.

Time of designation. Intermittent, activated by NOTAM issued at least 24 hours in advance.

Controlling agency. Federal Aviation Administration, Seattle ARTCC.

Using agency. Commanding General, Fort Lewis, Wash.

R-6714B Yakima, Wash.

Boundaries. Beginning at lat. 46°42'30"N., long. 119°58'15"W.; along the west shore of the Columbia River, to lat. 46°38'30"N., long. 119°55'30"W.; to lat. 46°33'00"N., long. 119°55'30"W.; to lat. 46°33'00"N., long. 120°04'00"W.; to point of beginning.

Designated altitudes. Surface to 29,000 feet MSL.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, Seattle ARTC Center.

Using agency. Commanding General, Fort Lewis, Wash.

R-6714C Yakima, Wash.

Boundaries. Beginning at lat. 46°33'00"N., long. 120°04'00"W.; to lat. 46°33'00"N., long. 120°09'00"W.; to lat. 46°37'00"N., long. 120°20'00"W.; to point of beginning.

Designated altitudes. Surface to 29,000 feet MSL.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, Seattle ARTC Center.

Using agency. Commanding General, Fort Lewis, Wash.

R-6714D Yakima, Wash.

Boundaries. Beginning at lat. 46°43'00"N., long. 120°26'38"W.; to lat. 46°37'00"N., long. 120°20'00"W.; to lat. 46°40'35"N., long. 120°26'35"W.; to the point of beginning.

Designated altitudes. Surface to 29,000 feet MSL.

Time of designation. Intermittent, activated by NOTAM issued at least 24 hours in advance.

Controlling agency. Federal Aviation Administration, Seattle ARTCC.

Using agency. Commanding General, Fort Lewis, Wash.

§ 73.68 West Virginia

§ 73.69 Wisconsin

R-8901 Camp McCoy, WI.

Boundaries: Beginning at latitude 44°08'40" N., longitude 90°44'20" W.; to latitude 44°08'40" N., longitude 90°40'22" W.; to latitude 44°09'36" N., longitude 90°40'22" W.; to latitude 44°09'36" N., longitude 90°36'50" W.; to latitude 44°00'02" N., longitude 90°36'35" W.; to latitude 44°00'02" N., longitude 90°35'15" W.; to latitude 43°56'22" N., longitude 90°35'20" W.; to latitude 43°56'22" N., longitude 90°39'00" W.; to latitude 43°56'38" N., longitude 90°41'00" W.; to latitude 43°56'40" N., longitude 90°45'05" W.; to latitude 43°58'30" N., longitude 90°44'30" W.; to latitude 43°58'40" N., longitude 90°43'55" W.; to latitude 44°02'45" N., longitude 90°44'30" W.; and then to the point of beginning.

Designated altitudes: Surface to 20,000 feet MSL.

Time of designation: Continuous.

Using agency: Commanding Officer, Camp McCoy, WI.

Controlling agency: Federal Aviation Administration, Chicago ARTC Center.

R-8903 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-6904A Volk Field, Wis.

Boundaries. Beginning at lat. 44°18'00"N., long. 89°59'00"W.; to lat. 44°10'00"N., long. 89°59'00"W.; to lat. 44°10'00"N., long. 90°11'00"W.; to lat. 44°18'00"N., long. 90°11'00"W.; thence to point of beginning excluding that airspace within R-6904B.

Designated altitudes. 150 feet AGL to 17,000 feet MSL.

Time of designation. Continuous, sunrise to sunset.

Controlling agency. Federal Aviation Administration, Chicago ARTC Center.

Using agency. Commander, Volk Field, Wis.

R-6904B Volk Field, Wis.

Boundaries. Beginning at lat. 44°15'00"N., long. 89°59'00"W.; to lat. 44°13'00"N., long. 89°59'00"W.; to lat. 44°13'00"N., long. 90°07'00"W.; to lat. 44°15'00"N., long. 90°07'00"W.; thence to point of beginning.

Designated altitudes. Surface to 17,000 feet MSL.

Time of designation. Continuous, sunrise to sunset.

Controlling agency. Federal Aviation Administration, Chicago ARTC Center.

Using agency. Commander, Volk Field, Wis.

R-6905A Lake Michigan

Boundaries. Within 1½ NM each side of a direct line between coordinates lat. 44°17'00"N., long. 87°32'00"W., and lat. 44°05'00"N., long. 86°29'00"W., ending at the shoreline.

Designated altitudes. Surface to 6,000 feet MSL.

Time of use. As activated by NOTAM, 12 hours in advance.

Controlling agency. Federal Aviation Administration, Chicago ARTC Center.

Using agency. University of Wisconsin.

R-6905B Lake Michigan

Boundaries. Within 1½ NM each side of a direct line between coordinates lat. 44°09'00"N., long. 86°56'30"W., and lat. 43°15'00"N., long. 87°10'00"W.

Designated altitude. Surface to 6,000 feet MSL.

Time of use. As activated by NOTAM, 12 hours in advance.

Controlling agency. Federal Aviation Administration, Chicago ARTC Center.

Using agency. University of Wisconsin.

§ 73.70 Wyoming

R-7001A Guernsey, Wyo.

Boundaries. Beginning at lat. 42°27'30"N., long. 104°52'30"W.; to lat. 42°27'30"N., long. 104°42'30"W.; to lat. 42°22'30"N., long. 104°42'30"W.; to lat. 42°20'00"N., long. 104°52'30"W.; to the point of beginning.

Designated altitudes. Surface to but not including 8,000 feet MSL.

Time of designation. Intermittent, 24 hours in advance by NOTAM.

Controlling agency. Federal Aviation Administration, Denver ARTCC.

Using agency. Adjutant General, State of Wyoming.

R-7001B Guernsey, Wyo.

Boundaries. Beginning at lat. 42°27'30"N., long. 104°52'30"W.; to lat. 42°27'30"N., long. 104°52'30"W.; to lat. 42°27'30"N., long. 104°42'30"W.; to lat. 42°22'30"N., long. 104°42'30"W.; to lat. 42°20'00"N., long. 104°52'30"W.; to the point of beginning.

Designated altitudes. 8,000 feet MSL to 23,500 feet MSL.

Time of designation. Intermittent, 24 hours in advance by NOTAM.

Controlling agency. Federal Aviation Administration, Denver ARTCC.

Using agency. Adjutant General, State of Wyoming.

§ 73.71 Puerto Rico

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°18'58" W.; to latitude 18°01'53" N., longitude 66°16'53" 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 beginning at latitude 18°02'45" N., longitude 65°27'05" W.; to latitude 18°13'10" N., longitude 65°25'27" W.; thence clockwise along the 3-nautical-mile limit from the shoreline to point of beginning.

Designated altitudes. Surface to FL 500.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, San Juan ARTC Center.

Using agency. Commanding Officer, Atlantic Fleet Weapons Training Facility, NS, Roosevelt Roads, Puerto Rico.

§ 73.72 Guam

R-7201 Farallon De Modinilla Island, Mariana Islands

Boundaries: The area within a 3-nautical mile radius of lat. 16°01'00" N., long. 146°04'30" E.

Designated altitudes: Surface to FL 600.

Time of use: Continuous.

Using agency: Commander, Naval Forces, Marianas.

SUBPART B — PROHIBITED AREAS

§ 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-77 Plains, Ga.

Boundaries. That airspace within one mile each side of a line extending from lat. 32°02'00"N., long. 84°23'38"W.; to lat. 32°01'03"N., long. 84°25'25"W., and within a one mile radius of each of the above coordinates.

Designated altitudes. Surface to 1500 feet MSL.

Time of designation. Continuous.

Using agency. Administrator, Federal Aviation Administration, Washington, D. C.

§73.89

P-47 Amarillo, Tex.

Boundaries. Beginning at lat. 35°21'09"N., long. 101°37'03"W., to lat. 35°21'11"N., long. 101°32'27"W., to lat. 35°18'09"N., long. 101°32'27"W., to lat. 35°18'09"N., long. 101°34'48"W., to lat. 35°17'55"N., long. 101°35'08"W., to lat. 35°17'55"N., long. 101°35'37"W., to lat. 35°19'05"N., long. 101°35'40"W., to lat. 35°19'05"N., long. 101°36'04"W., to lat. 35°18'02"N., long. 101°36'27"W., to lat. 35°18'02"N., long. 101°37'03"W., to point of beginning.

Designated altitudes. Surface to 4,800 feet MSL (1,200 feet AGL).

Time of designation. Continuous.

Using agency. Manager, Pantex Field Office, Department of Energy, Amarillo, Tex.

§73.90

P-40 Thurmont, Md.

Boundaries: That airspace within a one nautical mile radius of the Naval Support Facility, latitude 39°38'53" N., longitude 77°28'01" W.

Designated altitudes: Surface to but not including 5,000 feet MSL.

Time of designation. Continuous.

Using agency. Administrator, Federal Aviation Administration, Washington, D. C.

§73.91

P-73 Mount Vernon, Va.

Boundaries: That airspace within a 0.5-mile radius of latitude 38°42'28" N., longitude 77°05'11" W.

Designated altitudes. Surface to but not including 1,500 feet MSL.

Time of designation. Continuous.

Using agency. Administrator, Federal Aviation Administration, Washington, D. C.

§73.92

P-26 Denver, Colo.

Boundaries. Beginning at latitude 39°48'45" N., longitude 104°50'46" W.; to latitude 39°50'00" N., longitude 104°50'46" W.; to latitude 39°51'22" N., longitude 104°50'18" W.; to latitude 39°51'22" N., longitude 104°48'00" W.; to latitude 39°48'45" N., longitude 104°48'00" W.; to point of beginning.

Designated altitudes. Surface to 6,900 feet MSL.

Time of designation. Continuous.

Using agency. Commanding Officer, Rocky Mountain Arsenal, Denver, Colo.

PART 75-ESTABLISHMENT OF JET ROUTES AND AREA HIGH ROUTES

SUBPART A -- GENERAL

Sec.

- 75.1 Applicability.
- 75.11 Jet routes
- 75.13 Area high routes; control area designation.
- 75.15 Reserved
- 75.17 Bearings; Radials; Miles

SUBPART B -- JET ROUTES

Sec.

- 75.100 Jet routes

SUBPART C -- RESERVED

SUBPART D -- AREA HIGH ROUTES

- 75.400 Area high routes.

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 routes described in Subpart D of this Part are designated as area high routes.

- §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.

- §75.13 Area high routes; control area designation.

(a) Each area high route designated in Subpart D of this Part consists of a direct course for navigating aircraft at altitudes between 18,000 feet MSL and flight level 450, inclusive, between the waypoints specified for that route.

(b) Unless otherwise specified, that airspace on each side of an area high route that has a lateral extent specified in §71.6 and that extends outside the continental control areas, is designated as a control area.

- §75.15 Reserved

- §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 -- RESERVED

SUBPART D -- AREA HIGH ROUTES

- § 75.400 Area high routes.

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 From the INT of the United States/Mexican Border with the direct course between the Mission Bay, Calif., VORTAC and the Tijuana, Mexico, VOR, via Mission Bay; 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 From Mission Bay, Calif., via Imperial, Calif.; Bard, Ariz.; INT of the Bard 089° and Gila Bend, Ariz., 261° radials; Gila Bend, Cochise, Ariz.; El Paso, Tex.; Fort Stockton, Tex.; Junction, Tex.; San Antonio, Tex.; Humble, Tex.; Lake Charles, La.; INT of the Lake Charles 089° and the New Orleans, La., 275° radials; New Orleans; Semmes, Ala.; Crestview, Fla.; INT of the Crestview 091° and the Tallahassee, Fla., 290° radials; Tallahassee; to Jacksonville, Fla.

Jet Route No. 3 From Oakland, Calif., via Red Bluff, Calif.; Lakeview, Oreg.; Kimberly, Oreg.; Spokane, Wash., to Cranbrook, British Columbia, excluding the portion that lies over Canadian territory.

Jet Route No. 4 From Los Angeles, Calif., via INT Los Angeles 083° and Twentynine Palms, Calif., 269° radials; Twentynine Palms, Calif.; via intersection of Twentynine Palms 103° and Casa Grande, Ariz., 299° radials; Casa Grande; San Simon, Ariz.; Newman, Tex.; Wink, Tex.; Abilene, Tex.; Dallas-Fort Worth, Tex.; Shreveport, La.; Jackson, Miss.; Meridian, Miss.; Montgomery, Ala.; INT Montgomery 051° and Augusta, Ga., 273° radials; Augusta; Columbia, S. C.; Florence, S. C.; to Wilmington, N. C.

Jet Route No. 5 From Los Angeles, Calif., via the INT of the Palmdale, Calif., 291° and the Bakersfield, Calif., 119° radials; Bakersfield; Reno, Nev.; Lakeview, Oreg.; Seattle, Wash.; to Vancouver, British Columbia, excluding that portion within Canada.

Jet Route No. 6 From the INT of the Salinas, Calif., 145° and the Palmdale, Calif., 291° radials via Palmdale; Hector, Calif.; Needles, Calif.; Prescott, Ariz.; Zuni, 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., 239° radials; to Robbinsville.

PENDING AMENDMENT

In Jet Route No. 6 "Front Royal" is deleted and "Shawnee" is substituted therefor.

AMENDMENTS 12/25/80 45 F. R. 71774 (Changed)

Jet Route No. 7 From Oakland, Calif., via Sacramento, Calif.; Reno, Nev.; Rome, Oreg.; Boise, Idaho; Dillon, Mont.; Great Falls, Mont.; to Swift Current, Saskatchewan, Canada. The airspace within Canada is excluded.

Jet Route No. 8 From Needles, Calif., via Winslow, Ariz.; Gallup, N. Mex.; Las Vegas, N. Mex.; Borger, Tex.; INT Borger 095° and Kingfisher, Okla., 261° radials; Kingfisher; Springfield, Mo.; St. Louis, Mo.; Louisville, Ky.; Charleston, W. Va.; Casanova, Va.; INT Casanova 051° and Westminster, Md., 080° radials; INT Westminster 080° and Robbinsville, N. J., 239° radials; to Robbinsville.

Jet Route No. 9 From Los Angeles, Calif., via Daggett, Calif.; Las Vegas, Nev.; INT Las Vegas 046° and Milford, Utah, 213° radials; Milford; Fairfield, Utah; Salt Lake City, Utah; Dubois, Idaho; Dillon, Mont., to Great Falls, Mont.

Jet Route No. 10 From Los Angeles, Calif., via intersection Los Angeles 083° and Twentynine Palms, Calif., 269° radials; Twentynine Palms; intersection of Twentynine Palms 075° and Prescott, Ariz., 262° radials; Prescott; Farmington, N. Mex.; Gunnison, Colo.; INT Gunnison 060° and Denver, Colo., 225° radials; Denver; INT Denver 058° and North Platte, Nebr., 260° radials; North Platte, Nebr.; Wolbach, Nebr.; to Des Moines, Iowa.

Jet Route No. 11 From Tucson, Ariz., via INT Tucson 318° and Phoenix, Ariz., 161° radials; Phoenix; Prescott, Ariz.; Bryce Canyon, Utah; Fairfield, Utah; to Salt Lake City, Utah.

Jet Route No. 12 From Salt Lake City, Utah, via Fairfield, Utah; to Grand Junction, Colo.

Jet Route No. 13 From the INT of the United States/Mexican border and the Truth or Consequences, N. Mex., 162° radial via Truth or Consequences; Albuquerque, N. Mex.; Alamosa, Colo.; Denver, Colo.; Cheyenne, Wyo.; Casper, Wyo.; Billings, Mont.; Great Falls, Mont.; to Lethbridge, Alberta, Canada. The airspace within Canada is excluded.

Jet Route No. 14 From Amarillo, Tex., via Oklahoma City, Okla.; Little Rock, Ark.; Vulcan, Ala.; to Atlanta, Ga.; INT Atlanta, Ga., 092° and Spartanburg, S. C., 234° radials; Spartanburg; Greensboro, N. C.; Richmond, Va.; to Kenton, Del.

Jet Route No. 15 From Humble, Tex., via INT Humble 269° and Junction, Tex., 112° radials; Junction; Wink, Tex.; Roswell, N. Mex.; INT of the Roswell 319° and the Albuquerque, N. Mex., 126° radials; Albuquerque; Farmington, N. Mex.; Grand Junction, Colo.; Salt Lake City, Utah; Boise Idaho; Kimberly, Oreg.; INT Kimberly 288° and Portland, Oreg., 136° radials; to Portland.

Jet Route No. 16 From Portland, Oreg., via Pendleton, Oreg.; Whitehall, Mont.; Billings, Mont.; Duree, S. Dak.; Sioux Falls, S. Dak.; Mason City, Iowa; Badger, Wis.; Peck, Mich.; via the Peck 100° radial to the United States/Canadian Border. From the United States/Canadian Border to Buffalo, N. Y., via the Buffalo 274° radial; Albany, N. Y., to Boston, Mass.

Jet Route No. 17 From San Antonio, Tex., via Abilene, Tex.; Amarillo, Tex.; Tobe, Colo.; Pueblo, Colo.; Denver, Colo., to Rapid City, S. Dak.

Jet Route No. 18 From Mission Bay, Calif., via Imperial, Calif.; Bard, Ariz.; INT of the Bard 089° and Gila Bend, Ariz., 261° radials; Gila Bend; Phoenix, Ariz.; St. Johns, Ariz.; Albuquerque, N. Mex.; Las Vegas, N. Mex.; Garden City, Kans.; Salina, Kans.; St. Joseph, Mo.; Bradford; to Joliet, Ill.

AMENDMENTS 1/24/80 44 F. R. 70715 (Changed)

Jet Route No. 19 From Phoenix, Ariz., via INT Phoenix 051° and Zuni, Ariz., 242° radials; Zuni; Las Vegas, N. Mex.; Liberal, Kans.; Wichita, Kans.; Butler, Mo.; to St. Louis, Mo.

Jet Route No. 20 From Seattle, Wash., via Yakima, Wash.; Pendleton, Oreg.; McCall, Idaho; Pocatello, Idaho; Rock Springs, Wyo.; Denver, Colo.; Kiowa, Colo.; Lamar, Colo.; Liberal, Kans.; INT Liberal 137° and Oklahoma City, Okla., 282° radials; Oklahoma City; Shreveport, La.; Jackson, Miss.; Montgomery, Ala.; Meridian, Miss.; Tallahassee, Fla.; INT Tallahassee 129° and Orlando, Fla., 306° radials; Orlando; INT Orlando 154° and Fort Lauderdale, Fla., 339° radials to Fort Lauderdale.

Jet Route No. 21 From the INT of the United States/Mexican Border and the Laredo, Tex., 172° radial via Laredo; San Antonio, Tex.; Austin, Tex.; Waco, Tex.; Dallas-Fort Worth, Tex.; INT Dallas-Fort Worth 355° and Oklahoma City, Okla., 158° radials; Oklahoma City; Wichita, Kans.; Omaha, Nebr.; Minneapolis, Minn.; to Duluth, Minn.

Jet Route No. 22 From Nuevo Laredo, Mexico, via Laredo, Tex.; Corpus Christi, Tex.; Palacios, Tex.; Lake Charles, La.; McComb, Miss.; Meridian, Miss.; Vulcan, Ala.; Knoxville, Tenn.; Pulaski, Va.; to Gordonsville, Va. The airspace within Mexico is excluded.

Jet Route No. 23 From San Antonio, Tex., via Millsap, Tex.; Oklahoma City, Okla.; Pioneer, Okla.; to Wichita, Kans.

Jet Route No. 24 From Myton, Utah, to Hayden, Colo. From Hugo, Colo., via Salina, Kans.; Kansas City, Mo.; St. Louis, Mo.; Indianapolis, Ind.; Palmouth, Ky.; Charleston, W. Va.; to Richmond, Va.

Jet Route No. 25 From Matamoros, Mex., via Brownsville, Tex.; INT of the Brownsville 358° and the Corpus Christi, Tex., 178° radials; Corpus Christi; INT of the Corpus Christi 311° and the San Antonio, Tex., 167° radials; San Antonio; Austin, Tex.; Waco, Tex.; Dallas-Fort Worth, Tex.; Tulsa, Okla.; Kansas City, Mo.; Des Moines, Iowa; Mason City, Iowa; to Minneapolis, Minn. The airspace within Mexico is excluded.

Jet Route No. 26 From Ciudad Juarez, Mex., via El Paso, Tex.; INT of El Paso 070° and Roswell, N. Mex., 216° radials; Roswell; Amarillo, Tex.; Gage, Okla.; Wichita, Kans.; Kansas City, Mo.; Kirksville, Mo.; Bradford, Ill.; to Joliet, Ill. The airspace within Mexico is excluded.

Jet Route No. 27 From San Antonio, Tex., to Lufkin, Tex.

Jet Route No. 28 From Pueblo, Colo., via Garden City, Kans., to Wichita, Kans.

Jet Route No. 29 From the INT Of the United States/Mexican Border and the Corpus Christi, Tex., 229° radial via Corpus Christi; Palacios, Tex.; Humble, Tex.; Lufkin, Tex.; Shreveport, La.; Memphis, Tenn.; Pocket City, Ind., INT Pocket City 051° and Rosewood, Ohio, 230° radials; Rosewood; Cleveland, Ohio; Jamestown, N. Y.; Syracuse, N. Y.; Plattsburgh, N. Y.; Bangor, Maine, to Presque Isle. The airspace within Mexico is excluded.

Jet Route No. 30 From Minneapolis, Minn., via Nodine, Minn.; Joliet, Ill., Appleton, Ohio; INT of Appleton 111° and Belaire, Ohio, 142° radials; to Front Royal, Va.
PENDING AMENDMENT

In Jet Route No. 30 "Front Royal" is deleted and "Shawnee" is substituted therefor.

AMENDMENTS 12/25/80 45 F. R. 71774 (Changed)

Jet Route No. 31 From New Orleans, La., via Meridian, Miss.; to Vulcan.

Jet Route No. 32 From Oakland, Calif., via Sacramento, Calif.; Reno, Nev.; Battle Mountain, Nev.; Malad City, Idaho; Bowsen Reservoir.
Wvo.; Crazy Woman, Wvo., Dunroe, 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 From Humble, Tex., via INT Humble 349° and Dallas-Fort Worth, Tex., 138° radials to Dallas-Fort Worth.

Jet Route No. 34 From Hoquiam, Wash., via Olympia, Wash., Moses Lake, Wash.; Helena, Mont.; Billings, Mont.; Dupree, S. Dak.; Redwood Falls, Minn.; Nodine, Minn.; Badger, Wis.; INT of Badger 098° and Carleton, Mich., 297° radials; Carleton; Cleveland, Ohio; Bellaire, Ohio; to Martinsburg, W. Va.

Jet Route No. 35 From New Orleans, La., via McComb, Miss.; Greenwood, Miss.; Memphis, Tenn.; Farmington, Mo.; 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 From Millan Pass, Idaho, via Great Falls, Mont.; Dickinson, N. D., via Fargo, N. Dak.; Minneapolis, Minn.; Nodine, Minn.; Badger, Wis.; INT Badger 086° and Flint, Mich., 278° radials; Flint; INT Flint 102° and Dunkirk, N. Y., 274° radials; Dunkirk; to Huguenot, N. Y., excluding the portion within Canada.

Jet Route No. 37 From Hobby, Tex., via INT of the Hobby 090° and New Orleans, La., 257° radials; New Orleans; Semmes, Ala.; Montgomery, Ala.; Spartanburg, S. C.; Gordonsville, Va.; Kenton, Del.; Coyle, N. J.; 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 From the INT of the United States/Canadian Border and the direct radial between Duluth, Minn., and Sioux Narrows, Ont., via Duluth; Green Bay, Wis., to Peck, Mich.

Jet Route No. 39 From Crestview, Fla., via Montgomery, Ala.; Vulcan, Ala., Nashville, Tenn.; Louisville, Ky., to Rosewood, Ohio.

Jet Route No. 40 From Montgomery, Ala., via Macon, Ga.; Charleston, S. C.; Wilmington, N. C.; Richmond, Va.; INT Richmond 009° and Gordonsville, Va., 059° radials; INT Gordonsville 059° and New Castle, Del., 222° radials; to New Castle.

Jet Route No. 41 From Key West, Fla., via INT of Key West 358° and St. Petersburg, Fla., 151° radials; St. Petersburg; Tallahassee, Fla.; Montgomery, Ala.; Vulcan, Ala.; Memphis, Tenn.; Springfield, Mo., Kansas City, Mo., to Omaha, Nebr.

Jet Route No. 42 From Delicias, Mexico, via Fort Stockton, Tex.; Abilene, Tex.; Dallas-Fort Worth, Tex.; Texarkana, Ark.; Memphis, Tenn.; Nashville, Tenn.; Beckley, W. Va.; Casanova, Va.; INT Casanova 051° and Westminster, Mi., 080° radials; INT Westminster 080° and Robbinsville, N. J., 239° radials; Robbinsville; INT Robbinsville 073° and Hampton 223° radials; to Hampton. The portion of this route outside of the United States is excluded.

Jet Route No. 43 From Miami, Fla., via LaBelle, Fla.; St. Petersburg, Fla.; Tallahassee, Fla.; Atlanta, Ga.; Knoxville, Tenn.; Falmouth, Ky.; Rosewood, Ohio; Carleton, Mich., to Sault Ste. Marie, Mich.

Jet Route No. 44 From Phoenix, Ariz., via Winslow, Ariz., Farmington, N. Mex.; Alamosa, Colo.; INT Alamosa 003° and Denver, Colo.; 225° radials; to INT Denver 225° and Kiowa, Colo., 266° radials.

Jet Route No. 45 From Biscayne Bay, Fla., via INT Biscayne Bay 015° and Vero Beach, Fla., 143° radials; Vero Beach; Ormond Beach, Fla.; Jacksonville, Fla.; Alma, Ga.; Macon, Ga.; Atlanta, Ga.; Nashville, Tenn.; St. Louis, Mo.; Des Moines, Iowa; Sioux Falls, S. Dak.; to Aberdeen, S. Dak.

Jet Route No. 46 From Tulsa, Okla., via Walnut Ridge, Ark.; Nashville, Tenn., to Knoxville, Tenn.

Jet Route No. 47 From Charleston, S. C., via Columbia, S. C., to Spartanburg, S. C.

Jet Route No. 48 From Pulaski, Va., via Westminster, Md.; INT Westminster 043° and Kennedy, N. Y., 252° radials; Kennedy; INT Kennedy 042° and Boston, Mass., 252° radials; to Boston.

Jet Route No. 49 From Philipsburg, Pa., via Hancock, N. Y.; Albany, N. Y.; Bangor, Maine; Presque Isle, Maine.

Jet Route No. 50 From Bakersfield, Calif., via Paradise, Calif.; intersection Paradise 093° and Blythe, Calif., 282° radials; Blythe; intersection Blythe 096° and Gila Bend, Ariz., 299° radials; Gila Bend; Casa Grande, Ariz.; San Simon, Ariz.; INT San Simon 105° and El Paso, Tex., 275° radials; El Paso; INT El Paso 093° and Wink, Tex., 266° radials; Wink; Abilene, Tex.; Waco, Tex.; Lufkin, Tex.; INT of the Lufkin 086° and the Alexandria, La., 270° radials; Alexandria; McComb, Miss., to Crestview, Fla.

Jet Route No. 51 From Jacksonville, Fla., via Savannah, Ga.; Columbia, S. C.; Raleigh-Durham, N. C.; to Norfolk, Va.

Jet Route No. 52 From Vancouver, British Columbia, Canada, via Spokane, Wash.; Salmon, Idaho; Dubois, Idaho; Rock Springs, Wyo.; Denver, Colo.; Kiowa, Colo.; Lamar, Colo.; Liberal, Kans.; INT Liberal 137° and Ardmore, Okla., 309° radials; Ardmore; Dallas-Fort Worth, Tex.; Texarkana, Ark.; Greenwood, Miss.; Bigbee, Miss.; Vulcan, Ala.; Atlanta, Ga.; Augusta, Ga.; Columbia, S. C.; Raleigh-Durham, N. C.; to Richmond, Va. The portion within Canada is excluded.

Jet Route No. 53 From Biscayne Bay, Fla., via Orlando, Fla.; Jacksonville, Fla.; Augusta, Ga.; 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 From Tatoosh, Wash., via Olympia, Wash.; Pendleton, Oreg.; Boise, Idaho; to Pocatello, Idaho.

Jet Route No. 55 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., 253° radials; Sea Isle; INT Sea Isle 050° and Hampton, N. Y., 223° radials; Hampton; Providence, R. I.; Boston, Mass.; Kennebunk, Maine; Presque Isle, Maine; to Mont Joli, Quebec, Canada, excluding the portion within Canada.

Jet Route No. 56 From Mina, Nev., via Salt Lake City, Utah; Hayden, Colo.; INT Hayden 090° and Denver, Colo., 325° radials; to Denver.

Jet Route No. 57 From Truth or Consequences, N. Mex., via Socorro, N. Mex.; to Albuquerque, N. Mex.

Jet Route No. 58 From Oakland, Calif., via Stockton, Calif.; Coaldale, Nev.; Wilson Creek, Nev.; Bryce Canyon, Utah; Farmington, N. Mex.; Las Vegas, N. Mex.; Amarillo, Tex.; Wichita Falls, Tex.; Dallas-Fort Worth, Tex.; Alexandria, La.; INT of the Alexandria 126° and the New Orleans, La., 295° radials; New Orleans; INT of Grand Isle, La., 104° and Crestview, Fla., 201° radials; INT of Grand Isle 104° and Sarasota, Fla., 286° radials; Sarasota; INT of Sarasota 138° and Biscayne Bay, Fla., 301° radials; to Biscayne Bay.

Jet Route No. 59 From Philipsburg, Pa., to Syracuse, N.Y.

Jet Route No. 60 From Los Angeles, Calif., via Paradise, Calif.; Hector, Calif.; Boulder City, Nev.; Bryce Canyon, Utah; Hanksville, Utah; Grand Junction, Colo.; Denver, Colo.; Hayes Center, Nebr.; Lincoln, Nebr.; Iowa City, Iowa; Joliet, Ill.; Cleveland, Ohio; Philipsburg, Pa.; INT Philipsburg 100° and Robbinsville, N. J., 293° radials; to Robbinsville.

Jet Route No. 61 From Westminster, Md., via Philipsburg, Pa., to Buffalo, N.Y.

Jet Route No. 62 From Kennedy, N. Y., via the INT of Kennedy 080° and the Nantucket, Mass., 255° radials; Nantucket; to lat. 41°08'00"N., long. 67°00'00"W.

Jet Route No. 63 From Kennedy, N. Y., via Huguenot, N. Y.; INT of Huguenot 321° and Syracuse, N. Y., 149° radials; to Syracuse.

Jet Route No. 64 From Los Angeles, Calif., via INT Los Angeles 083°T and Hector, Calif., 226°T radials; radials; Hector; 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., 290° radials; Fort Wayne; Ellwood City, Pa.; to Robbinsville, N.J.

AMENDMENTS 5/15/80 45 F. R. 22013 (Changed)

Jet Route No. 65 From Abilene, Tex., via Roswell, N. Mex.; Truth or Consequences, N. Mex.; Phoenix, Ariz.; INT Phoenix 272° and Blythe, Calif., 096° radials; Blythe; Palmdale, Calif.; INT Palmdale 291° and Bakersfield, Calif., 149° radials; Bakersfield; Fresno, Calif.; Sacramento, Calif.; to Red Bluff, Calif.

PENDING AMENDMENT

Under Jet Route No. 65, "to Red Bluff, Calif." is deleted and "Red Bluff, Calif.; Klamath Falls, Oreg.; to Seattle, Wash." is substituted therefor.

AMENDMENTS 12/25/80 45 F. R. 67656 (Changed)

Jet Route No. 66 From Dallas-Fort Worth, Tex., via Little Rock, Ark.; Memphis, Tenn.; to Rome, Ga.

Jet Route No. 67 From Lakeview, Oreg., direct Portland, Oreg.

Jet Route No. 68 From Badger, Wis., via INT Badger 086° and Flint, Mich., 278° radials; Flint; INT Flint 102° and Dunkirk, N.Y., 274° radials; Dunkirk; Hancock, N.Y.; INT Hancock 082° and Putnam, Conn., 293° radials; Putnam; Providence, R.I.; to Nantucket, Mass., excluding the portion within Canada.

Jet Route No. 69 From Semmes, Ala., via INT of the Semmes 015° and the Vulcan, Ala., 232° radials; to Vulcan.

Jet Route No. 70 From Herculano, Wash., via Seattle, Wash.; Ehrata, Wash.; Millan Pass, Idaho; Lewiston, Mont.; Dickinson, N. Dak.; Aberdeen, S. Dak.; Minneapolis, Minn.; INT of the Minneapolis 109° and the Badger, Wis., 312° radials; Badger; Pullman, Mich.; Salem, Mich.; Jamestown, N. Y.; Sparta, N. J.; to Kennedy, N. Y.

Jet Route No. 71 From Memphis, Tenn., Centralia, Ill.; INT Centralia 019° and Northbrook, Ill., 186° radials; to Northbrook.

Jet Route No. 72 From Boulder City, Nev., via Peach Springs, Ariz.; Gallup, N. Mex.; Albuquerque, N. Mex.; Texico, N. Mex.; Wichita Falls, Texas; to Dallas-Fort Worth, Tex.

Jet Route No. 73 From Miami, Fla., via LaBelle, Fla.; Lakeland, Fla.; Tallahassee, Fla.; LaGrange, Ga.; Nashville, Tenn.; Lewis, Ind.; to Northbrook, Ill.

Jet Route No. 74 From Los Angeles, Calif., via Paradise, Calif.; INT of the Paradise 093° and the Parker, Calif., 261° radials; Parker; St. Johns, Ariz.; Scorro, N. Mex.; Texico, N. Mex.; to Oklahoma City, Okla.

Jet Route No. 75 From Biscayne Bay, Fla., via the Biscayne Bay 301° and the Lakeland, Fla., 175° radials; Lakeland, Fla.; Taylor, Fla.; Columbia, S.C.; 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 From Las Vegas, Nev., via INT Las Vegas 090° and Tuba City, Ariz., 268° radials; Tuba City; Las Vegas, N. Mex.; Tucumcari, N. Mex.; Wichita Falls, Tex.; to Dallas-Fort Worth, Tex.

Jet Route No. 77 From Wilmington, N. C., via Gordonsville, Va.; Westminster, Md.; Huguenot, N. Y.; to Boston, Mass.

Jet Route No. 78 From Los Angeles, Calif., via Seal Beach, Calif.; Thermal, Calif.; Parker, Calif.; Prescott, Ariz.; Zuni, Ariz.; Albuquerque, N. Mex.; Tucumcari, N. Mex.; Amarillo, Texas; Oklahoma City, Okla.; Tulsa, Okla.; Farmington, Mo.; Louisville, Ky.; Charleston, W. Va.; Phillipsburg, Pa.; INT Phillipsburg 083° and Keating, Pa., 099° radials; to Kennedy, N. Y.

Jet Route No. 79 From Key West, Fla., via Miami, Fla.; Palm Beach, Fla.; Vero Beach, Fla.; Ormond Beach, Fla.; INT of Ormond Beach 360° and Jacksonville, Fla., 028° radials; Charleston, S.C.; Wilmington, N.C.; Haw, N.C.; Norfolk, Va.; INT of Norfolk 023° and Coyle, N.J., 208° radials; Coyle; Kennedy, N. Y.; INT Kennedy 080° and Nantucket, Mass., 255° radials; INT Nantucket 255° and Hyannis, Mass., 205° radials; Hyannis; INT Hyannis 003° and Bangor, Maine, 206° radials; Bangor.

Jet Route No. 80 From Oakland, Calif., via Stockton, Calif., Coaldale, Nev.; Wilson Creek, Nev.; Milford, Utah; Grand Junction, Colo.; Denver, Colo.; Goodland, Kans.; Hill City, Kans.; Kansas City, Mo.; Capital, Ill.; Indianapolis, Ind.; Bellaire, Ohio; INT of the Bellaire 090° and Robbinsville, N. J., 264° radials; Robbinsville; to Kennedy, N.Y.

Jet Route No. 82 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.

Jet Route No. 83 From Spartanburg, S. C., via INT Spartanburg 341° and Appleton, Ohio, 184° radials; Appleton; to Cleveland, Ohio.

Jet Route No. 84 From Oakland, Calif., via Linden, Calif.; Mina, Nev.; Delta, Utah; Meeker, Colo.; Sidney, Nebr.; Wolbach, Nebr.; Dubuque, Iowa; to Northbrook, Ill.

Jet Route No. 85 From Biscayne Bay, Fla., via INT Biscayne Bay 328° and Lakeland, Fla., 140° radials; Lakeland; Taylor, Fla.; Alma, Ga.; 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.

Jet Route No. 86 From Boulder City, Nev., via Peach Springs, Ariz.; Winslow, Ariz.; El Paso, Tex.; Fort Stockton, Texas; Junction, Tex.; Austin, Tex.; Humble, Tex.; Leesville, La.; INT of Leesville 104° and Sarasota, Fla., 286° radials; Sarasota; INT of Sarasota 103° and LaBelle, Fla., 313° radials; LaBelle; to Miami.

Jet Route No. 87 From Humble, Tex., via Navasota, Tex.; Dallas-Fort Worth, Tex.; Tulsa, Okla.; Butler, Mo.; Kirksville, Mo.; Bradford, Ill.; Joliet, Ill.; to Northbrook, Ill.

Jet Route No. 88 From Los Angeles, Calif., via Santa Barbara, Calif.; Salinas, Calif.; to Point Reyes, Calif.

Jet Route No. 89 From Biscayne, Fla., via the INT of Biscayne Bay 301° and Lakeland, Fla., 166° radials; Lakeland; Atlanta, Ga.; Louisville, Ky.; Boiler, Ind.; Northbrook; Badger, Wis.; Duluth, Minn.; to Winnipeg, Manitoba, Canada. The portion within Canada is excluded.

AMENDMENTS 5/15/80 45 F. R. 17951 (Changed)

Jet Route No. 90 From Seattle, Wash., via Ephrata, Wash.; Millan 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., 202° radials; to Northbrook.

Jet Route No. 91 From Cross City, Fla., via INT Cross City 338° and Atlanta, Ga., 169° radials; Atlanta; Knoxville, Tenn.; Henderson, W. Va.; to Bellaire, Ohio.

AMENDMENTS 5/15/80 45 F. R. 17951 (Changed)

Jet Route No. 92 From Reno, Nev., via Coaldale, Nev.; Beatty, Nev.; INT Beatty 131° and Boulder City, Nev., 284° radials; Boulder City; Prescott, Ariz.; Phoenix, Ariz.; Casa Grande, Ariz.; INT of Casa Grande 145° and Tucson, Ariz., 298° radials; Tucson; to the INT of the Tucson 185° radial and the United States/Mexican border.

Jet Route No. 93 From the INT of the United States/Mexican Border and the Julian, Calif., 123° radial via Julian; Paradise, Calif.; INT Paradise 290° and Los Angeles, Calif., 083° radials; to Los Angeles.

Jet Route No. 94 From Oakland, Calif., via Stockton, Calif.; Reno, Nev.; Battle Mountain, Nev.; Lucin, Utah; Rock Springs, Wyo.; Scottsbluff, Nebr.; O'Neill, Nebr.; Port Dodge, Iowa; Dubuque, Iowa; Northbrook; Pullman, Mich.; Flint, 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 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 From Los Angeles, Calif., via Paradise, Calif.; INT Paradise 093° and Parker, Calif., 261° radials; Parker; Prescott, Ariz.; Gallup, N. Mex.; Cimarron, N. Mex.; Garden City, Kans.; Salina, Kans.; Kirksville, Mo.; Bradford, Ill.; to Joliet, Ill.

Jet Route No. 97 From lat. 39°07'00"N., long. 67°00'00"W., via Nantucket; Boston, Mass.; to Plattsburgh, N. Y.

Jet Route No. 98 From Liberal, Kans., via Gage, Okla.; Oklahoma City, Okla.; via Tulsa, Okla.; Springfield, Mo.; to Farmington, Mo.

Jet Route No. 99 From Augusta, Ga., via Knoxville, Tenn.; to Louisville, Ky.

Jet Route No. 100 From Los Angeles, Calif., via Daggett, Calif.; Las Vegas, Nev.; INT of Las Vegas 046° and Bryce Canyon, Utah, 240° radials; Bryce Canyon; Meeker, Colo.; Sidney, Nebr.; Wolbach, Nebr.; Dubuque, Iowa; to Northbrook, Ill.

Jet Route No. 101 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.; Badger, Wis.; Green Bay, Wis.; to Sault Ste. Marie, Mich.

Jet Route No. 102 From Phoenix, Ariz., via INT of Phoenix 066° and Zuni, N. Mex., 226° radials; Zuni; Alamosa, Colo.; Lamar, Colo.; to Salina, Kans.

Jet Route No. 103 From St. Petersburg, Fla., via Orlando, Fla.; Ormond Beach, Fla.; to Savannah, Ga.

Jet Route No. 104 From Los Angeles, Calif., via INT Los Angeles 083° and Twentynine Palms, Calif., 269° radials; Twentynine Palms; via intersection Twentynine Palms 103° and Gila Bend, Ariz., 312° radials; Gila Bend, Tucson, Ariz.; San Simon, Ariz.; Socorro, N. Mex.; Las Vegas, N. Mex.; to Pueblo, Colo.

Jet Route No. 105 From Dallas-Fort Worth, Tex., via Razorback, Ark.; Springfield, Mo.; Bradford, Ill.; to Badger, Wis.

Jet Route No. 106 From Minneapolis, Minn., via Green Bay, Wis.; INT Green Bay 106° and Flint, Mich., 310° radials; Flint; INT Flint 127° and Salem, Mich., 092° radials; Jamestown, N.Y.; Sparta, N.J.; to Kennedy, N.Y., excluding the portion within Canada.

Jet Route No. 107 From Los Angeles, Calif., via Los Angeles 083°T and Hector, Calif., 226°T radials; Hector; Boulder City; Milford, Utah; Delta, Utah; Rock Springs, Wyo.; Crazy Woman, Wyo.; Dickinson, N. Dak.; Pembina, N. Dak.; to Kenora, Ontario, Canada. The portion within Canada is excluded.

AMENDMENTS 5/15/80 45 F. R. 22013 (Rewritten)

Jet Route No. 108 From Winslow, Ariz., via St. Johns, Ariz.; Truth or Consequences, N. Mex.; INT Truth or Consequences, N. Mex., 106° and Wink, Tex., 297° radials; to Wink, Tex.

Jet Route No. 109 From Wilmington, N.C., via Gordonsville, Va.; Front Royal, Va.; to Buffalo, N.Y.

PENDING AMENDMENT

In Jet Route No. 109 "Front Royal" is deleted and "Shawnee" is substituted therefor.

AMENDMENTS 12/25/80 45 F. R. 71774 (Changed)

Jet Route No. 110 From Oakland, Calif., via Salinas, Calif.; Fresno, Calif.; Boulder City, Nev.; Farmington, N. Mex.; Alamosa, Colo.; Garden City, Kans.; Butler, Mo.; St. Louis, Mo.; Indianapolis, Ind.; Bellaire, Ohio; Coyle, N. J.; to Kennedy, N. Y.

Jet Route No. 111 From Nome, Alaska, via Unalakleet, Alaska; McGrath, Alaska; Anchorage, Alaska; Middleton Island, Alaska; to SNOOT INT (Middleton Island 121° and Yakutat, Alaska 215° radials).

Jet Route No. 112 From Butler, Mo., via Farmington, Mo., to Louisville, Ky.

Jet Route No. 113 From Northbrook, Ill., via Dubuque, Iowa; to Minneapolis, Minn.

Jet Route No. 114 From Denver, Colo.; O'Neill, Nebr.; Sioux Falls, S. Dak.; to Minneapolis, Minn.

Jet Route No. 115 From Shemya, Alaska, NDB, via Adak, Alaska, NDB; Dutch Harbor, Alaska, NDB; Cold Bay, Alaska; King Salmon, Alaska; INT King Salmon 053° and Kenai, Alaska, 239° radials; Kenai; Anchorage, Alaska; Fairbanks, Alaska; Chandalar, Alaska, NDB; to Deadhorse, Alaska.

Jet Route No. 116 From Salt Lake City, Utah, via Fairfield, Utah; Meeker, Colo.; to Denver, Colo.

Jet Route No. 117 From McGrath, Alaska, via Galena, Alaska; to Kotzebue, Alaska.

Jet Route No. 118 From Memphis, Tenn., via Chattanooga, Tenn., to Spartanburg, S.C.

Jet Route No. 119 From St. Petersburg, Fla., to Taylor, Fla.

Jet Route No. 120 From the INT of the Anchorage Oceanic CTA/FIR boundary and the Bethel, Alaska, 234° radial via Bethel; McGrath, Alaska; Fairbanks, Alaska; Fort Yukon, Alaska; to the Barter Island, Alaska, NDB.

AMENDMENTS 9/4/80 45 F. R. 43160 (Changed)

Jet Route No. 121 From Jacksonville, Fla., via Charleston, S. C.; Norfolk, Va.; INT Norfolk 023° and Snow Hill, Md., 211° radials; Snow Hill; Sea Isle, N. J.; INT Sea Isle 050° and Hampton, N. Y., 223° radials; Hampton; Providence, R. I.; to INT Providence 045° and Boston, Mass., 066° radials.

Jet Route No. 122 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 lat. 57°28'00"N., long. 150°32'00"W., via Kodiak; King Salmon, Alaska; Bethel, Alaska; Nome, Alaska; Kotzebue, Alaska; to Barrow, Alaska.

Jet Route No. 124 From Anchorage, Alaska, via Big Lake, Alaska; Gulkana, Alaska; to Northway, Alaska.

Jet Route No. 125 From Kodiak, Alaska, via Anchorage, Alaska; INT Anchorage 347° and Talkeetna, Alaska, 196° radials; Talkeetna; to Nenana, Alaska.

Jet Route No. 126 From Los Angeles, Calif., via the INT of the Los Angeles 319° and the Arenal, Calif., 145° radials; Arenal; Stockton, Calif.; Sacramento, Calif.; Red Bluff, Calif.; Medford, Oreg.; Eugene, Oreg.; Newberg, Oreg.; Olympia, Wash.; to Vancouver, British Columbia, Canada. That portion outside the United States is excluded.

Jet Route No. 127 From Cape Newenham, Alaska, NDB via King Salmon, Alaska; to INT King Salmon 042° and Anchorage, Alaska, 246° radials.

Jet Route No. 128 From Los Angeles, Calif., via INT Los Angeles 083°T and Peach Springs, Ariz., 244°T radials; Peach Springs; Tuba City, Ariz.; Gunnison, Colo.; Denver, Colo.; Hays Center, Nebr.; Wolbach, Nebr.; Dubuque, Iowa; to Northbrook, Ill.

AMENDMENTS 5/15/80 45 F. R. 22013 (Changed)

Jet Route No. 129 From Nome, Alaska, to Kotzebue, Alaska, via INT Nome 009° and Kotzebue 221° radials.

Jet Route No. 130 From Wilson Creek, Nev., via INT Wilson Creek 068° and Grand Junction, Colo., 274° radials; Grand Junction; INT Grand Junction 090° and Kiowa, Colo., 256° radials; INT Kiowa 256° and Denver, Colo., 225° radials to INT Denver 225° and Kiowa 266° radials.

Jet Route No. 131 From San Antonio, Tex., via INT San Antonio 007° and Dallas-Fort Worth, Tex., 218° radials; Dallas-Fort Worth; Texarkana, Ark.; Little Rock, Ark.; to Pocket City, Ind.

Jet Route No. 132 From Fort Dodge, Iowa, to Mason City, Iowa.

Jet Route No. 133 From Blorka Island, Alaska, via Hinchinbrook, Alaska, NDB; to Johnstone Point, Alaska.

Jet Route No. 134 From Los Angeles, Calif., via Seal Beach, Calif.; Thermal, Calif.; Parker, Calif.; Prescott, 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.

PENDING AMENDMENT

In Jet Route No. 134 all after "Falmouth, Ky.;" is deleted and "Henderson, W. Va.; INT Henderson 083° and Shawnee, Va., 262° radials; to Shawnee." is substituted therefor.

AMENDMENTS 12/25/80 45 F. R. 71774 (Changed)

Jet Route No. 135 From Bethel, Alaska, to Unalakleet, Alaska.

Jet Route No. 136 From Newport, Oreg., via Portland, Oreg., Yakima, Wash., Spokane, Wash.; Millan Pass, Idaho; INT Millan Pass 101° and Billings, Mont., 301° radials; to Billings.

Jet Route No. 137 From Canital, Ill., via Farmington, Mo.; Walnut Ridge, Ark.; to Little Rock, Ark.

Jet Route No. 138 From Fort Stockton, Tex., via Center Point, Tex.; San Antonio, Tex.; Hobby, Tex.; to Lake Charles, La.

Jet Route No. 139 From Bettles, Alaska, to Deadhorse, Alaska.

Jet Route No. 140 From Fargo, N. Dak., via Duluth, Minn., to Sault Ste. Marie, Mich.

Jet Route No. 142 From San Simon, Ariz., via the INT of the San Simon 038° and the Socorro, N. Mex., 233° radials; to Socorro.

Jet Route No. 143 From Eugene, Oreg., via The Dallas, Oreg.; to Spokane, Wash.

Jet Route No. 144 From Wolbach, Nebr.; via Des Moines, Iowa; to Dubuque, Iowa.

Jet Route No. 145 From Teococa, Ga., via Charleston, W. Va.; INT Charleston 034° and the Ellwood City, Pa., 194° radials to Ellwood City, Pa.

Jet Route No. 146 From Los Angeles, Calif., via Daggett, Calif.; Las Vegas, Nev.; Dove Creek, Colo.; Gunnison, Colo.; Goodland, Kans.; Lincoln, Nebr.; Iowa City, Iowa; Joliet, Ill.; South Bend, Ind.; INT South Bend 089° and Chardon, Ohio, 279° radials; Chardon, Keating, Pa.; to Kennedy, N. Y., excluding the portion within Canada.

Jet Route No. 147 From Beckley, W. Va., to Gordonsville, Va.

Jet Route No. 148 From Coaldale, Nev., via Delta, Utah; Myton, Utah; Cheyenne, Wyo.; to O'Neill, Nebr.

Jet Route No. 149 From Casanova, Va., via INT of Casanova 280° and Rosewood, Ohio, 116° radials; Rosewood; to Fort Wayne, Ind.

Jet Route No. 150 From Gordonsville, Va., via INT Gordonsville 059° and Woodstown, N. J., 230° radials; Woodstown; Robbinsville, N. J.; Hampton, N. Y.; INT Hampton 069° and Hyannis, Mass., 237° radials; Hyannis; to the INT Hyannis 068° and Boston, Mass., 097° radials.

Jet Route No. 151 From Vulcan, Ala., via INT Vulcan 335° and Farmington, Mo., 139° radials; Farmington; St. Louis, Mo.; Des Moines, Iowa; O'Neill, Nebr.; Rapid City, S. Dak.; Billings, Mont.; INT Billings 266° and Whitehall, Mont., 103° radials; to Whitehall.

Jet Route No. 152 From Capital, Ill., via INT Capital 091° and Rosewood, Ohio, 263° radials; Rosewood; Johnstown, Pa.; Harrisburg, Pa.; to INT Harrisburg 090° and Westminster, Md., 058° radials.

Jet Route No. 153 From Rome, Oreg., via Baker, Oreg., to Spokane, Wash.

AMENDMENTS 10/30/80 45 F. R. 60898 (Added)

Jet Route No. 154 From Battle Mountain, Nev., via Bonneville, Utah; Salt Lake City, Utah; to Rock Springs, Wyo., Bonneville, Utah; Salt Lake City, Utah; to Rock Springs, Wyo.

Jet Route No. 155 From the Chandalar Lake, Alaska, NDB to Nenana, Alaska.

Jet Route No. 156 From Wilson Creek, Nev., to Meeker, Colo.

Jet Route No. 157 From the INT of Denver, Colo., 058° and Gill, Colo., 151° radials, via INT Denver 058° and Scottsbluff, Nebr., 189° radials; Scottsbluff; to Rapid City, S. Dak.

Jet Route No. 158 From Mina, Nev., via Lucin, Utah; Malad City, Idaho; INT Malad City 087° and Casper, Wyo., 241° radials; Casper; Rapid City, S. D.; to Aberdeen, S. D.

Jet Route No. 159 From Portland, Oreg., to Redmond, Oreg.

Jet Route No. 160 From Fairbanks, Alaska, via INT Fairbanks 016° and Fort Yukon, Alaska, 229° radials; Fort Yukon; to Kosakuk, Yukon Territory, Canada, NDB. The airspace within Canada is excluded.

Jet Route No. 161 From Zuni, N. Mex., to Farmington, N. Mex.

Jet Route No. 162 From Cleveland, Ohio, via Bellaire, Ohio, INT of Bellaire 142° and Front Royal, Va., 283° radials; to Front Royal.

PENDING AMENDMENT

In Jet Route No. 162 all after "Bellaire 142°" is deleted and "Shawnee, Va., 281° radials; to Shawnee." is substituted therefor.

AMENDMENTS 12/25/80 45 F. R. 71774 (Changed)

Jet Route No. 163 From Rock Springs, Wyo., to Hayden, Colo.

Jet Route No. 165 From Charleston, S. C., to Richmond, Va.

Jet Route No. 166 From San Simon, Ariz.; via Truth or Consequences, N. Mex.; Roswell, N. Mex.; to Wichita Falls, Texas.

Jet Route No. 167 From Johnstone Point, Alaska, via Gulkana, Alaska; Big Delta, Alaska; to Fort Yukon, Alaska.

Jet Route No. 168 From Wichita Falls, Tex., via Lamar, Colo.; Hugo, Colo.; to Kiowa, Colo.

Jet Route No. 169 From Los Angeles, Calif.; via Seal Beach, Calif.; Thermal, Calif.; Blythe, Calif.

Jet Route No. 170 From Crazy Woman, Wyo., via Casper, Wyo.; Medicine Bow, Wyo.; INT Medicine Bow 165° and Denver, Colo., 325° radials; to Denver.

Jet Route No. 171 From Tobe, Colo., via Hugo, Colo.; to Kiowa, Colo.

Jet Route No. 172 From the INT of Denver, Colo., 058° and Gill, Colo., 151° radials, via INT Denver 058° and Sidney, Nebr., 189° radials; to Sidney.

Jet Route No. 173 From Salt Lake City, Utah, to Meeker, Colo.

Jet Route No. 174 From Hampton, N. Y., via INT Hampton 069° and Hyannis, Mass., 237° radials; Hyannis; to the INT of Hyannis 080° and Nantucket, Mass., 066° radials.

Jet Route No. 177 From Humble, Tex., via Hobby, Tex., to Tampico, Mexico, excluding the portion south of Lat. 26°00'00" N.

Jet Route No. 178 From Fort Wayne, Ind., to Appleton, Ohio.

Jet Route No. 180 From Humble, Tex., via Daisetta, Tex.; to Little Rock, Ark.

Jet Route No. 181 From Phoenix, Ariz., to Newman, Tex.

PENDING AMENDMENT

Jet Route No. 182 From Goodland, Kans., via Wichita, Kans., INT Wichita 115° and Razorback 285° radials; Razorback.

AMENDMENTS 12/25/80 45 F. R. 71775 (Added)

Jet Route No. 185 From Traverse City, Mich., to Flint, Mich.

Jet Route No. 186 From Toccoa, Ga., to the INT of the Spartanburg, S. C., 341° and the Appleton, Ohio, 184° radials.

Jet Route No. 189 From Avenal, Calif., via Linden, Calif.; Klamath Falls, Oreg.; Portland, Oreg.; to Seattle, Wash.

Jet Route No. 192 From Goodland, Kans., to Pawnee City, Nebr.

Jet Route No. 195 From Annette Island, Alaska, to Biorika Island, Alaska.

Jet Route No. 196 From Bryce Canyon, Utah, via INT Bryce Canyon 048° and Meeker, Colo., 247° radials; to Meeker.

Jet Route No. 197 From Gunnison, Colo., via INT Gunnison 083° and Goodland, Kans., 251° radials; Goodland; Wolbach. Nebr.; to Sioux Falls, S.D.

Jet Route No. 198 From Mina, Nev., via Wilson Creek, Nev.; INT Wilson Creek 075° and Meeker, Colo., 247° radials; to Meeker.

Jet Route No. 199 From Wilson Creek, Nev., via Delta, Utah; INT Delta 068° and Meeker, Colo., 262° radials; to Meeker.

Jet Route No. 201 From Myton, Utah, via INT Myton 056° and Rock Springs, Wyo., 084° radials; to Scottsbluff, Nebr.

Jet Route No. 202 From Fairfield, Utah, via INT Fairfield 026° and Rock Springs, Wyo., 249° radials; Rock Springs; to Casper, Wyo.

Jet Route No. 203 From Billings, Mont., via INT Billings 347° and Great Falls, Mont., 093° radials; to Great Falls.

Jet Route No. 204 From Dupree, S.D., via Miles City, Mont.; INT Miles City 295° and Great Falls, Mont., 093° radials; to Great Falls.

Jet Route No. 500 From Thunder Bay, 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 From Point Reyes, Calif., via Medford, Oreg.; Hoquiam, Wash., INT Hoquiam 354° and Tatoosh, Wash., 162° radials; Tatoosh; Cape Scott, British Columbia, Canada, RBN; Sandspit, British Columbia, Canada; Biorika Island, Alaska; Yakutat, Alaska; Johnstone Point, Alaska; Anchorage, Alaska; Sparrevohn, Alaska, NDB; Bethel, Alaska; to the INT of the Bethel 258° radial and the Anchorage Oceanic CTA/FIR boundary, excluding the airspace within Canada.

AMENDMENTS 9/4/80 45 F. R. 43160 (Changed)

Jet Route No. 502 From Seattle, Wash.; via Victoria, British Columbia, Canada; Port Hardy, British Columbia, Canada; Annette Island, Alaska; Level Island, Alaska; Sisters Island, Alaska; Burwash Landing, Yukon Territory Canada, RBN; Northway, Alaska; Fairbanks, Alaska, to Kotzebue, Alaska, excluding the airspace within Canada.

AMENDMENTS 9/4/80 45 F. R. 50724 (Changed)

Jet Route No. 503 From Seattle, Wash., to the United States/Canadian Border via the Seattle direct radial to Princeton, British Columbia.

Jet Route No. 505 From Seattle, Wash., via the Seattle 061° radial to the United States/Canadian border.

Jet Route 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 From Barrow, Alaska, via Deadhorse, Alaska; Fort Yukon, Alaska, Northway, Alaska; to Yakutat, Alaska, excluding the portion within Canada.

Jet Route No. 509 From Beauce, Quebec, via Houlton, Maine, to Moncton, New Brunswick, excluding the portion outside the United States.

Jet Route No. 511 From Cape Newenham, Alaska, NDB via Dillingham, Alaska; Anchorage, Alaska; Big Lake, Alaska; Gulkana, Alaska; to Burwash Landing, Yukon Territory, Canada, RBN, excluding the portion which lies over Canadian territory.

Jet Route No. 513 From Thunder Bay, Ontario, Canada, direct to Sudbury, Ontario, Canada, excluding the portion within Canada.

Jet Route No. 515 From Fargo, N. Dak., via Pembina, N. Dak.; to INT Pembina 356° radial and the United States/Canadian border. From Whitehorse, Yukon Territory, Canada, via Northway, Alaska; Fairbanks, Alaska; Bettles, Alaska; to Barrow, Alaska. The airspace within Canada is excluded.

Jet Route No. 516 From Great Falls, Mont., to Lethbridge, Alberta, Canada. The airspace within Canada is excluded.

Jet Route No. 517 From Boise, Idaho, via Spokane, Wash., to Cranbrook, British Columbia, Canada, excluding the portion which lies over Canadian territory.

Jet Route No. 518 From Cleveland, Ohio, via INT of Cleveland 120° and Westminster, Md., 288° radials; to Westminster.

Jet Route No. 522 From Green Bay, Wis., via Traverse City, Mich.; Kleinburg, Ontario, Canada; Hancock, N.Y.; to Huguenot, N.Y., excluding the airspace within Canada.

Jet Route No. 523 From Seattle, Wash.; Tatoosh, Wash., to Port Hardy, British Columbia, Canada. From Sandspit, British Columbia, Canada, to Annette Island, Alaska; excluding the airspace within Canada.

AMENDMENTS 9/4/80 45 F. R. 50724 (Changed)

Jet Route No. 524 From the INT of Albany, N. Y., 353° and Montreal, Quebec, 188° radials to the INT of the Montreal 188° radial with United States/Canadian border.

AMENDMENTS 1/24/80 44 F. R. 68453 (Changed)

Jet Route No. 528 From Bellingham, WA., to Williams Lake, British Columbia, Canada. The airspace within Canada is excluded.

Jet Route No. 530 From Great Falls, Mont., to Swift Current, Saskatchewan, Canada. The airspace within Canada is excluded.

Jet Route No. 531 From Buffalo, N.Y., via Kleinburg, Ont., Canada; Warton, Ont., Canada; to Sault Ste. Marie, Mich., excluding the portion which lies over Canadian territory.

Jet Route 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 From Duluth, Minn., to the United States/Canadian border via the Duluth to Thunder Bay, Ontario, direct radial.

Jet Route No. 534 From Bellingham, Wash., to Williams Lake, British Columbia, Canada, excluding the airspace within Canada.

Jet Route No. 536 From Sisters Island, Alaska; to Whitehorse, Yukon Territory, Canada. The airspace within Canada is excluded.

Jet Route No. 537 From Rome, Oreg., via Mullan Pass, Idaho; to Calgary, Alberta, Canada; excluding the airspace within Canada.

AMENDMENTS 9/4/80 45 F. R. 45268 (Added)

Jet Route 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. 540 From Mullan Pass, Idaho, to the INT of Mullan Pass 041° radial and the United States/Canadian border.

Jet Route No. 541 From Yakutat, Alaska, to Sisters Island, Alaska.

Jet Route No. 545 From Cleveland, Ohio, to the INT of the Cleveland 024° radial and the United States/Canadian Border.

Jet Route No. 546 From Peck, Mich., to the United States/Canadian Border via the Peck to Kleinburg, Ontario direct radial.

Jet Route No. 547 From Northbrook, Ill., via Pullman, Mich.; Flint, 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.

Jet Route No. 548 From Pullman, Mich.; via Traverse City, Mich.; Sault Ste Marie, to the United States/Canadian border via the Sault Ste. Marie to Timmins, Ontario, RR direct radial.

Jet Route No. 551 From Peck, Mich., to the United States/Canadian border via the Peck to Warton, Ontario, direct radial.

Jet Route No. 552 From Sault Ste. Marie, Mich., to United States/Canadian Border via the Sault Ste. Marie to Kanuskasing, Ontario, direct radial.

Jet Route No. 553 From Peck, Mich., to Midland, Ontario, Canada. That airspace within Canada is excluded.

Jet Route No. 554 From South Bend, Ind., via Carleton, Mich.; to Jamestown, N. Y., excluding the portion within Canada.

Jet Route No. 559 From Syracuse, N.Y., to the INT of Syracuse 005° radial and the United States/Canadian border.

Jet Route No. 560 From Plattsburgh, N.Y., to Quebec, Quebec, Canada, excluding the airspace over Canada.

Jet Route No. 561 From Presque Isle, Maine, to Mont Joli, Quebec, excluding the portion outside the United States.

Jet Route 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 From Beauce, Quebec, Canada, via Presque Isle, Maine; Charlo, New Brunswick NDB; to Port Menier, Quebec, Canada, excluding the airspace within Canada.

Jet Route No. 566 From Massena, N.Y., to the INT of the Massena 037° radial and the United States/Canadian border.

Jet Route No. 567 From Plattsburgh, N.Y., to the INT of the Plattsburgh 334° radial and the United States/Canadian border.

Jet Route No. 570 From Albany, N. Y., to Mirabel, Quebec, excluding the portion outside the United States.

Jet Route No. 573 From Providence, R.I., via INT Providence 045° and Kennebunk, Maine, 180° radials; Kennebunk; to St. John, New Brunswick, Canada, excluding the portion within Canada.

Jet Route No. 575 From Boston, Mass., to Yarmouth, N.S., Canada, excluding the portion under the jurisdiction of Canada.

Jet Route No. 581 From Kennedy, N. Y., via INT of Kennedy 042° and Putnam, Conn., 236° radials; Putnam; Kennebunk, Maine; Bangor, Maine, to the INT of the Bangor 058° radial and the United States/Canadian border.

Jet Route No. 582 From Presque Isle, Maine, to Sept Isle, Quebec, excluding the portion outside the United States.

Jet Route No. 584 From Northbrook, Ill., via INT of Northbrook 094° and Carleton, Mich., 270° radials; Carleton; Slate Run, Pa.; INT Slate Run 101° and Kennedy, N.Y., 291° radials; to Kennedy.

Jet Route No. 585 From Nantucket, Mass., to Yarmouth, N.S., Canada, excluding the portion under the jurisdiction of Canada.

Jet Route 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. 587 From Thunder Bay, Ontario to Wawa, Ontario, Canada. That airspace within Canada is excluded.

AMENDMENTS 10/30/80 45 F. R. 62032 (Rewritten)

Jet Route No. 588 From Sault Ste. Marie, MI., via INT Sault Ste. Marie 110° and Stirling, Ontario, Canada, 297° radials; to Stirling, excluding the portion within Canada.

Jet Route No. 595 From London, Ontario via latitude 43°52'30"N., longitude 78°43'00"W.); Watertown, N.Y.; Plattsburgh, N.Y.; Bangor, Maine; to St. John, New Brunswick, Canada; excluding the portion outside the United States.

SUBPART D - AREA HIGH ROUTES

§75.400 Area high routes.

The parts of airspace described below are designated as area high routes.

Waypoint name	Location	Reference facility
J800R New York, N. Y., to Los Angeles, Calif. Robbinsville, N. J., VORTAC	40°12'08" N. 74°29'44" W.	Robbinsville, N. J.
RIDES	39°58'04" N. 78°04'45" W.	Philipsburg, Pa.
HORNS	40°00'43" N. 80°13'38" W.	Elwood City, Pa.
TRACK	39°59'34" N. 84°01'53" W.	Rosewood, Ohio
MELOT	39°53'23" N. 87°00'54" W.	Boiler, Ind.
CHAPS	39°39'52" N. 90°35'08" W.	St. Louis, Mo.
WALCO	39°13'06" N. 94°59'28" W.	Butler, Mo.
ENTER	38°58'04" N. 96°59'46" W.	Wichita, Kans.
CEDAR	38°29'43" N. 100°10'41" W.	Garden City, Kans.
GRAND	37°59'43" N. 102°37'10" W.	Lamar, Colo.
Delhi, Colo.	37°40'09" N. 104°13'02" W.	Pueblo, Colo.
SANDY	37°19'13" N. 105°48'11" W.	Alamosa, Colo.
Flora, N. Mex.	36°46'16" N. 108°09'14" W.	Farmington, N. Mex.
CAMEL	35°58'37" N. 111°12'21" W.	Tuba City, Ariz.
FENNY	34°48'12" N. 115°00'57" W.	Parker, Calif.
MORRO	34°02'51" N. 117°14'54" W.	Oceanside, Calif.

Waypoint name	Location	Reference facility
J801R Los Angeles, Calif., to New York, N. Y.		
MESIC	35°44'20" N. 115°32'01" W.	Boulder City, Nev.
Boulder City, NV.	35°59'45" N. 114°51'46" W.	Boulder City, NV.
Paria, Ariz.	36°53'51" N. 111°55'43" W.	Bryce Canyon, Utah
MONTE	37°51'18" N. 108°33'32" W.	Farmington, N. Mex.
CABIN	38°21'36" N. 106°34'31" W.	Gunnison, Colo.
GOFEL	38°42'44" N. 105°05'24" W.	Pueblo, Colo.
DRESS	39°38'14" N. 100°23'38" W.	Hayes Center, Nebr.
RUSKI	40°08'18" N. 97°56'34" W.	Wolbach, Nebr.
GARDE	40°53'49" N. 93°30'28" W.	Des Moines, Iowa
Joliet, Ill., VORTAC	41°32'47" N. 88°19'06" W.	Joliet, Ill.
WOLVI	42°13'36" N. 83°59'14" W.	Carleton, Mich.
SPOTS	42°00'19" N. 80°56'16" W.	Carleton, Mich.
ORMBY	41°48'09" N. 78°38'27" W.	Buffalo, N. Y.
Sparta, N. J., VORTAC	41°04'03" N. 74°32'19" W.	Sparta, N. J.

Waypoint name	Location	Reference facility
J802R New York, N. Y., to Oakland, Calif.		
Robbinsville, N. J., VORTAC	40°12'08" N. 74°29'44" W.	Robbinsville, N. J.
FURNA	40°36'35" N. 78°02'40" W.	Philipsburg, Pa.
SHILO	40°57'44" N. 82°30'16" W.	Appleton, Ohio
PERRY	41°08'24" N. 87°02'53" W.	Boiler, Ind.
Bradford, Ill.	41°09'35" N. 89°35'16" W.	Iowa City, Iowa
Lincoln, Nebr.	40°55'26" N. 96°44'30" W.	Pawnee City, Nebr.
MELTO	40°39'38" N. 100°57'02" W.	Hayes Center, Nebr.
GILLY	40°16'43" N. 104°49'59" W.	Denver, Colo.
BLAND	39°53'01" N. 107°52'45" W.	Meeker, Colo.
HILLS	39°33'51" N. 109°58'03" W.	Myton, Utah
NEBOS	39°16'43" N. 111°38'27" W.	Fairfield, Utah
GRAFT	38°43'06" N. 114°32'58" W.	Wilson Creek, Nev.
Coaldale, Nev., VORTAC	38°00'12" N. 117°46'10" W.	Coaldale, Nev.

Waypoint name	Location	Reference facility
J803R Mina, Nev., to Sparta, N. J.		
Mina, Nev.	38°33'55" N. 118°01'55" W.	Coaldale, Nev.
BRISK	39°23'01" N. 114°50'10" W.	Wilson Creek, Nev.
CLARA	39°52'08" N. 112°42'38" W.	Delta, Utah
Ouray, Utah	40°22'59" N. 110°12'19" W.	Myton, Utah
MAYBE	40°45'44" N. 108°07'47" W.	Meeker, Colo.
TANKS	41°17'12" N. 104°47'30" W.	Cheyenne, Wyo.
SANDS	41°44'19" N. 101°09'59" W.	Hayes Center, Nebr.
PILMS	42°07'05" N. 96°53'26" W.	Lincoln, Nebr.
SCALE	42°22'53" N. 90°24'00" W.	Iowa City, Iowa
Haven, Mich.	42°19'27" N. 85°17'17" W.	South Bend, Ind.
WOLVI	42°13'36" N. 83°58'14" W.	Carleton, Mich.
SPOTS	42°00'19" N. 80°56'16" W.	Carleton, Mich.
ORMBY	41°48'09" N. 78°38'27" W.	Buffalo, N. Y.
Sparta, N. J. VORTAC	41°04'03" N. 74°32'19" W.	Sparta, N. J.

Waypoint name	Location		Reference facility
J805R Gateway Hemlock, Oreg., to Woodstock, Ill.			
HEMLO	43°18'08" N.	126°40'46" W.	Newport, Oreg.
Newport, Oreg.	44°34'32" N.	124°03'34" W.	Newport, Oreg.
DAYAH	44°35'59" N.	119°26'41" W.	Pendleton, Oreg.
McCall, Idaho	44°46'02" N.	116°12'19" W.	McCall, Idaho
LIMES	44°52'56" N.	112°13'36" W.	Dubois, Idaho
BIGGS	44°52'08" N.	108°42'55" W.	Billings, Mont.
CLEAR	44°43'43" N.	106°20'12" W.	Crazy Woman, Wyo.
ASHEY	44°19'46" N.	101°52'35" W.	Dupree, S. Dak.
Sioux Falls, S. Dak.	43°38'58" N.	96°46'51" W.	Sioux Falls, S. Dak.
WILDT	42°57'17" N.	91°45'37" W.	Nodine, Minn.
STOCK	42°21'21" N.	88°24'13" W.	Badger, Wis.

Waypoint name	Location		Reference facility
J806R Robbinsville, N. J., to Gateway Hemlock			
Robbinsville, N. J.	40°12'08" N.	74°29'44" W.	Robbinsville, N. J.
FURNA	40°36'35" N.	78°02'40" W.	Philipsburg, Pa.
SHILO	40°57'44" N.	82°30'16" W.	Appleton, Ohio
Plant, Ind.	41°37'29" N.	87°15'57" W.	Boiler, Ind.
MORRI	41°55'53" N.	89°47'00" W.	Bradford, Ill.
ELBER	42°00'53" N.	92°15'40" W.	Dubuque, Iowa
KAMRA	42°25'45" N.	93°43'58" W.	Fort Dodge, Iowa
Sioux Falls, S. Dak.	43°38'58" N.	96°46'51" W.	Sioux Falls, S. Dak.
ASHEY	44°19'46" N.	101°52'35" W.	Dupree, S. Dak.
CLEAR	44°43'43" N.	106°20'12" W.	Crazy Woman, Wyo.
BIGGS	44°52'08" N.	108°42'55" W.	Billings, Mont.
LIMES	44°52'56" N.	112°13'36" W.	Dubois, Idaho
McCall, Idaho	44°46'02" N.	116°12'19" W.	McCall, Idaho
DAYAH	44°35'59" N.	119°26'41" W.	Pendleton, Oreg.
Newport, Oreg.	44°34'32" N.	124°03'34" W.	Newport, Oreg.
HEMLO	43°18'08" N.	126°40'46" W.	Newport, Oreg.

Waypoint name	Location		Reference facility
J810R South Bend, Ind., to New York, N. Y.			
KINDS	41°47'37" N.	85°00'23" W.	Fort Wayne, Ind.
MARCH	41°38'39" N.	82°31'06" W.	Cleveland, Ohio
AVAST	41°07'46" N.	77°23'00" W.	Philipsburg, Pa.
SWEET	40°48'06" N.	74°55'59" W.	Sparta, N. J.

Waypoint name	Location		Reference facility
J811R Chicago, Ill., to Miami, FL.			
JUDYS	40°14'20" N.	87°22'35" W.	Indianapolis, Ind.
EIMAN	36°19'34" N.	85°50'29" W.	Nashville, Tenn.
Rome, Ga.	34°09'45" N.	85°07'10" W.	Vulcan, Ala.
MAUKS	32°29'12" N.	84°24'51" W.	Macon, Ga.
PENNY	30°07'24" N.	83°33'01" W.	Gainesville, Fla.
REPLY	28°10'36" N.	81°06'53" W.	Palm Beach, Fla.

Waypoint name	Location		Reference facility
J812R Miami, Fla., to Chicago, Ill.			
HIGHT	28°11'22" N.	80°42'24" W.	Vero Beach, Fla.
APORT	28°25'30" N.	81°55'45" W.	Ormond Beach, Fla.
ARCHI	29°34'20" N.	82°33'00" W.	Gainesville, Fla.
Alma, GA.	31°32'11" N.	82°30'30" W.	Savannah, GA.
CORNI	33°04'52" N.	83°36'18" W.	Augusta, Ga.
CANTE	34°19'29" N.	84°25'39" W.	Chattanooga, Tenn.
SHUTO	37°14'52" N.	85°21'50" W.	Knoxville, Tenn.
BORDE	38°37'12" N.	86°02'11" W.	Pocket City, Ind.
FORES	40°51'20" N.	87°11'36" W.	Fort Wayne, Ind.
Chicago Heights, IL.	41°30'36" N.	87°34'17" W.	Fort Wayne, IN.

Waypoint name	Location		Reference facility
J815R Washington, D. C., to Atlanta, Ga.			
Casanova, Va.	38°38'28" N.	77°51'57" W.	Gordonsville, Va.
COPPA	36°52'22" N.	80°35'26" W.	Greensboro, N. C.
SHINE	35°18'05" N.	83°02'00" W.	Spartanburg, S. C.
MACEY	34°19'37" N.	83°41'45" W.	Spartanburg, S. C.

Waypoint name	Location		Reference facility
J819R Boston, Mass., to Chicago, Ill.			
MERRY	42°41'31" N.	71°24'10" W.	Putnam, Conn.
SPADS	43°04'37" N.	74°41'42" W.	Hancock, N. Y.
PEKIN	43°02'17" N.	78°39'07" W.	Buffalo, N. Y.
VERMI	42°37'50" N.	84°40'50" W.	Carleton, Mich.
POPPY	42°16'16" N.	87°36'28" W.	South Bend, Ind.

Waypoint name	Location	Reference facility
J820R Chicago, Ill., to Boston, Mass.		
O'Hare, IL.	41°59'16" N. 87°54'17" W.	Joliet, IL.
WOLVI	42°13'36" N. 83°58'14" W.	Carleton, Mich.
SCHOO	42°20'03" N. 80°20'13" W.	Chardon, Ohio
HAMET	42°20'40" N. 79°05'55" W.	Slate Run, Pa.
CHERI	42°40'52" N. 73°18'11" W.	Albany, N. Y.
Gardner, MA.	42°32'45" N. 72°03'31" W.	Putnam, CT.

Waypoint name	Location	Reference facility
J836R Chicago, Ill., to Cincinnati, Ohio		
JUDYS	40°14'20" N. 87°22'35" W.	Indianapolis, Ind.
OGDEN	39°09'27" N. 85°12'25" W.	Fort Wayne, Ind.

Waypoint name	Location	Reference facility
J842R Dallas-Fort Worth, Tex., to New York, N. Y.		
Dallas-Fort Worth, Tex.	32°51'57" N. 97°01'40" W.	Dallas-Fort Worth, Tex.
Texarkana, AR.	33°30'50" N. 94°04'23" W.	Shreveport, LA.
SURRY	34°56'34" N. 89°57'35" W.	Walnut Ridge, Ark.
EIMAN	36°19'34" N. 85°50'29" W.	Nashville, Tenn.
WOODI	36°50'56" N. 84°02'21" W.	Knoxville, Tenn.
KIMBO	37°24'00" N. 81°27'57" W.	Charleston, W. Va.
Gordonsville, VA.	38°00'48" N. 78°09'12" W.	Richmond, VA.
Atlantic City, NJ.	39°27'21" N. 74°34'36" W.	Westminster, MD.

Waypoint name	Location	Reference facility
J843R New York, N. Y., to Dallas-Fort Worth, Tex.		
Robbinsville, NJ.	40°12'08" N. 74°29'44" W.	Robbinsville, NJ.
Westminster, MD.	39°29'42" N. 76°58'44" W.	Gordonsville, VA.
RENFO	38°24'04" N. 81°23'29" W.	Beckley, W. Va.
SHUTO	37°14'52" N. 85°21'50" W.	Knoxville, Tenn.
SADER	36°41'06" N. 87°06'56" W.	Pocket City, Ind.
BIRLE	35°27'43" N. 90°35'28" W.	Walnut Ridge, Ark.
HOREB	33°58'47" N. 94°21'05" W.	Texarkana, Ark.
Dallas-Fort Worth, Tex.	32°51'57" N. 97°01'40" W.	Dallas-Fort Worth, Tex.

Waypoint name	Location	Reference facility
J851R San Francisco, Calif., to Los Angeles, Calif.		
LOGAN	36°58'59" N. 121°43'26" W.	Fresno, Calif.
VIRGA	34°13'24" N. 118°49'11" W.	Los Angeles, Calif.

Waypoint name	Location	Reference facility
J853R Los Angeles, Calif., to Phoenix, Ariz.		
Seal Beach, Calif.	33°47'00" N. 118°03'14" W.	Oceanside, Calif.
KOFFA	33°30'58" N. 113°53'17" W.	Yuma, Ariz.
Phoenix, Ariz.	33°25'53" N. 111°53'17" W.	Phoenix, Ariz.

Waypoint name	Location	Reference facility
J855R Dallas, Tex., to San Francisco, Calif.		
Wichita Falls, TX.	33°59'14" N. 98°35'35" W.	Wichita Falls, TX.
CROWS	34°08'33" N. 99°45'50" W.	Wichita Falls, Tex.
Texico, NM	34°29'42" N. 102°50'21" W.	Texico, NM.
PAIMA	34°54'19" N. 103°18'29" W.	Las Vegas, N. Mex.
VOLCA	35°06'22" N. 106°39'29" W.	Socorro, N. Mex.
DEFER	35°26'19" N. 109°09'39" W.	Gallup, N. Mex.
FOURR	35°41'03" N. 111°20'14" W.	Tuba City, Ariz.
Boulder City, Nev.	35°59'45" N. 114°51'46" W.	Boulder City, Nev., VORTAC
LUCKY	36°02'22" N. 115°50'08" W.	Beatty, Nev.
Modesto, CA.	37°37'39" N. 120°57'25" W.	Fresno, CA.

Waypoint name	Location	Reference facility
J861R El Paso, Tex., to Los Angeles, Calif.		
El Paso, Tex.	31°48'57" N. 106°16'52" W.	El Paso, Tex.
WYCOX	32°23'21" N. 109°50'08" W.	San Simon, Ariz.
ELOPE	32°46'04" N. 111°37'04" W.	Phoenix, Ariz.
KOFFA	33°30'58" N. 113°53'17" W.	Yuma, Ariz.
BEAUT	34°05'40" N. 116°44'17" W.	Thermal, Calif.

Waypoint name	Location		Reference facility
J862R Jacksonville, Fla., to Pittsburgh, Pa.			
SIMON	30°41'20" N.	81°17'23" W.	Alma, Ga.
Columbia, SC.	33°51'26" N.	81°03'15" W.	Spartanburg, SC.
Elkins, WV.	38°54'52" N.	80°05'58" W.	Charleston, WV.
NESTO	40°11'39" N.	79°42'49" W.	Bellaire, Ohio

Waypoint name	Location		Reference facility
J863R New York, NY., to Atlanta, GA.			
Coyle, NJ.	39°49'02" N.	74°25'55" W.	Coyle, NJ.
Gordonsville, Va.	38°00'48" N.	78°09'12" W.	Richmond, Va.
Galax, Va.	36°28'30" N.	80°34'05" W.	Greensboro, N. C.
MACEY	34°19'37" N.	83°41'45" W.	Spartanburg, S. C.

Waypoint name	Location		Reference facility
J864R Chicago, Ill., to Washington, D. C.			
Peotone, IL	41°16'11" N.	87°47'28" W.	Indianapolis, IN.
TIPPY	41°06'17" N.	85°59'10" W.	Indianapolis, Ind.
Rosewood, OH.	40°17'16" N.	84°02'36" W.	Rosewood, OH.
CAMEO	39°41'31" N.	80°55'50" W.	Bellaire, Ohio
Front Royal, VA.	39°05'26" N.	78°12'02" W.	Casanova, VA.
Armel, Va.	38°56'04" N.	77°28'01" W.	Casanova, Va.

Waypoint name	Location		Reference facility
J865R Washington, D. C., to Chicago, Ill.			
Martinsburg, W. Va.	39°23'08" N.	77°50'55" W.	Philipsburg, Pa.
BALSA	40°29'20" N.	81°04'05" W.	Appleton, Ohio
SHILO	40°57'44" N.	82°30'16" W.	Appleton, Ohio
PLANT	41°37'29" N.	87°15'57" W.	Lafayette, Ind.

Waypoint name	Location		Reference facility
J875R Atlanta, Ga., to Memphis, Tenn.			
BREME	33°39'32" N.	85°12'55" W.	Montgomery, Ala.
Vulcan, Ala.	33°40'12" N.	86°53'59" W.	Montgomery, Ala.
BANKS	34°46'20" N.	89°29'51" W.	Memphis, Tenn.

Waypoint name	Location		Reference facility
J880R Jacksonville, Fla., to Cleveland, Ohio			
KICKS	30°45'00" N.	81°44'02" W.	Savannah, Ga.
Augusta, GA.	33°32'40" N.	82°08'00" W.	Columbia, SC.
BEECH	36°05'30" N.	82°04'58" W.	Spartanburg, S. C.
Henderson, WV.	38°45'15" N.	82°01'35" W.	Charleston, WV.
RITZS	40°59'52" N.	81°44'06" W.	Bellaire, Ohio

Waypoint name	Location		Reference facility
J883R Minneapolis, Minn., to New York, N. Y.			
Minneapolis, MN.	45°08'45" N.	93°22'23" W.	Minneapolis, MN.
DENNY	44°23'25" N.	87°53'34" W.	Badger, Wis.
NIRVA	44°01'23" N.	85°45'09" W.	Pullman, Mich.
SANIL	43°32'29" N.	82°37'40" W.	Peck, Mich.
BLAKE	42°47'58" N.	78°41'50" W.	Buffalo, N. Y.
Kingston, NY.	41°39'55" N.	73°49'22" W.	Huguenot, NY.

Waypoint name	Location		Reference facility
J894R New York, N. Y., to Minneapolis, Minn.			
Huguenot, N. Y.	41°24'35" N.	74°35'31" W.	Hancock, N. Y.
GOWER	42°33'27" N.	78°48'58" W.	Buffalo, N. Y.
CARTE	43°25'49" N.	82°38'59" W.	Peck, Mich.
NIRVA	44°01'23" N.	85°45'09" W.	Pullman, Mich.
DENNY	44°23'25" N.	87°53'34" W.	Badger, Wis.
Minneapolis, Minn.	45°08'45" N.	93°22'23" W.	Minneapolis, Minn.

Waypoint name	Location	Reference facility
J886R Chicago, Ill., to REDOO		
MORRI	41°55'53" N. 89°47'00" W.	Bradford, Ill.
ELBER	42°00'53" N. 92°15'40" W.	Dubuque, Iowa
DANNY	42°13'53" N. 95°38'35" W.	Omaha, Nebr.
DRIES	42°20'04" N. 98°25'33" W.	Wolbach, Nebr.
Otsie, Nebr.	42°29'03" N. 103°28'24" W.	Scottsbluff, Nebr.
SPLIT	42°25'17" N. 108°14'00" W.	Boysen Reservoir, Wyo.
Malad City, Idaho	42°12'00" N. 112°27'02" W.	Malad City, Idaho
DELLA	42°02'01" N. 114°24'46" W.	Twin Falls, Idaho
COLES	41°40'53" N. 117°39'54" W.	Rome, Oreg.
LIKED	41°20'21" N. 120°12'09" W.	Lakeview, Oreg.
Fortuna, Calif.	40°40'17" N. 124°14'00" W.	Fortuna, Calif.
REDOO	40°38'22" N. 126°56'27" W.	Fortuna, Calif.

Waypoint name	Location	Reference facility
J887R REDOO to Chicago, Ill.		
REDOO	40°38'22" N. 126°56'27" W.	Fortuna, Calif.
Fortuna, Calif.	40°40'17" N. 124°14'00" W.	Fortuna, Calif.
LIKED	41°20'21" N. 120°12'09" W.	Lakeview, Oreg.
COLES	41°40'53" N. 117°39'54" W.	Rome, Oreg.
DELLA	42°02'01" N. 114°24'46" W.	Twin Falls, Idaho
Malad City, Idaho	42°12'00" N. 112°27'02" W.	Malad City, Idaho
SPLIT	42°25'17" N. 108°14'00" W.	Boysen Reservoir, Wyo.
Otsie, Nebr.	42°29'03" N. 103°28'24" W.	Scottsbluff, Nebr.
DRIES	42°20'04" N. 98°25'33" W.	Wolbach, Nebr.
KAMRA	42°25'45" N. 93°43'56" W.	Des Moines, Iowa
SCALE	42°22'53" N. 90°24'00" W.	Iowa City, Iowa
STOCK	42°21'21" N. 88°24'13" W.	Badger, Wis.

Waypoint Name	Location	Reference facility
J888R AMOTT-RHODE		
AMOTT	60°54'04"N. 151°21'11"W.	Anchorage, Alaska
MALOS	60°49'00"N. 155°00'00"W.	King Salmon, Alaska
MOUSY	60°44'00"N. 157°00'00"W.	Bethel, Alaska
KULIK	60°29'15"N. 161°44'30"W.	Bethel, Alaska
RHODE	60°19'10"N. 164°09'46"W.	Bethel, Alaska

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Waypoint name	Location	Reference facility
J889R Anchorage, Alaska, to Yakutat, Alaska		
NOWEL	60°29'01"N. 143°38'01"W.	Anchorage, Alaska
ARISE	60°00'02"N. 146°09'06"W.	Middleton Island, Alaska
KONKS	59°33'04"N. 144°00'00"W.	Middleton Island, Alaska
KILLA	58°45'00"N. 140°35'00"W.	Yakutat, Alaska

Waypoint name	Location	Reference facility
J896R Chicago, Ill., to Philadelphia, Pa.		
Peotone, IL.	41°16'11" N. 87°47'28" W.	Indianapolis, IN.
TIPPY	41°06'17" N. 85°59'10" W.	Indianapolis, Ind.
Rosewood, OH.	40°17'16" N. 84°02'36" W.	Rosewood, OH.
CONIC	40°19'10" N. 80°48'55" W.	Bellaire, Ohio
Harrisburg, PA.	40°14'29" N. 77°01'19" W.	Westminster, MD.
BUCKS	40°04'49" N. 75°43'26" W.	Westminster, Md.

Waypoint name	Location	Reference facility
J900R San Francisco, Calif., to Seattle, Wash.		
Napa Calif.	38°10'46" N. 122°22'19" W.	Ukiah, Calif.
HILLY	40°05'58" N. 122°21'35" W.	Redbluff, Calif.
Hyatt, Oreg.	42°27'23" N. 122°20'36" W.	Medford, Oreg.
YACHT	45°44'50" N. 122°19'12" W.	Portland, Oregon
SUMMA	47°11'08" N. 122°18'30" W.	Portland, Oregon

Waypoint name	Location	Reference facility
J903R Los Angeles, Calif., to Tucson, Ariz.		
Seal Beach, CA.	33°47'00" N. 118°03'14" W.	Oceanside, CA.
KOFFA	33°30'58" N. 113°53'17" W.	Yuma, Ariz.
Tucson, Ariz.	32°07'21" N. 110°49'12" W.	Tucson, Ariz.

Waypoint name	Location	Reference facility
J906R Los Angeles, Calif., to Ogden, Utah		
Los Angeles, Calif.	33°55'59" N.	118°25'52" W.
Hector, Calif.	34°47'49" N.	116°27'43" W.
MESIC	35°44'20" N.	115°32'01" W.
ADAPT	37°40'22" N.	113°31'53" W.
POOLS	39°38'15" N.	112°18'42" W.
Ogden, Utah	41°13'27" N.	112°05'51" W.
		Palmdale, Calif.
		Boulder City, Nev.
		Boulder City, Nev.
		Wilson Creek, Nev.
		Delta, Utah
		Malad City, Mont.

Waypoint name	Location	Reference facility
J907R Hobby, Tex., to Los Angeles, Calif.		
Humble, Tex.	29°57'24" N.	95°20'44" W.
Austin, TX.	30°17'51" N.	97°42'11" W.
Junction, Tex.	30°35'52" N.	99°49'02" W.
Fort Stockton, Tex.	30°57'07" N.	102°58'31" W.
TOYAH	31°31'23" N.	104°03'00" W.
ORGAN	32°14'48" N.	106°52'20" W.
WYCOX	32°23'21" N.	109°50'08" W.
ELOPE	32°46'04" N.	111°37'04" W.
BRENT	33°43'58" N.	113°47'00" W.
BEAUT	34°05'40" N.	116°44'17" W.
		Hobby, Tex.
		San Antonio, TX.
		San Angelo, Tex.
		Wink, Tex.
		Wink, Tex.
		Truth or Consequences, N. Mex.
		San Simon, Ariz.
		Phoenix, Ariz.
		Yuma, Ariz.
		Thermal, Calif.

Waypoint name	Location	Reference facility
J912R Dallas-Fort Worth, Tex., to Chicago, Ill.		
Dallas-Fort Worth, Tex.	32°51'57" N.,	97°01'40" W.
STICK	35°08'27" N.	95°07'27" W.
Springfield, Mo.	37°21'21" N.	93°20'02" W.
PEONY	40°40'07" N.	89°41'28" W.
Joliet, Ill.	41°32'47" N.	88°19'06" W.
WRENS	41°48'38" N.	88°16'07" W.
		Dallas-Fort Worth, Tex.
		Tulsa, Okla.
		Butler, Mo.
		Capital, Ill.
		Joliet, Ill.
		Joliet, Ill.

Waypoint name	Location	Reference facility
J914R Dallas-Fort Worth, Tex., to New Orleans, La.		
Dallas-Fort Worth, Tex.	32°51'57" N.	97°01'40" W.
TENNA	31°52'49" N.	94°14'33" W.
Alexandria, La.	31°15'23" N.	92°30'03" W.
New Orleans, La.	30°01'47" N.	90°10'20" W.
		Dallas-Fort Worth, Tex.
		Shreveport, La.
		Alexandria, La.
		New Orleans, La.

Waypoint name	Location	Reference facility
J917R San Francisco, Calif., to Phoenix, Ariz.		
LOGAN	36°58'59" N.	121°43'26" W.
EASTA	36°45'17" N.	119°49'48" W.
WILDY	36°19'37" N.	116°51'41" W.
Boulder City, Nev.	35°59'45" N.	114°51'46" W.
SYCMO	34°37'25" N.	112°55'28" W.
Phoenix, Ariz.	33°25'53" N.	111°53'17" W.
		Fresno, Calif.
		Fresno, Calif.
		Beatty, Nev.
		Boulder City, Nev.
		Needles, Calif.
		Phoenix, Ariz.

Waypoint name	Location	Reference facility
J918R Hobby, Tex., to New Orleans, La.		
Humble, Tex.	29°57'24" N.	95°20'44" W.
GUEST	30°01'21" N.	92°28'52" W.
New Orleans, LA.	30°01'47" N.	90°10'20" W.
		Hobby, Tex.
		Alexandria, La.
		New Orleans, LA.

Waypoint name	Location	Reference facility
J919R El Paso, Tex., to San Antonio, Tex.		
El Paso, Tex.	31°48'57" N.	106°16'53" W.
Fort Stockton, Tex.	30°57'07" N.	102°58'31" W.
TELLA	30°06'45" N.	100°00'31" W.
San Antonio, Tex.	29°38'38" N.	98°27'40" W.
		El Paso, Tex.
		Wink, Tex.
		Junction, Tex.
		Austin, Tex.

Waypoint name	Location	Reference facility
J920R Great Falls, Mont., to Salt Lake City, Utah		
KRUMS	49°00'00" N.	109°27'26" W.
MILLE	47°02'01" N.	111°24'11" W.
JEFFE	45°11'50" N.	111°38'35" W.
CHESS	44°03'49" N.	111°46'44" W.
Ogden, Utah	41°13'27" N.	112°05'51" W.
		Lewistown, Mont.
		Lewistown, Mont.
		Dillon, Mont.
		Dubois, Idaho
		Malad City, Idaho

Waypoint name	Location	Reference facility
J924R Los Angeles, Calif., to Seattle, Wash.		
Avenal, CA.	35°38'49" N.	119°58'40" W.
WASHY	39°25'23" N.	120°39'06" W.
QUART	42°24'45" N.	121°14'23" W.
SUMMA	47°11'08" N.	122°18'30" W.
		Fresno, CA.
		Reno, Nev.
		Lakeview, Oreg.
		Portland, Oreg.

Waypoint name	Location	Reference facility
J929R Atlanta, Ga., to Hobby, Tex.		
BREME	33°39'32" N. 85°12'55" W.	Montgomery, Ala.
Meridian, MS.	32°22'42" N. 83°48'15" W.	Jackson, MS.
BURKE	30°43'25" N. 93°24'11" W.	Lake Charles, La.
Humble, Tex.	29°57'24" N. 95°20'44" W.	Hobby, Tex.

Waypoint name	Location	Reference facility
J932R New Orleans, LA., to Memphis, TN.		
New Orleans, LA.	30°01'47" N. 90°10'20" W.	New Orleans, LA.
Jackson, MS.	32°30'26" N. 90°10'03" W.	Meridian, MS.
SURRY	34°56'34" N. 89°57'35" W.	Walnut Ridge, Ark.

Waypoint name	Location	Reference facility
J933R Dallas, Tex., to Los Angeles, Calif.		
Wichita Falls, TX.	33°59'14" N. 88°35'35" W.	Wichita Falls, TX.
CROWS	34°08'33" N. 99°45'50" W.	Wichita Falls, Tex.
Texico, N. Mex.	34°29'42" N. 132°50'21" W.	Texico, N. Mex.
VAULT	34°37'10" N. 105°12'02" W.	Las Vegas, N. Mex.
TERRA	34°43'28" N. 109°08'57" W.	Gallup, N. Mex.
MANIA	34°48'42" N. 110°48'56" W.	Gallup, N. Mex.
DRAKE	34°56'54" N. 112°32'15" W.	Prescott, Ariz.
CHUBS	34°32'20" N. 114°48'08" W.	Parker, Calif.
MORRO	34°02'51" N. 117°14'54" W.	Oceanside, Calif.

Waypoint name	Location	Reference facility
J934R Dallas-Fort Worth, Tex., to Atlanta, Ga.		
Dallas-Fort Worth, Tex.	32°51'57" N. 97°01'40" W.	Dallas-Fort Worth, Tex.
Texarkana, AR.	33°30'50" N. 94°04'23" W.	Shreveport, LA.
MONEY	33°31'12" N. 90°08'54" W.	Jackson, Miss.
Bigbee, Miss.	33°29'07" N. 88°30'49" W.	Jackson, Miss.
Vulcan, Ala.	33°40'12" N. 86°53'59" W.	Montgomery, Ala.
Rome, Ga.	34°09'45" N. 85°07'10" W.	Vulcan, Ala.

Waypoint name	Location	Reference facility
J937R ALCOA to Chicago, Ill.		
ALCOA	37°50'00" N. 125°50'00" W.	Ukiah, Calif.
SAWED	38°37'27" N. 123°04'28" W.	Ukiah, Calif.
Reno, NV.	39°31'53" N. 119°39'18" W.	Reno, NV.
TENBO	40°06'20" N. 116°46'26" W.	Battle Mountain, Nev.
Bonneville, UT.	40°43'34" N. 113°45'24" W.	Bonneville, UT.
WOODS	40°58'05" N. 112°06'09" W.	Malad City, Idaho
QUEEN	41°25'15" N. 108°58'31" W.	Rock Springs, Wyo.
SLATE	41°53'12" N. 104°53'16" W.	Cheyenne, Wyo.
Berea, NE.	42°02'38" N. 133°07'04" W.	Sidney, NE.
DRIES	42°20'04" N. 98°25'33" W.	Wolbach, Nebr.
KAMRA	42°25'45" N. 93°43'56" W.	Fort Dodge, Iowa
SCALE	42°22'53" N. 90°24'00" W.	Iowa City, Iowa
STOCK	42°21'21" N. 88°24'13" W.	Badger, Wis.

Waypoint name	Location	Reference facility
J938R Chicago, Ill., to BEBOP		
MORRI	41°55'53" N. 89°47'00" W.	Bradford, Ill.
ELBER	42°00'53" N. 92°15'40" W.	Dubuque, Iowa
UTERO	42°02'05" N. 95°44'37" W.	Omaha, Nebr.
CUMIN	41°59'41" N. 98°22'59" W.	Wolbach, Nebr.
ANGLO	41°47'19" N. 103°03'32" W.	Sidney, Nebr.
BORAX	41°39'48" N. 104°50'04" W.	Cheyenne, Wyo.
VERON	41°16'13" N. 108°57'02" W.	Rock Springs, Wyo.
MAGNA	40°52'19" N. 112°05'03" W.	Fairfield, Utah
ARIES	40°37'37" N. 113°43'47" W.	Bonneville, Utah
TENBO	40°06'20" N. 116°46'26" W.	Battle Mountain, Nev.
Reno, NV.	39°31'53" N. 119°39'18" W.	Reno, NV.
Napa, Calif.	38°10'46" N. 122°22'19" W.	Ukiah, Calif.
PALIS	37°36'00" N. 123°30'00" W.	Ukiah, Calif.
BEBOP	37°00'00" N. 125°00'00" W.	Oakland, Calif.

Waypoint name	Location		Reference facility
J939R Chicago, Ill., to Seattle, Wash.			
MORRI	41°55'53" N.	89°47'00" W.	Bradford, Ill.
ELBER	42°00'53" N.	92°15'40" W.	Dubuque, Iowa
COREY	42°58'37" N.	93°54'48" W.	Fort Dodge, Iowa
HEIDY	44°07'06" N.	96°00'04" W.	Sioux Falls, S. Dak.
TURTS	44°45'05" N.	98°39'52" W.	Aberdeen, S. Dak.
REVAS	45°39'50" N.	103°12'58" W.	Dickinson, N. Dak.
Klein, Mont.	46°27'51" N.	108°26'58" W.	Billings, Mont.
HOLTE	46°51'21" N.	111°54'03" W.	Helena, Mont.
Avery, Idaho	47°10'05" N.	115°41'12" W.	Mullan Pass, Idaho
Amber, Wash.	47°17'02" N.	117°39'24" W.	Spokane, Wash.
Seattle, Wash.	47°26'08" N.	122°18'30" W.	Seattle, Wash.

Waypoint name	Location		Reference facility
J940R Seattle, Wash., to Chicago, Ill.			
Seattle, WA.	47°26'08" N.	122°18'30" W.	Seattle, WA.
Amber, WA.	47°17'02" N.	117°39'24" W.	Spokane, WA.
Avery, ID.	47°10'05" N.	115°41'12" W.	Mullan Pass, ID.
HOLTE	46°51'21" N.	111°54'03" W.	Helena, Mont.
Klein, MT.	46°27'51" N.	108°26'58" W.	Billings, MT.
REVAS	45°39'50" N.	103°12'58" W.	Dickinson, N. Dak.
TURTS	44°45'05" N.	98°39'52" W.	Aberdeen, S. Dak.
HEIDY	44°07'06" N.	96°00'04" W.	Sioux Falls, S. Dak.
ORATO	43°27'29" N.	93°09'59" W.	Mason City, Iowa
STOCK	42°21'21" N.	88°24'13" W.	Badger, Wis.

Waypoint name	Location		Reference facility
J941R Dallas-Fort Worth, Tex., to Las Vegas, Nev.			
Dallas-Fort Worth, Tex.	32°51'57" N.	97°01'40" W.	Dallas-Fort Worth, Tex.
Bridgeport, TX.	33°14'16" N.	97°45'58" W.	Armore, OK.
CROWS	34°08'33" N.	99°45'50" W.	Wichita Falls, Tex.
Texico, NM.	34°29'42" N.	102°50'21" W.	Texico, NM.
PALMA	34°54'19" N.	105°18'29" W.	Las Vegas, N. Mex.
VOICA	35°06'22" N.	106°39'29" W.	Socorro, N. Mex.
DEPER	35°26'19" N.	109°09'39" W.	Gallup, N. Mex.
FOURR	35°41'03" N.	111°20'14" W.	Tuba City, Ariz.
Boulder City, NV.	35°59'45" N.	114°51'46" W.	Boulder City, NV.

Waypoint name	Location		Reference facility
J945R CAMEL to DINTY			
CAMEL	35°58'37" N.	111°12'21" W.	Tuba City, Ariz.
DODIE	35°21'49" N.	114°38'38" W.	Needles, Calif.
Palmdale, Calif.	34°37'53" N.	118°03'47" W.	Palmdale, Calif.
Santa Barbara, Calif.	34°30'35" N.	119°46'12" W.	Santa Barbara, Calif.
DINTY	33°29'00" N.	122°35'00" W.	Santa Barbara, Calif.

Waypoint name	Location		Reference facility
J948R New Orleans, La., to Oklahoma City, Okla.			
KENNA	29°59'05" N.	90°15'04" W.	New Orleans, La.
MONZA	30°30'42" N.	90°47'09" W.	New Orleans, La.
DIXIE	32°43'53" N.	93°50'55" W.	Shreveport, La.
DIBBS	35°10'02" N.	97°31'55" W.	Oklahoma City, Okla.

Waypoint name	Location		Reference facility
J949R Oklahoma City, Okla., to Houston, Tex.			
KAYES	35°16'32" N.	97°46'21" W.	Oklahoma City, Okla.
Dallas-Fort Worth, Tex.	32°51'57" N.	97°01'40" W.	Dallas-Fort Worth, Tex.
Navasota, Tex.	30°17'20" N.	96°03'30" W.	Humble, Tex.

Waypoint name	Location		Reference facility
J952R New York, N. Y., to Hobby, Tex.			
Coyle, NJ.	39°49'02" N.	74°25'55" W.	Coyle, NJ.
Gordonsville, VA.	38°00'48" N.	78°09'12" W.	Richmond, VA.
COPPA	36°52'22" N.	80°35'26" W.	Greensboro, N. C.
BEECH	36°05'30" N.	82°04'58" W.	Spartanburg, S. C.
TRION	34°27'25" N.	85°14'12" W.	Atlanta, Ga.
IRONY	33°19'28" N.	87°13'18" W.	Montgomery, Ala.
Meridian, MS.	32°22'42" N.	88°48'15" W.	Jackson, MS.
BURKE	30°43'25" N.	93°24'11" W.	Lake Charles, La.
Humble, Tex.	29°57'24" N.	95°20'44" W.	Hobby, Tex.

Waypoint name	Location		Reference facility
J953R New Orleans, La., to New York, N. Y.			
New Orleans, LA.	30°01'47" N.	90°10'20" W.	New Orleans, LA.
Monroeville, AL.	31°27'37" N.	87°21'10" W.	Montgomery, AL.
Montgomery, AL.	32°13'20" N.	86°19'11" W.	Montgomery, AL.
STONE	33°39'00" N.	84°01'00" W.	Macon, Ga.
GRAMS	34°57'15" N.	82°06'05" W.	Columbia, S. C.
SEMOL	36°31'24" N.	79°25'48" W.	Raleigh-Durham, N. C.
Atlantic City, NJ.	39°27'21" N.	74°34'36" W.	Westminster, MD.

Waypoint name	Location		Reference facility
J957R Jacksonville, FL., to Washington, D. C.			
SIMON	30°41'20" N.	81°17'25" W.	Alma, Ga.
BAGGY	32°36'40" N.	80°27'00" W.	Charleston, S. C.
Florence, SC.	34°13'58" N.	79°39'26" W.	Florence, SC.
Richmond, VA.	37°30'08" N.	77°19'14" W.	Flat Rock, VA.
MARBY	38°30'12" N.	77°07'07" W.	Flat Rock, Va.

Waypoint name	Location		Reference facility
J958R Washington, DC., to Jacksonville, FL.			
Brooke, VA.	38°20'10" N.	77°21'11" W.	Richmond, VA.
Flat Rock, Va.	37°31'42" N.	77°49'43" W.	Richmond, Va.
SOCHE	34°37'30" N.	79°45'00" W.	Florence, S. C.
RITES	32°47'00" N.	80°37'30" W.	Charleston, S. C.
CHEST	30°52'25" N.	81°28'52" W.	Jacksonville, Fla.

Waypoint name	Location		Reference facility
J959R Miami, Fla., to Detroit, Mich.			
ANDRE	28°09'43" N.	80°17'36" W.	Vero Beach, Fla.
PONTE	30°12'23" N.	81°21'39" W.	Jacksonville, Fla.
Augusta, GA.	33°32'40" N.	82°08'00" W.	Columbia, SC.
RADER	36°06'51" N.	82°59'07" W.	Knoxville, Tenn.
MINER	38°42'28" N.	83°54'20" W.	Louisville, Ky.
Dayton, OH.	40°00'59" N.	84°23'49" W.	Fort Wayne, IN.
Milan, MI.	42°03'05" N.	83°44'55" W.	Fort Wayne, IN.

Waypoint name	Location		Reference facility
J961R DINTY to PARIA			
DINTY	33°29'00" N.	122°35'00" W.	Santa Barbara, Calif.
Santa Barbara, Calif.	34°30'35" N.	119°46'12" W.	Santa Barbara, Calif.
Palmdale, Calif.	34°37'53" N.	118°03'47" W.	Palmdale, Calif.
RABBI	34°44'09" N.	117°08'00" W.	Hector, Calif.
SANUP	36°08'19" N.	113°51'29" W.	Peach Springs, Ariz.
PARIA	36°53'51" N.	111°55'43" W.	Bryce Canyon, Utah

Waypoint name	Location		Reference facility
J964R Coaldale, Nev., to BEBOP			
Coaldale, NV.	38°00'12" N.	117°46'10" W.	Coaldale, NV.
BUCKO	37°40'09" N.	119°59'55" W.	Fresno, Calif.
MERLE	37°20'54" N.	122°50'36" W.	Oakland, Calif.
BEBOP	37°00'00" N.	125°00'00" W.	Oakland, Calif.

Waypoint name	Location		Reference facility
J966R ALOOA to Mina, Nev.			
ALCOA	37°50'00" N.	125°50'00" W.	Ukiah, Calif.
PALIS	37°36'00" N.	123°30'00" W.	Ukiah, Calif.
MAYAN	38°00'02" N.	121°25'14" W.	Sacramento, Calif.
Mina, Nev.	38°33'55" N.	118°01'55" W.	Coaldale, Nev.

Waypoint name	Location		Reference facility
J967R CLUKK to Mina, Nev.			
CLUKK	36°05'00" N.	124°50'00" W.	Oakland, Calif.
MERLE	37°20'54" N.	122°50'36" W.	Oakland, Calif.
STANI	37°46'30" N.	120°51'48" W.	Linden, Calif.
Mina, Nev.	38°33'55" N.	118°01'55" W.	Coaldale, Nev.

Waypoint name	Location	Reference facility	
J974R Washington, D. C., to Los Angeles, Calif.			
Front Royal, Va.	39°05'26" N.	078°12'02" W.	Casanova, Va.
Henderson, W. Va.	38°45'15" N.	082°01'35" W.	Charleston, W. Va.
MINER	38°42'28" N.	083°54'20" W.	Louisville, Ky.
MARIN	38°43'46" N.	089°51'54" W.	Capital, Ill.
HAWKS	38°42'35" N.	090°55'59" W.	Farmington, Mo.
TIGHT	38°21'43" N.	093°34'00" W.	Springfield, Mo.
Wichita, Kans.	37°43'40" N.	097°27'11" W.	Pioneer, Okla.
LARCH	37°10'36" N.	100°29'46" W.	Garden City, Kans.
SOFIA	36°25'38" N.	104°01'41" W.	Tucumcari, N. Mex.
SPRIN	36°15'07" N.	104°46'52" W.	Las Vegas, N. Mex.
DEFER	35°26'19" N.	109°09'39" W.	Gallup, N. Mex.
DRAKE	34°56'54" N.	112°32'15" W.	Prescott, Ariz.
CHUBS	34°32'20" N.	114°48'08" W.	Parker, Calif.
MORRO	34°02'51" N.	117°14'54" W.	Oceanside, Calif.

Waypoint name	Location	Reference facility	
J976R Seattle, Wash., to Minneapolis, Minn.			
BOTH	47°43'56" N.	122°05'03" W.	Seattle, Wash.
COULE	47°39'42" N.	119°24'00" W.	Ephrata, Wash.
Mullan Pass, ID.	47°27'25" N.	115°38'42" W.	Mullan Pass, ID.
EDENS	47°21'50" N.	111°25'15" W.	Great Falls, Mont.
MOULT	47°16'24" N.	109°34'42" W.	Lewiston, Mont.
BROCK	46°59'51" N.	105°50'24" W.	Miles City, Mont.
LARKS	46°29'51" N.	101°20'11" W.	Dupree, S. Dak.
Oakes, ND.	46°01'58" N.	98°09'59" W.	Aberdeen, SD.
Minneapolis, MN.	45°06'45" N.	93°22'23" W.	Minneapolis, MN.

Waypoint name	Location	Reference facility	
J981R Los Angeles, Calif., to Washington, D. C.			
Parker, Calif.	34°06'07" N.	114°40'53" W.	Needles, Calif.
Prescott, Ariz.	34°42'09" N.	112°28'46" W.	Phoenix, Ariz.
WELLS	35°13'59" N.	108°47'53" W.	St. Johns, Ariz.
MORAS	35°52'40" N.	105°18'54" W.	Las Vegas, N. Mex.
CANAS	36°21'15" N.	101°48'33" W.	Amarillo, Tex.
TANGY	36°32'14" N.	099°56'38" W.	Kingfisher, Okla.
IRWIN	37°30'10" N.	094°18'35" W.	Butler, Mo.
SPROT	37°56'21" N.	090°18'20" W.	Farmington, Mo.
CANTO	38°18'02" N.	085°35'26" W.	Louisville, Ky.
RENFO	38°24'04" N.	081°23'29" W.	Beckley, W. Va.
Diana, W. Va.	38°29'44" N.	080°11'01" W.	Beckley, W. Va.

Waypoint name	Location	Reference facility	
J983R Miami, FL., to New Orleans, LA.			
HIGHT	26°11'22" N.	80°42'24" W.	Vero Beach, Fla.
Sarasota, FL.	27°23'51" N.	82°33'16" W.	Sarasota, FL.
NEPTA	28°36'40" N.	87°38'36" W.	Crestview, Fla.
New Orleans, LA.	30°01'47" N.	90°10'20" W.	New Orleans, LA.

Waypoint name	Location	Reference facility	
J984R Hobby, Tex., to Miami, Fla.			
Humble, Tex.	29°57'24" N.	95°20'44" W.	Hobby, Tex.
Leeville, LA.	29°10'30" N.	90°06'14" W.	Leeville, LA.
NEPTA	28°36'40" N.	87°38'36" W.	Crestview, Fla.
Sarasota, FL.	27°23'51" N.	82°33'16" W.	Sarasota, FL.
REPLY	26°10'36" N.	81°08'53" W.	Palm Beach, Fla.

Waypoint name	Location	Reference facility	
J985R San Antonio, TX., to Phoenix, AZ.			
San Antonio, TX.	29°38'38" N.	98°27'40" W.	Austin, TX.
TELLA	30°06'45" N.	100°00'31" W.	Junction, Tex.
Fort Stockton, TX.	30°57'07" N.	102°58'31" W.	Wink, TX.
TOYAH	31°31'23" N.	104°03'00" W.	Wink, Tex.
ORGAN	32°14'48" N.	106°52'20" W.	Truth or Consequences, N. Mex.
SHELL	32°47'55" N.	108°05'10" W.	San Simon, Ariz.
Phoenix, AZ.	33°25'53" N.	111°53'17" W.	Phoenix, AZ.

Waypoint name	Location		Reference facility
J990R Phoenix, AZ., to Bridgeport, TX. Phoenix, AZ.	33°25'53" N.	111°53'17" W.	Phoenix, AZ.
MULEY Truth or Consequences, NM.	33°21'55" N.	109°11'49" W.	St. Johns, Ariz.
Roswell, NM.	33°16'57" N.	107°16'48" W.	Socorro, NM.
PLAIN	33°20'15" N.	104°37'15" W.	Roswell, NM.
ROCKS	33°20'52" N.	102°50'29" W.	Texico, N. Mex.
Bridgeport, TX.	33°18'28" N.	99°50'01" W.	Abilene, Tex.
	33°14'16" N.	97°45'58" W.	Ardmore, OK.

Waypoint name	Location		Reference facility
J993R John F. Kennedy Airport, N. Y., to Miami, Fla.			
BOUND	38°06'45" N.	75°26'05" W.	Richmond, Va.
RESCO	36°47'30" N.	76°25'30" W.	Richmond, Va.
SURFY	34°08'00" N.	78°00'00" W.	Raleigh-Durham, N. C.
AZANA	32°23'32" N.	78°14'57" W.	Charleston, S. C.
GAUGE	30°25'29" N.	78°33'57" W.	Ormond Beach, Fla.
SAILS	30°00'00" N.	78°38'00" W.	Ormond Beach, Fla.
TARPO	28°00'00" N.	79°30'00" W.	Vero Beach, Fla.
PINKS	26°17'31" N.	79°54'49" W.	Palm Beach, Fla.

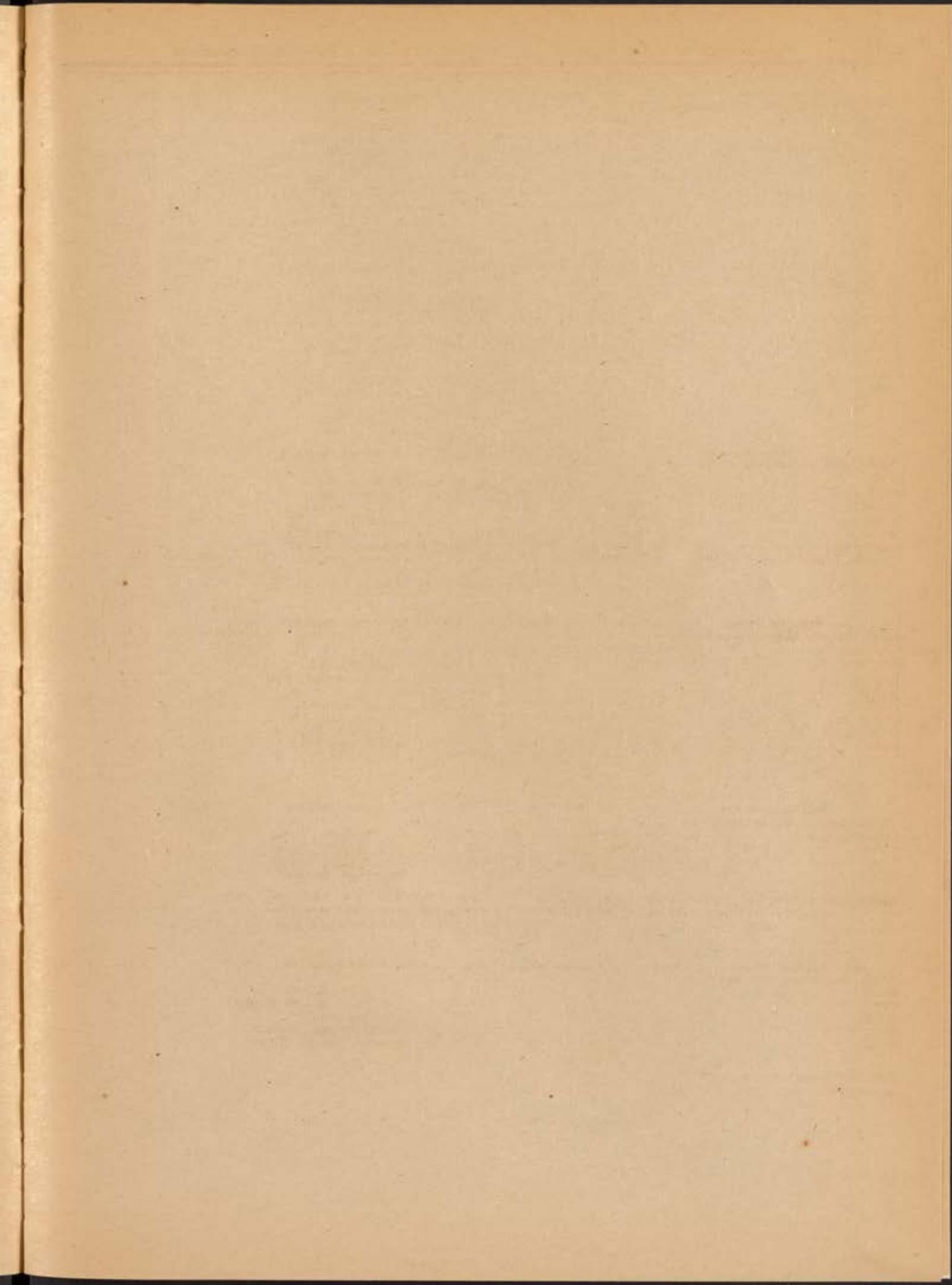
Waypoint name	Location		Reference facility
J994R John F. Kennedy Airport, N. Y., to Orlando, Fla.			
BOUND	38°06'45" N.	75°26'05" W.	Richmond, Va.
RESCO	36°47'30" N.	76°25'30" W.	Richmond, Va.
CLARK	34°26'30" N.	78°57'30" W.	Raleigh-Durham, N. C.
RITES	32°47'00" N.	80°37'30" W.	Charleston, S. C.
CHEST	30°52'25" N.	81°28'52" W.	Jacksonville, Fla.
Jacksonville, Fla.	30°27'00" N.	81°33'52" W.	Jacksonville, Fla.
Orlando, Fla.	28°32'33" N.	81°20'07" W.	Orlando, Fla.

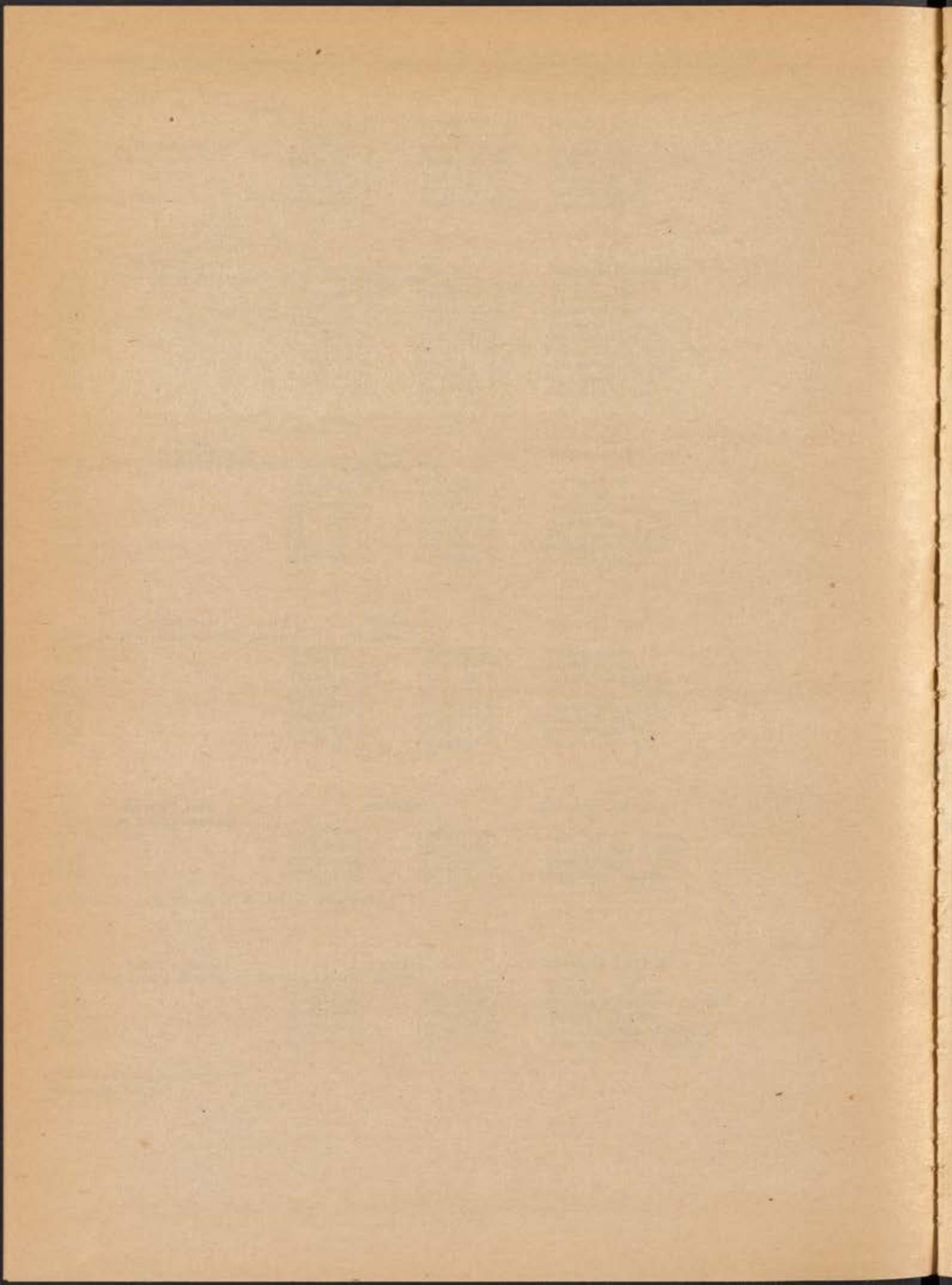
Waypoint name	Location		Reference facility
J995R Dulles International Airport, Va., to Miami, Fla.			
Casanova, Va.	38°38'28" N.	77°51'57" W.	Gordonsville, Va.
Flat Rock, Va.	37°31'42" N.	77°49'43" W.	Richmond, Va.
SURFY	34°08'00" N.	78°00'00" W.	Raleigh-Durham, N. C.
AZANA	32°23'32" N.	78°14'57" W.	Charleston, S. C.
GAUGE	30°25'29" N.	78°33'57" W.	Ormond Beach, Fla.
SAILS	30°00'00" N.	78°38'00" W.	Ormond Beach, Fla.
HALBI	26°41'00" N.	79°08'05" W.	Vero Beach, Fla.
BONDI	26°03'28" N.	79°46'14" W.	Palm Beach, Fla.

Waypoint name	Location		Reference facility
J996R Cape Newenham-Amott			
Cape Newenham	58°39'24"N.	162°04'25"W.	King Salmon, Alaska
NERKA	59°26'00"N.	158°55'00"W.	King Salmon, Alaska
CARBU	60°15'30"N.	154°58'00"W.	King Salmon, Alaska
AMOTT	60°54'04"N.	151°21'11"W.	Anchorage, Alaska

AMENDMENTS 1/24/80 44 F. R. 68453 (Changed)

Waypoint name	Location		Reference facility
J997R Anchorage, Alaska, to Annette Island, Alaska			
NOWEL	60°29'01"N.	148°38'01"W.	Anchorage, Alaska
TONTS	59°51'06"N.	146°18'00"W.	Middleton Island, Alaska
DUNKS	57°58'07"N.	140°14'00"W.	Yakutat, Alaska
HOLLI	56°40'00"N.	137°00'00"W.	Biorka Island, Alaska
MOCHA	54°29'05"N.	133°00'02"W.	Annette Island, Alaska





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